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**Advanced Passenger Train
EXPERIMENTAL**



HORNBY

magazine

Issue 108 **June 2016**

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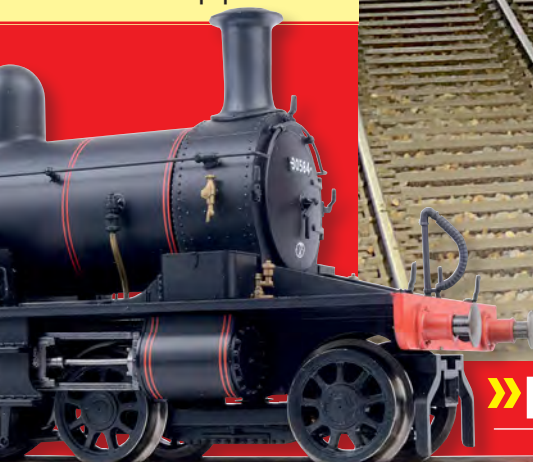
Fitting a smoke generator, sound and weathering a Heljan '02'



PAINTING PEOPLE



Techniques and tips for creating a realistic miniature population



Building *Memories*

Reviving the 1950s in '00' at Newton Central



**» HORNBY RADIAL AND '71' LATEST
» PLUS ALL THE LATEST NEWS**

KEY



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Cobalt Alpha

By DCCconcepts



Alpha-Power

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

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

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Alpha-Box

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

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

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

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

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



Alpha Central



It just does NOT get any easier than this!

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

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

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

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

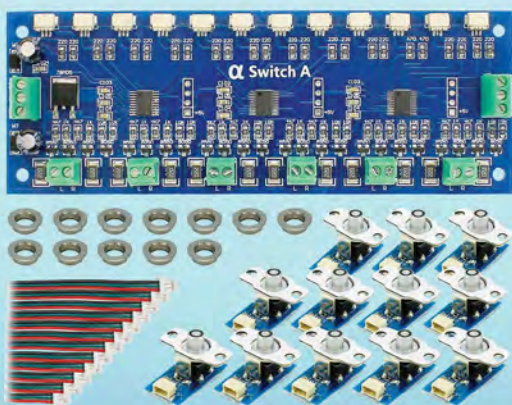
Alpha

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

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

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

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



Alpha-Switch-D

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

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

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

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

The little things really CAN Make a big difference!

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

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

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



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

DCC thinking outside the square
concepts

HORNBY magazine

June 2016

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Graham Farish
'N' gauge PLV/CCT

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Limited production - 4mm scale - Ready-to-run in OO, EM or P4
Revolutionary DCC Sound & DC - In stock and available now!



D5000 on Canada Street (EM). Thanks to Pete Johnson



24081, professionally weathered, on Oakley Green (OO). Thanks to Jamie Mathlin

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Museum-quality models that will delight the true diesel aficionado



D5098 on Halifax King's Cross (P4). Thanks to Steve Hall

"Quite simply, this is the best ready-to-run diesel model I have ever seen."

"The detail and running qualities are superb. The sounds are, by some margin, the best I have heard on any DCC locomotive to date."

"I'm blown away! It's a game changer - and that's something I wouldn't say lightly."

"I had absolutely zero interest in sound-fitted locos until I witnessed one of these Class 24s in action!"



Search YouTube for 'SLW Class 24', 'SLW D5000', 'SLW 24081' & 'Suttons Locomotive Works'.



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Welcome

THE EDITOR'S PAGE



THEY SAY GOOD things come to those who wait and that is certainly true of the headline model for this month's reviews section.

Locomotion Models' stunning 'OO' gauge model of the

unique Advanced Passenger Train - Experimental (APT-E) touched down in early April and like many we were looking forward to getting our hands on it. As the latest addition to the growing National Collection in Miniature series and Rapido Trains' first UK outline model it was a tantalising prospect.

Trains like the APT-E aren't exactly a prime choice for ready-to-run models, having a limited operational sphere and period, single livery and an array of complexities including the requirement for it to tilt and common bogies between vehicles. It all adds up to a challenging package, but one which is in many ways more enthralling than - dare I say it - 'another locomotive'. The APT-E was a very different concept on the real railway and it holds the same

position as a model. It is very different.

There was a lot of excitement, understandably, that one of these fine models would be coming in for review and we couldn't wait to get it assembled, on the track and running. And what a sight it is. The four-car unit glides around the track like nothing else and offers a totally different perspective on how high speed rail travel might have been.

The APT-E has massive appeal, but even so I'm sure that most of those who have purchased the model aren't doing so to fit in with an existing fleet - they are buying it because it is the APT-E.

And why not? The National Collection in Miniature series is the ultimate collector's portfolio. *Deltic*, *City of Truro*, the Midland Compound, *Butler Henderson*, the GNR 'Atlantic' all came before and next in line to steal the limelight is the Warley announced project for the prototype HST (HM103). These are exciting models which stand apart from the crowd as something special, and rightly so.

While we all love the everyday railway scene there has always been something attractive about the extraordinary and that, perhaps, is the APT-E's greatest strength as a model. It is a historic train

and, as you can read in our review, it is an extraordinary model too.

It isn't all about the APT-E this issue. We've got three superb layouts headlined by Andy Statham's wonderful Newton Central which I had the pleasure to photograph and see first-hand - there is a lot more to come on this loft layout - together with a micro layout and an 'O' gauge colliery. Plus our team has put together a range of features covering subjects as diverse as wheel cleaning equipment, figure painting, scenic modelling for micro layouts and smoke and sound installations for digital locomotives.

It all adds up to a busy package which is further enhanced by Hornby releasing images of its final production samples of the eagerly awaited Adams 'Radial' 4-4-2T and BR Class 71 Bo-Bo electric.

The Update section has all the latest model news and you can find out what's in the shops now in the reviews.

Happy modelling!

Mike Wild

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE THIS MONTH

COMPETITION

12 Kernow Model Rail Centre has made one of its exclusive new limited edition models available for our latest competition.

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DIGITAL SOUND

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WORKBENCH

32 Tim Shackleton looks at ways of painting figures with realistic colours and shades.

UPDATE

08 Hornby reveals the latest samples of its 'Radial' and Class 71 plus all the latest model



REVIEWED

SEE PAGE 68

**Advanced Passenger Train
EXPERIMENTAL**

LAYOUT FEATURES

Newton Central: Andy Statham's evocative loft layout builds on his memories of Chesterfield and Sheffield in the BR steam era. With fabulous card buildings and superb weathering this layout is sure to impress.

Blacklade: Short on space? Blacklade shows how a compact layout with multiple units at the heart of its operation can be an enjoyable project.

Thorne Hill Colliery: A West Yorkshire colliery name provided all the inspiration Jeff Wetherell needed to begin work on this busy 'O' gauge scene.

SEE PAGES 16, 54 & 96

HORNBY 'RADIAL' AND '71'



HORNBY HAS RECEIVED final approved decorated samples of its soon to be released 'OO' gauge models of the London & South Western Railway (LSWR) Adams '0415' 4-4-2T and BR Class

71 Bo-Bo electric locomotives. Announced as part of Hornby's 2015 range, the Adams 'Radial' is now due to arrive in the UK

during mid-July. Three solo models will be available initially as 30584 in BR black with early crests (Cat No. R3333), 30582 in BR black with late crests (R3334) and 488 in LSWR green, as preserved at the Bluebell

Railway (R3335). A fourth model will appear in the Lyme Regis train pack which contains 30583 in BR lined black with early crests and a pair of new Maunsell 58ft compartment carriages in BR carmine (R3398). Prices are set at £119.99 for individual locomotives and £204.99 for the train pack.

Meanwhile from Hornby's 2016 range, the Class 71 is scheduled for a June release as E5022 in BR plain green (Cat No. R3376), E5001 in BR green with small yellow panels (R3373) and 71012 in BR blue (R3374). Features include twin flywheel drive, directional lighting, sprung metal buffers, operational pantograph and 8-pin DCC decoder socket.

The price is set at £154.99 each for the '71'.

● Visit www.hornby.com for more information.



Bachmann receives 'V3' livery samples

Bachmann has revealed the latest production samples of its soon to be released revised version of the LNER 'V3' 2-6-2T for 'OO'. This will become the first locomotive in its British outline ranges to be equipped with a Next18 Digital Command Control (DCC) decoder socket.



A new chassis has been developed for the 'V3' as previously it was equipped with a split chassis. It now features axles running in separate bearings,

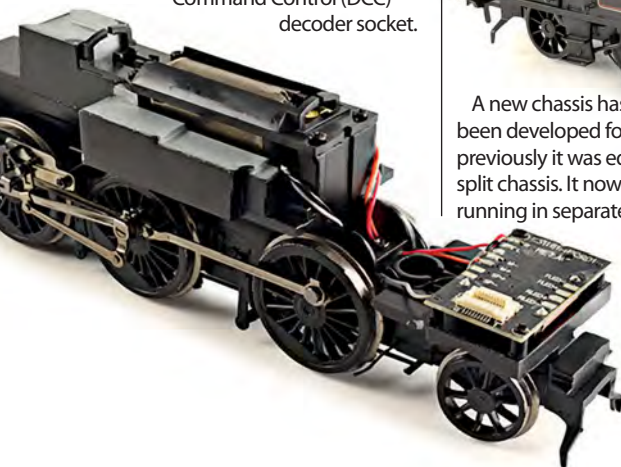
NEM coupling pockets and the Next18 DCC socket. The socket provides space for sound and lighting

with the locomotive being designed to have a 'sugar cube' speaker fitted.

Two body styles are being produced covering straight and cranked steam pipes as well as original and hopper style bunkers. Scheduled for release during

June/July and priced at £129.95, the 'V3' will be released as 67646 in BR lined black with late crests (Cat No. 31-614) and 67690 in BR lined black with early crests (31-615).

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



HATTON'S '14XX' GATHERS SPEED

Hatton's of Liverpool has announced that it is to concentrate its manufacturing efforts on its new 'OO' gauge model of the Great Western Railway (GWR) '14XX' 0-4-2T ahead of the new GWR 'King' 4-6-0 for the same scale.

With the change of priority, the 'King' is expected to be released in March/April 2017 with the '14XX' currently expected in October 2016.

In a statement, Hatton's Research and Development Manager Dave Mylett said: "The 'King' and '14XX' were announced relatively close together and design work has been conducted parallel with some crossover of research and development for the two classes. Even though the '14XX' was announced after the 'King', it is a much more straightforward model both in terms of detail variations and development, therefore has taken much less time."

Hatton's '14XX' is currently at 'an advanced stage of tooling' with 'small details' to be corrected on the body and modifications to the chassis. Livery samples are also being prepared for inspection. "As there is a lot of commonality of parts between the locomotives we have currently paused the development of the 'King' until the '14XX' is in production," Dave Mylett said: "We understand that this will mean it will be longer before we see the 'King' but the development of these locomotives is important for both DJ Models and Hatton's to bring the best possible model to market."

● Visit www.ehattons.com for more information.

RAILEX 2016

Risborough and District Model Railway Club's annual Railex 2016 returns to Stoke Mandeville Stadium, Aylesbury, Buckinghamshire on May 28/29.

17 layouts are booked to attend including Dentdale in 'N' (HM95), Sydney Gardens in 'OO' (HM102) and Weydon Road in 'O' gauge (HM70).

A wide selection of manufacturers and traders will

also be there including Alan Gibson Workshop, Cheltenham Model Centre, Dart Castings, Greenscene, Parkside Dundas, Replica Railways, Shawplan, Wizard Models and more.

Admission is £8 for adults and £5 for children. Up to two accompanied children will be admitted free on the Sunday only.

● Visit www.railex.org.uk for more information.



Heljan expects 'O' gauge 'Warships' to dock

As this issue of *Hornby Magazine* went to press, Heljan was expecting delivery of its new 'O' gauge Class 42 'Warships'. Five standard models will be released covering BR green, maroon and blue liveries while Tower Models has also commissioned six limited editions. The price per model is £699.

● Visit www.heljan.dk and www.tower-models.com.



Kernow limited LMR 'Austerity' 0-6-0ST edges closer

Kernow Model Rail Centre has received the first decorated sample of its forthcoming limited edition 'OO' gauge Hunslet 'Austerity' 0-6-0ST 196 Errol Lonsdale in Longmoor Military Railway blue (Cat No. OOJ94-099) for evaluation.

Manufactured by DJ Models using the manufacturer's new tooling for the 'Austerity', a small number of livery adjustments have been identified which will be amended prior



to production with delivery anticipated later this summer. Priced at £109.99, a £10 pre-

order discount is available.

● For more information visit www.kernowmodelrailcentre.com

IN BRIEF

■ High Wycombe and District Model Railway Society is holding an open day at its town centre clubrooms on Saturday May 21. Nine club layouts together with members' own layouts will be on display for the day along with access to the club's test track. Admission is £2, which also includes refreshments. For further details and directions, contact the club's social secretary paul.ebberson@gmail.com or telephone 07593 303139.

■ Following a move to larger premises in Catfield, Norfolk, 32A Model Railway Club is now looking to welcome new members of all abilities to its membership.

● Visit www.32amrc.co.uk for more information.

■ Peedie Models is adding a new range of upgrade kits for Dapol's 'N' gauge locomotives and accessories. First to appear is a pair of scale replacement etched BR Western Region brass smoke deflectors (Cat No. PMPE33501) for Dapol's 'N' gauge 'Britannia' 4-6-2, with handrails removed and cut-out handholds added. Priced at £5.95 per pair, they are available now.

● For more information visit www.peediemodels.com

■ Gaugemaster has commissioned Dapol to produce a limited edition 'N' gauge Class 66, 66711 *Sence* in Aggregate Industries livery. Owned and operated by GB Railfreight, the prototype was named in a ceremony at Bardonia Hill Quarry, Leicestershire in 2015. Utilising Dapol's 'N' gauge model, 100 models will be manufactured in the colourful silver, blue and green livery. Price is set at £109.95, with delivery anticipated during November 2016.

● For more information visit www.gaugemaster.com

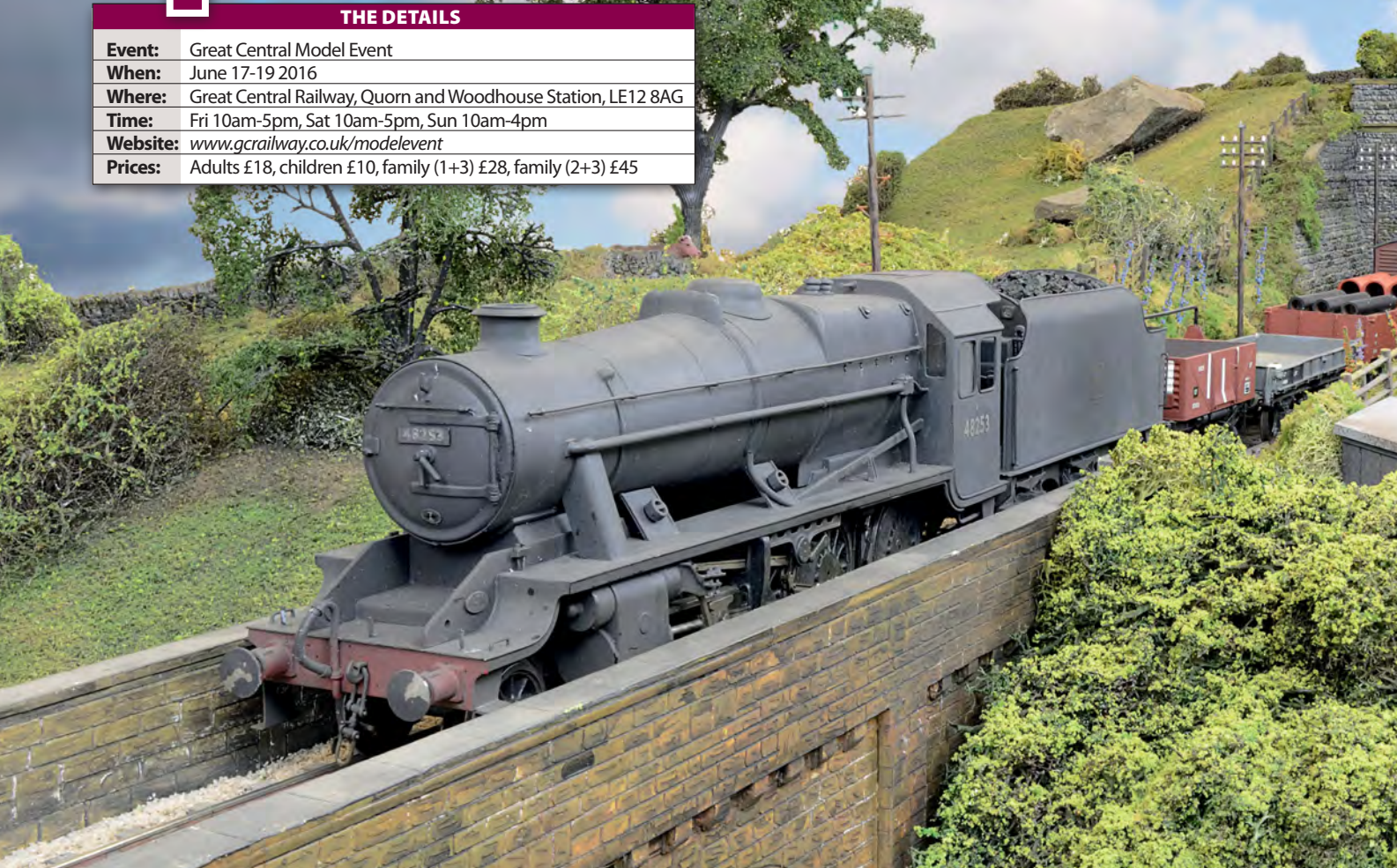
RAILROAD '9F' WINNER

The winner of HM106's competition for a Hornby Railroad Crosti '9F' 2-10-0 is John Simmonds from Horley in Surrey. Congratulations!

Great Central builds up to Model Event

THE DETAILS

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



'Austerity's' approach

Hatton's Model Railways has received further decorated samples of its forthcoming 'OO' gauge limited edition Hunslet 'Austerity' 0-6-0STs for evaluation.

Manufactured by DJ Models, the latest pristine examples to arrive

include No. 7 *Robert* in National Coal Board Bold Colliery lined green (Cat No. J9401), 71515 in Mechanical Navvies Ltd maroon (J9402) and 98 *Royal Engineer* in army green (J9408).

The retailer has also taken delivery of the weathering masters



from Mercig Models for use by DJ Models' factory to replicate the finish on 1763 in heavily weathered National Coal Board Peckfield Colliery lined maroon with chevrons (J9404) and No.

7 in Littleton Colliery lined blue with light weathering (J9409).

Priced at £99 each, a delivery date has yet to be confirmed.

● Visit www.ehattons.com for more details.

A Stanier '8F' 2-8-0 crosses Gracedieu viaduct on Soar Valley MRC's imposing 'O' gauge Charnwood Forest Branch.



PREPARATIONS are well advanced for the Great Central Railway's (GCR) Model Event returning for its third year at the preserved railway in Leicestershire on June 17-19 2016. This three-day show combines model railways with their full-size counterparts.

Supported by *Hornby Magazine*, *Railways Illustrated* and *Steam Days*, more than 65 layouts, over 50 traders and a host of societies are already confirmed to attend the event.

Once again, the GCR's Quorn and Woodhouse station site will form the main model railway focus for the weekend, while there will also be a selection of traders, engineering societies and layouts at other stations along the line too.

Amongst the layouts attending are Lincoln and District Model Railway Club's 'O' gauge Aisthorpe (HM95), Soar Valley Model Railway Club's 'O' gauge Charnwood Forest Branch (HM99/HM100), David Wellington's 'O' gauge Hollowbeck Shed (HM52), Chris Mead's 'OO' gauge Overlord (HM24) and Mike Bisset's St Marnock Shed and Ladeside Depot in 'O' (HM65).

Hornby Magazine's 'OO' gauge BR North Eastern Region layout, Shortley Bridge and Felton Cement Works will also be on display. It will be the first time it has been exhibited in its current form with a revised station layout (HM107). The *Hornby Magazine* editorial team will also be on hand all weekend together with special show-only offers on subscriptions and our range of limited edition models.

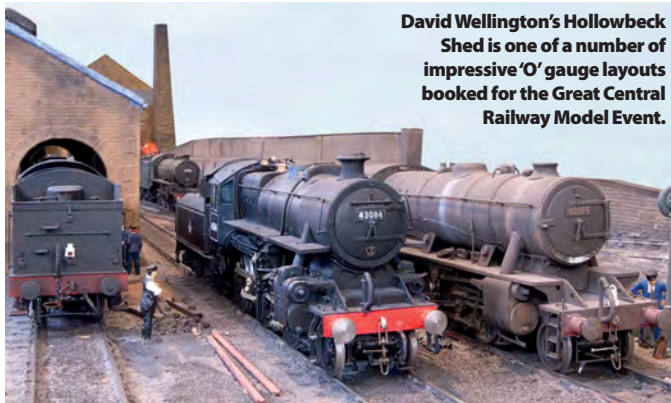
Demonstrations planned include electrics, weathering, tree-making, static grass and scenic detailing.

A large selection of traders will be attending the show including ADM

Hornby Magazine's Shortley Bridge and Felton Cement Works will be making its only outing of 2016 at the Great Central Railway Model Event.



David Wellington's Hollowbeck Shed is one of a number of impressive 'O' gauge layouts booked for the Great Central Railway Model Event.



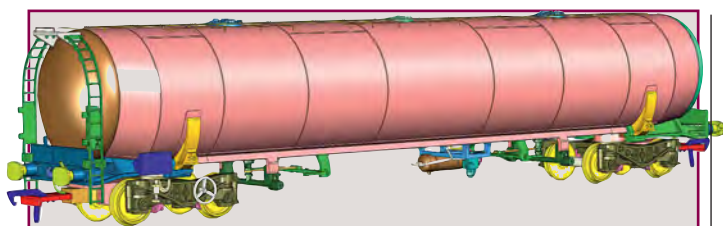
Turntables, Cheltenham Model Centre, Footplate Models, Grimy Times, Invicta Model Rail, Kernow Model Rail Centre, Lord and Butler, Shawplan, Skytrex, Train-Tech and many more. Manufacturers including Bachmann Europe and Realtrack Models will also be there.

A special intensive timetable is planned on the GCR's double track main line utilising steam locomotives on all three days including LMS 'Black Five' 45305 and GWR 'Hall' 6990 *Witherslack Hall*. The two 4-6-0s will be supplemented with a selection of diesel locomotives including Class

25 D5185 on the Friday, Class 45 45041 on Saturday and Class 37 37714 on Sunday – all subject to availability. A Diesel Multiple Unit (DMU) shuttle is also planned and a full timetable will be available on the GCR website prior to the event.

Tickets are £18 for adults and £10 for children and include entry to all exhibits at each station together with unlimited train rides on the GCR for the day. Car parking will only be available at the Quorn site during the weekend, priced at £5 per day.

● Visit www.gcrailway.co.uk/modelevent for more information.



Revolution approves 'OO' TEA tooling

Revolution Trains has approved the CAD drawings of its 'OO' gauge VTG/Greenbrier 100tonne TEA bogie tank wagons with the model progressing to the tooling stage in April.

Five variants are planned reflecting the detail differences of the prototype and will be available in VTG, Greenbrier, EWS and Freightliner liveries.

Orders are now being taken for these Rapido Trains

produced models, with 'early bird' discounts available.

● Visit www.revolutiontrains.com for more information.

■ Revolution has also set its 'N' gauge model of the TEA tanker into production. The order book is closed, but limited stocks of the single and triple packs will be available through www.candmmodels.co.uk and www.collettsmodelshop.co.uk.

4-LAV EMU for 'O'

Electrifying Trains has introduced a new ready-to-run Southern Railway 4-LAV Electric Multiple Unit (EMU) to its range of hand-built 'O' gauge models.

Introduced by the Southern Railway (SR) in the early 1930s, these four-car EMUs operated semi-fast and slow services on the third-rail

electrified London to Brighton line, remaining in service until the 1960s.

Available in a choice of liveries including SR lined olive green, pre or post-war SR malachite green and BR Southern Region green, prices start from £3,450 excluding delivery.

● Visit www.electrifyingtrains.co.uk for more details.



HELJAN 'O' GAUGE CENTRE HEADCODE '37' SURFACES



THE first engineering sample of Heljan's new 'O' gauge centre headcode Class 37 has been revealed.

This latest model marks Heljan's second variant of the English Electric Type 3 for 'O' gauge and models the locomotives in original condition with centre headcode boxes and buffer surrounds. Four liveries are planned - BR green with small yellow warning panels, BR green with full yellow ends, BR blue and BR 'large logo' blue. Each will be supplied unnumbered while other features include twin motors, directional lighting, rotating roof fans, screw couplings and provision for installation of a speaker for Digital Command Control (DCC) sound.

Price is expected to be £649, while delivery is anticipated late 2016.

● Visit www.heljan.dk for more information.

WIN Kernow Model Rail Centre's limited edition POLICE CLASS 47!

Hornby Magazine has teamed up with the Kernow Model Rail Centre to offer a unique prize of one of its sought after Police liveried Class 47 limited editions.

Produced using the Bachmann model as the basis, this exclusive limited edition is restricted to just 500 pieces and is available now from Kernow Model Rail Centre. It models 47829, as repainted by Virgin Trains in 2002 to highlight British Transport Police's anti-trespass campaign. The model has a 21-pin DCC decoder socket, directional lighting and cab lighting as well as the powerful all-wheel drive chassis developed for the model.

All you have to do to enter the competition is answer the following simple question before the closing date of July 25 2016. Even if you don't win the KMRC Police Class 47 it is available to purchase for £149.99 from www.kernowmodelrailcentre.com or by calling 01209 714099.



QUESTION...

When was 47829 repainted in Police livery?

a. 2001 **b.** 2002 **c.** 2003

HOW TO ENTER

Send your answer in by visiting www.hornbymagazine.com and fill in the entry form. Or send your answer, subscriber number (if applicable), and full contact details on a postcard to 'Hornby Magazine Police 47 competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to

competitions@keypublishing.com with 'Hornby Magazine Police 47 competition' in the subject field.

RULES: Strictly no multiple entries. The winner will be the first correct answer drawn at random immediately after the closing date. There is no cash alternative, and no correspondence can be

entered into. The competition is not open to employees of Key Publishing or Hornby Magazine. The Marketing Manager's decision is final. The winner will be notified by post, and will be published in HM110. The closing date for entries is July 25 2016 and winners will be notified within a week of the closing date. No purchase necessary.

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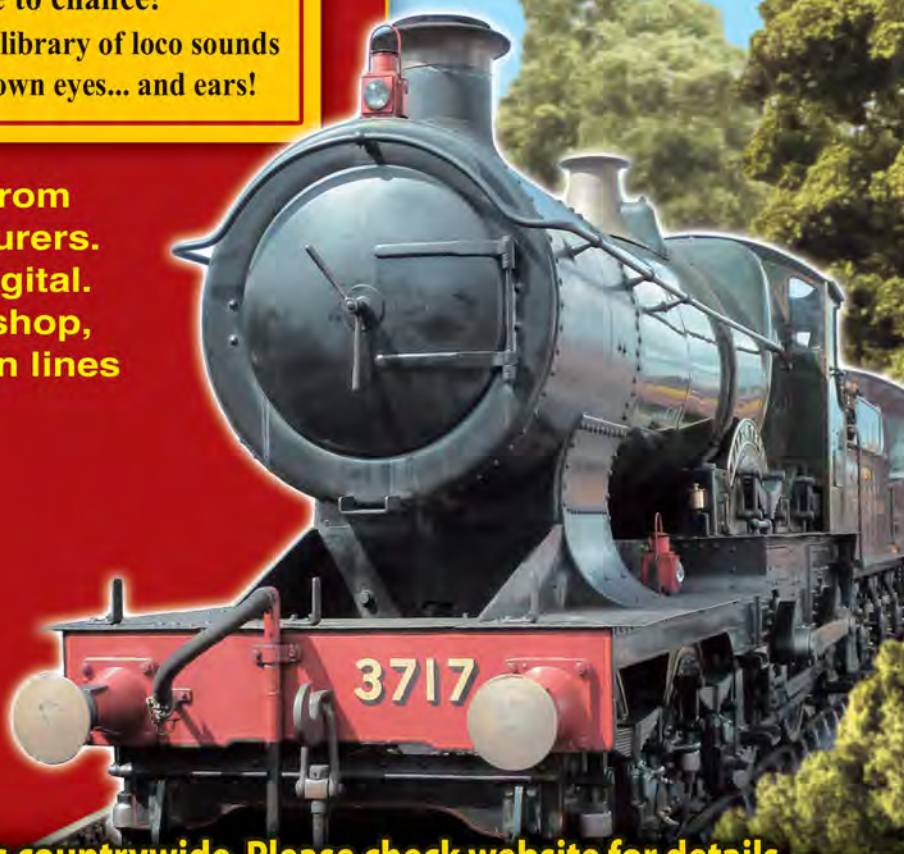
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DCC23 CLASSIC 6 Pin Plug-in Decoder £24.95



DCC26 Compact 8 Pin Decoder with Harness £14.95

DCC27 OMNI 21 & 8 Pin Decoder £18.95

DCC28 OMNI 6 Pin Decoder with Harness £20.95

DCC29 OMNI Direct Plug Decoder £19.95

BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95

BPDC28 OMNI 6 Pin with Harness (5) £99.95

BPDC29 OMNI Direct Plug Decoder (5) £99.95

DCC30 Accessory Decoder 4 Accessories £59.95

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DCC13 Prodigy Adv2 Wireless Walkaround £179.95

DCC14 Prodigy Adv2 Backlit Walkaround £129.95



DCC15 "Decoder Doctor" Decoder Tester £79.95

DCC40 Auto Reverse Module £39.95

DCC49 Prodigy DCC Booster Unit 8 Amp £179.95

DCC51 Prodigy Wireless Conversion Set £259.95

DCC55 Prodigy Wired Computer Interface £54.95

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DCC63 Prodigy Adv Power Supply Unit £25.95

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GMC-WM3 Kato Unitrack UK Power Supply £14.95

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

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GMC-SS2 Station Stop Unit £39.95



GMC-PCSET Point Control Starter Set £49.95

Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

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GMC-PM2 SEEP Motor No Switch £4.95

GMC-PM4 SEEP Motor Latching Mechanism £6.25



GMC-PM10 Solenoid Point Motor £6.95

GMC-BPPM10 Solenoid Point Motor (5) £29.95

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



GMC-PM100 Digital Solenoid Point Motor £18.95

All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

POINT MOTOR ACCESSORIES



GMC-PM50 Connection Boxes (3) £3.95

When you run out of wire when connecting points, simply screw the end of the wire into one of the connection box and begin the new run of wire at the other. Fixing screws included too.



GMC-PM51 Tripled Point Motor Wire 10m £6.95



GMC-PM52 Point Motor Accessory Pack £2.95

This set also includes five ballast stickers which come with a pre-cut slot, which allow you to hide the hole in your baseboard created when you drill a hole in your baseboard for your point motor tether.

GMC-PM53 Harnesses for PM100 (2) £3.95

GMC-PM58 Solenoid Point Motor Decoder £12.95

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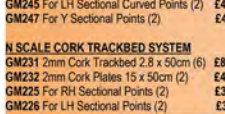
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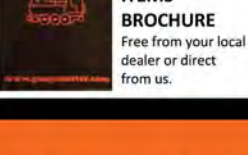
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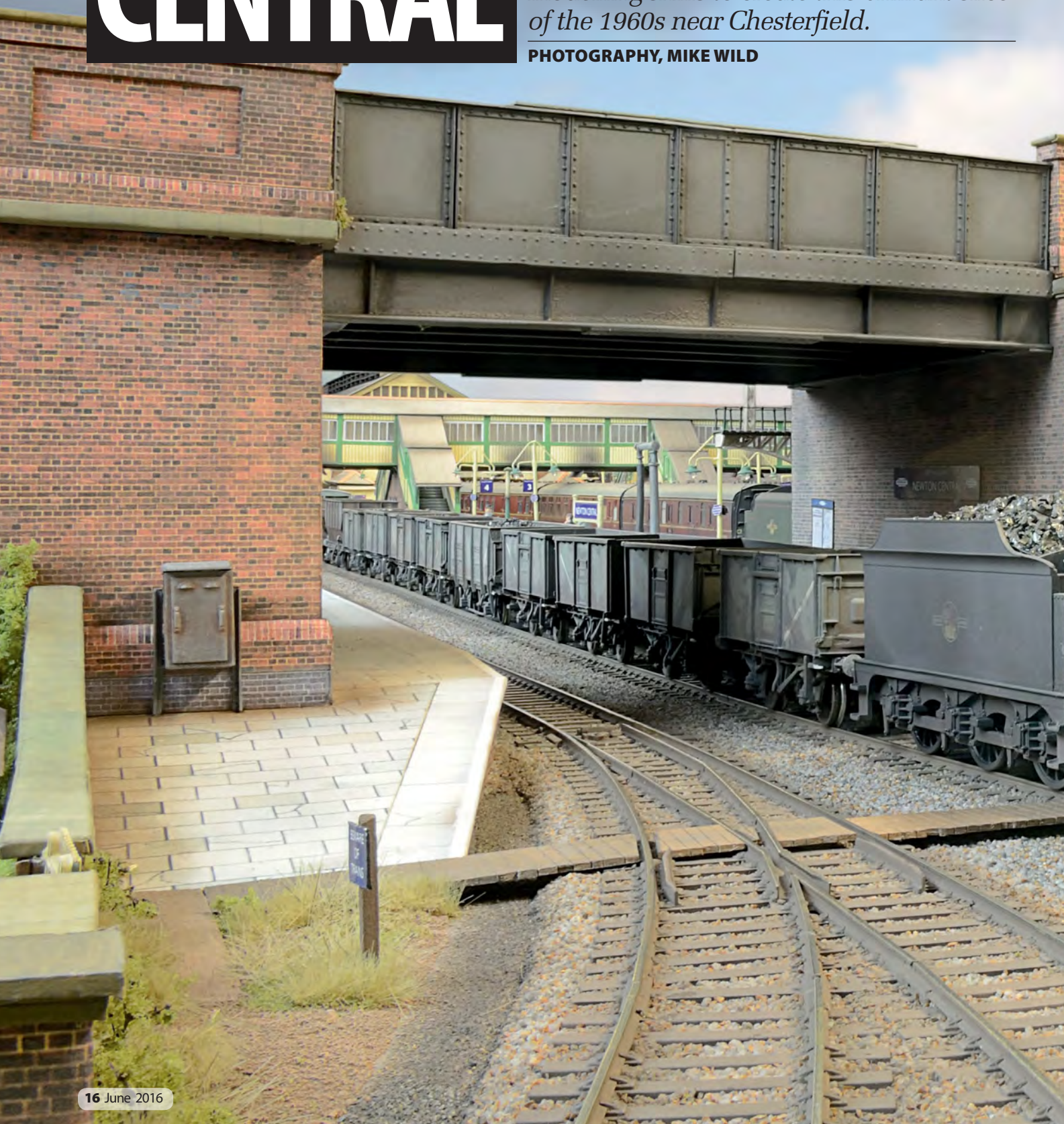
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Newton

CENTRAL

*Finescale 'OO' was the gauge of choice for **ANDY STATHAM**, who drew on his military modelling skills to create this brilliant slice of the 1960s near Chesterfield.*

PHOTOGRAPHY, MIKE WILD



NEWTON CENTRAL is an 'OO' gauge layout built to finescale standards. The section of the layout featured is 12ft x 3ft and is owned and has

been built by me, Andy Statham. It is set between 1957 and 1967 and runs as a continuous loop in a purpose-built room.

My inspiration for the layout comes from many sources, but mainly from my childhood memories of the extensive railway networks around my home town of Chesterfield and Sheffield. It is these memories that have informed the design, structure and tone of the layout. Having a grandfather who was a locomotive driver based at Hasland formed my early and ongoing fascination with railways generally but in particular steam. Some of the

locomotives on the layout were shedded at Hasland and my grandad would almost certainly have driven them at some time.

In 2000 I designed and had built an extension to our home which created a study and library on the ground floor and a very handy first floor room which quickly became the 'railway room'. Planning for the layout, which is the first and only layout I have created, started as soon as the extension was finished and I applied my joinery skills to create a continuous run of boards around the room with storage and shelving underneath. To date the layout has taken just over eight years to complete phase one (the subject of this feature) with phase two nearing completion and phase three getting there. Hopefully both of these latter phases may feature in *Hornby Magazine* in the future.

STATISTICS

Owner:	Andy Statham
Scale:	'OO'
Length:	11ft
Width:	14ft
Track:	Peco code 75
Control:	DCC, ECoS
Period:	BR 1950s-1960s, Great Central

GREAT CENTRAL SETTING

The layout is set in a fictitious location situated in the Sheffield/Chesterfield/Rotherham area. The layout represents a section of the former Great Central Railway now under British Railways control. It has a through station, the platforms of which are a remnant of the earlier Manchester, Sheffield »



A Robinson 'O4' 2-8-0 leads a coal train through Newton Central under the main road bridge.



& Lincolnshire Railway and a small terminus built during the late Edwardian period to cater for the town's rapid growth due to industrial and urban expansion.

The layout is a fixed layout and as such has been seen by very few people. It has been developed and built entirely by me. As a longstanding military modeller and figure painter I possess a range of modelling skills but at the start of this project I had never held a soldering iron let alone attempted any form of wiring. However, assisted by numerous videos, DVDs, books and regular reference to the internet, I gradually practised and mastered the necessary skills to create the layout. It is this aspect of the hobby - learning the range of skills necessary to build a model railway - that has been so enjoyable and satisfying.

The baseboards are standard width chipboard sheets mounted on 50mm x 50mm timber frames onto which 4mm cork sheet is laid, the entire layout being 11ft x 14ft following the shape of the room. I determined at the start of the project that Digital Command Control (DCC) would be my method of control. This made sense to me as someone who had no idea how to wire a layout in the traditional manner.

I have a continuous bus running under the

FO2 A British Railways owned Ford 400E stands in the yard beyond the station while its driver takes a break.



FO3 An 'L1' approaches Newton Central as a 'D11' 4-4-0 departs. Derby and Cravens DMUs stand in the carriage sidings on the left.



FO4 Terrace houses line the street above as a Thompson 'L1' 2-6-4T heads a parcels working past the DMU stabling sidings.





The builder's yard has all the supplies you could need and a great view of the motive power depot.



baseboards formed from two self-adhesive copper foil strips from which positive and negative droppers are connected from every section of rail and from the 'toe' end of every point on the layout. I determined early on that the track had to be formed, electrically connected and laid to the highest standards if good running was to be achieved, particularly as sound fitted locomotives were to be a feature of the layout.

The layout is built using Peco code 75 track. For me the appearance of the track is as important as how well it has been laid. The use of colour and tone for the track and the scale of ballast used is very important. For reference I always look at the real thing. On a well-used urban set railway, track is not a bright rusty red colour: it is a dark often oil-stained brown so my track is sprayed with Railmatch sleeper grime lightly dry-brushed in places and oil-stained in other locations where locomotives frequently stop. I studied and photographed various real-life track locations and then created my own ballast recipe mix from the various ranges of coloured ballast available. Again scale was important. 'OO' scale ballast is too large. If an 'OO' scale figure were to pick it up it would be the size of a house brick in its hand. 'N' »





A busy moment as a parcels and goods working pass on the through lines while a 'Jubilee' awaits departure at the terminus.

gauge ballast is far better and to the viewer gives a much better scale appearance.

The track is ballasted in the traditional way with the ballast being laid dry onto the track and a 'shoulder' formed on top of PVA glue. The ballast is then gently sprayed with a weak soapy water solution to soak the ballast onto which a 50:50 solution of PVA and water with a little washing up liquid is applied via a 'dropper' bottle. The result looks dreadful at this stage but left overnight to dry all is well the next day and after vacuuming to remove any loose ballast a final detailed weathering with an airbrush completes the effect.

In 2003 I attended a ZTC DCC beginner's course. Over the weekend I learnt to solder and fitted my first DCC chip into a locomotive and purchased a ZTC controller so that trains could start to run on my layout. No major changes were made to the original plan I had for the layout but additional sections of baseboard were periodically added to enable additional elements of the layout to be created.

The layout is now controlled by the ECoS system which takes control of all locomotive and point movements on the layout and provides ample power and flexibility.

SCENERY

My ambition when starting out was to create a layout true to the period I was modelling which meant getting the 'tone' of the model right. Anyone who remembers Sheffield in the early 1960s will recall that almost everything in the built environment was a uniform black colour. It was a revelation in the 1970s when buildings started to be bead blasted revealing glorious honey coloured stone and intricate brickwork.

My buildings had to be accurate to the period and suitably weathered to capture the general patina that I remember. Having observed a great many layouts at shows it

became clear to me that whilst the standard of modelling was very good in most cases, some layouts stood out from the rest and just looked right for the period they were portraying. What they had achieved was getting the scale and tone right.

Many good layouts are spoilt in my opinion by unrealistic scale (oversize ballast for example) and the use of overly bright colours, particularly scenic materials. Bright green is a rare colour to find in nature. Even in early summer when new growth is at its most vigorous, grasses have a mixture of greens, ochres and yellows in them that are amplified when scaled down.

It was with these issues in mind that I set about creating my layout and trying to be as true to the 'real thing' as possible. Using skills, methods and ideas transferred from my military modelling work I have hopefully created a layout that forms a continuous highly detailed diorama and provides a finescale environment in which trains can be run and photographed.

I enjoy being creative, so building anything gives me a great deal of satisfaction but one of the things I enjoy most is creating buildings. I have always had a passion for the Superquick range of card buildings that have been going for years. I was building them simply for the pleasure of putting them together long before I even contemplated building the layout. What is it about them? Simply put they capture the tone of the real scale building they represent and they remind me of railway buildings from my youth now long gone.

All of the buildings on the layout are constructed from card, some from kits, many scratchbuilt. By luck during the 2000s numerous new small manufacturers were entering the hobby and these along with the established companies now ensure that everything is available from an architectural perspective to super detail card buildings »



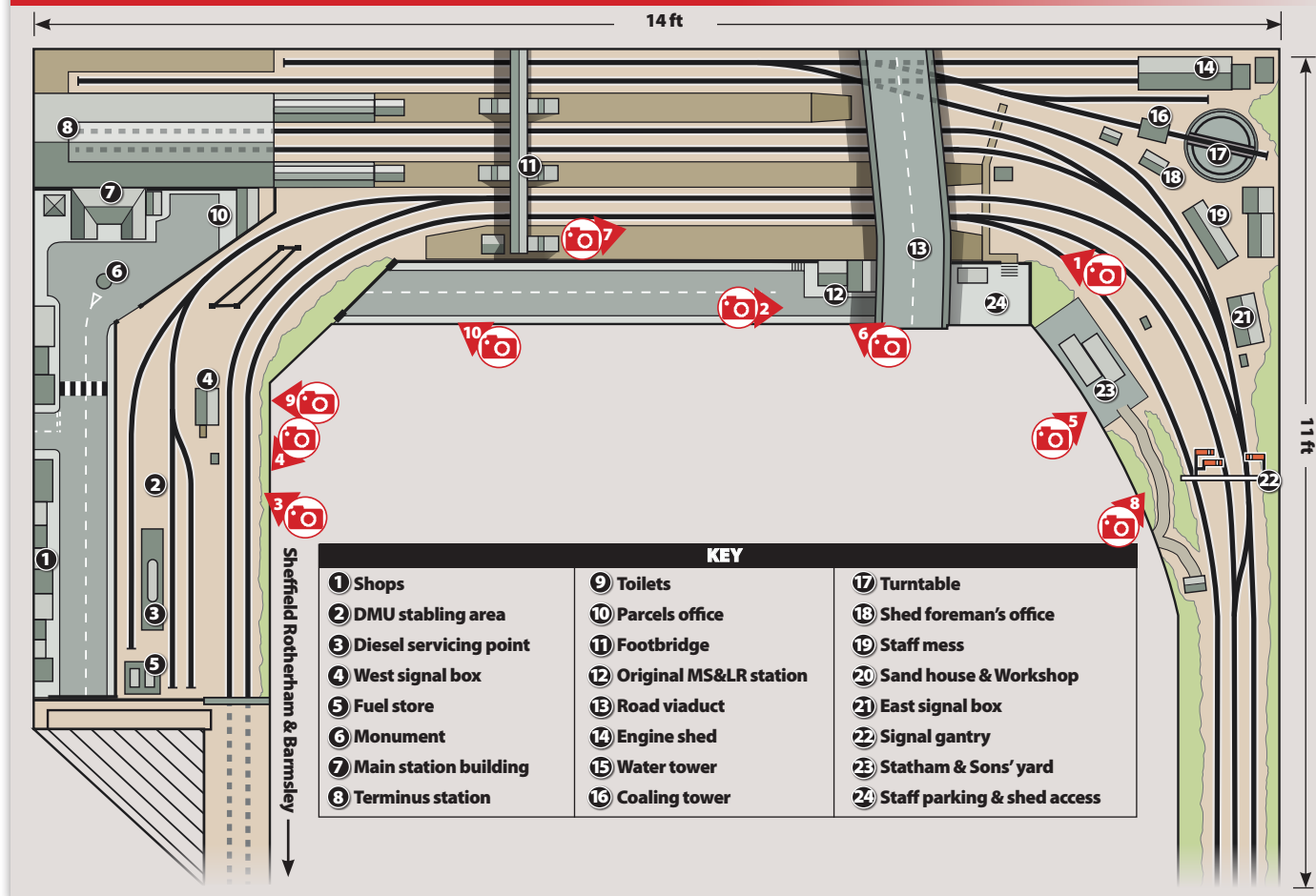
A visit to Statham & Sons builders merchants is rewarded with the passing of a 'B1' and 'O4' on the main lines.



Passengers await arrival of the next local working as a 'Jubilee' prepares to depart and a 'Black Five' passes through.



NEWTON CENTRAL TRACK DIAGRAM (Not to scale)



with metal and plastic components.

A huge boost for me was the emergence of Scalerscenes and the ability to download buildings and endless pages of building papers and then York Model Making which enabled me to design my own structures on the computer and have them produced to exact scale. All the trusses and other components in the terminus roof were manufactured this way.

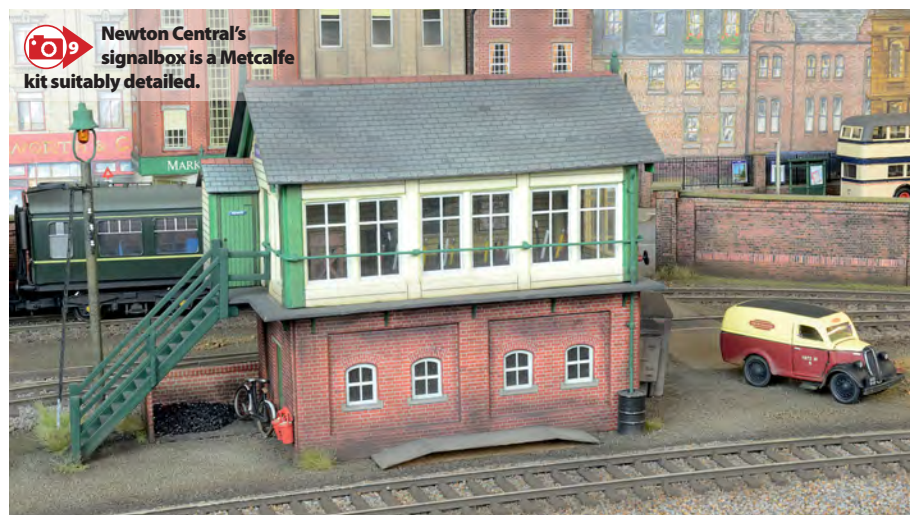
If I have a favourite detail on the layout it would have to be Satham and Sons Builders yard. It is based on a real location that was known as Berrys Builders Merchants close to the former Clay Cross station.

ROLLING STOCK

I have a large collection of steam locomotives and rolling stock covering all four BR regions and all the relevant diesel classes, including Diesel Multiple Units (DMUs) for the period being modelled.

The South Yorkshire/North Derbyshire location of Newton Central enables me to run a variety of former Great Central Railway (GCR), London and North Eastern Railway (LNER) and London Midland & Scottish Railway (LMS) locomotives as well as the 1950s BR Standard designs. Freight traffic was also in abundance in this area, coal traffic being the most evident, but a wide range of freight wagons including fish and parcels vans can be included in the operation of the layout.

During development of Newton Central the main manufacturers have produced a



wide range of excellent quality locomotives suitable for the model - Robinson 'D11s' and 'O1s', 'O4s', 'Black Fives', '3Fs', '4Fs', '8Fs', '9Fs', 'Ivatts', a 'C13' and not forgetting the Beyer-Garratt, some of which were shedded at Hasland. Bachmann Mk 1s and Hornby's excellent Thompson and Gresley suburban coaches form the passenger stock and all rolling stock is weathered to represent the condition it would have been in during the period modelled. My favourite element of rolling stock is probably the 'D11' coupled to a rake of Gresley suburban stock. I have a painting by David Charlesworth depicting this exact combination at Chesterfield Central in 1959.

THE FUTURE

As mentioned previously the layout is a continuous loop with no storage yard. The other half of the layout, which is nearing completion, features Avenue Sidings - a large goods yard complex and an industrial area containing a brewery and a wagon and carriage works. My grandsons Jacob and Olly both enjoy the layout and Olly has developed a fascination for narrow gauge so my next project may well be an exhibition layout based on the Ashover Light Railway utilising the soon to be released locomotives and rolling stock we have been promised from the main manufacturers.



A Stanier
'Black Five'
crosses the road at the
end of the through
platforms with a
mixed goods.



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PO232

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N Scale

PN112 N Goods Shed - £7.25

PN133 N Signal Box Set - £9.00



PO233

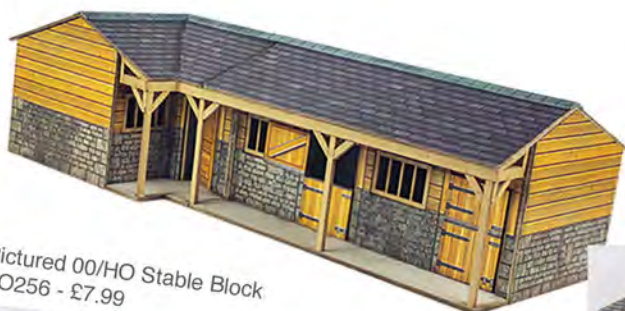
00/HO Country Station PO237 - £13.75



Includes main station building and opposite platform shelter

COMING SOON IN N SCALE

N Scale Stable Block PN822 - £5.75



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PO517 00/HO Platform Kiosk - £5.75

PO522 00/HO Stone Fountain - £5.25

N Scale

PN817 N Platform Kiosk - £5.50

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PO503



PO410

Pavilion also available in N Scale (PN821)



PO511



PO502

PO517



Kiosk available in N Scale (PN817)

NEW RELEASE

N Scale Fountain set - PN823 £5.75



00/HO Stone Fountain kit comes with one hexagonal fountain and three spouts (PO522)



PO510



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PN184 - £12.99

A grand entrance and powerhouse to complete any mill or industrial scene. Designed to stand with the PN183 and PN182 (left)



Quality and realism you wouldn't expect from card modelling...



NEW RELEASE

00/HO Low Relief Timber Framed Shop

PO421 - £8.00

An attractive timber framed shop in low relief, which adds a uniqueness to a high street. See also the low relief pub and shops below.



Manor Farm can be created using these three kits. Perfect for any countryside scene

Town & Country

00/HO Scale

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N Scale

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N Scale Manor Farm Set (PN150) includes House, Barn, Tractor Shed and Worker's Cottage



WHEEL CLEANERS

Keeping model wheels clean is vital but can be tricky. **MARK CHIVERS** assesses some of the best products on the market in the latest *Hornby Magazine* Equipment Guide.

**EQUIPMENT
GUIDE**



Gaugemaster wheel
cleaning brush

Kadee 'Speedi'
driver cleaner

CLEAN RAILS and wheels are essential for trouble-free operating sessions. Whilst dirty track is one of the main causes of locomotives stalling, contaminated wheelsets can also create issues with locomotive reliability such as erratic running as the motor struggles to maintain electrical contact with the rails. Whilst annoying on conventional layouts, these issues can be even more noticeable with Digital Command Control (DCC) layouts as the audio on sound-fitted locomotives may cut out and have to restart the whole ignition process again, which can be frustrating.

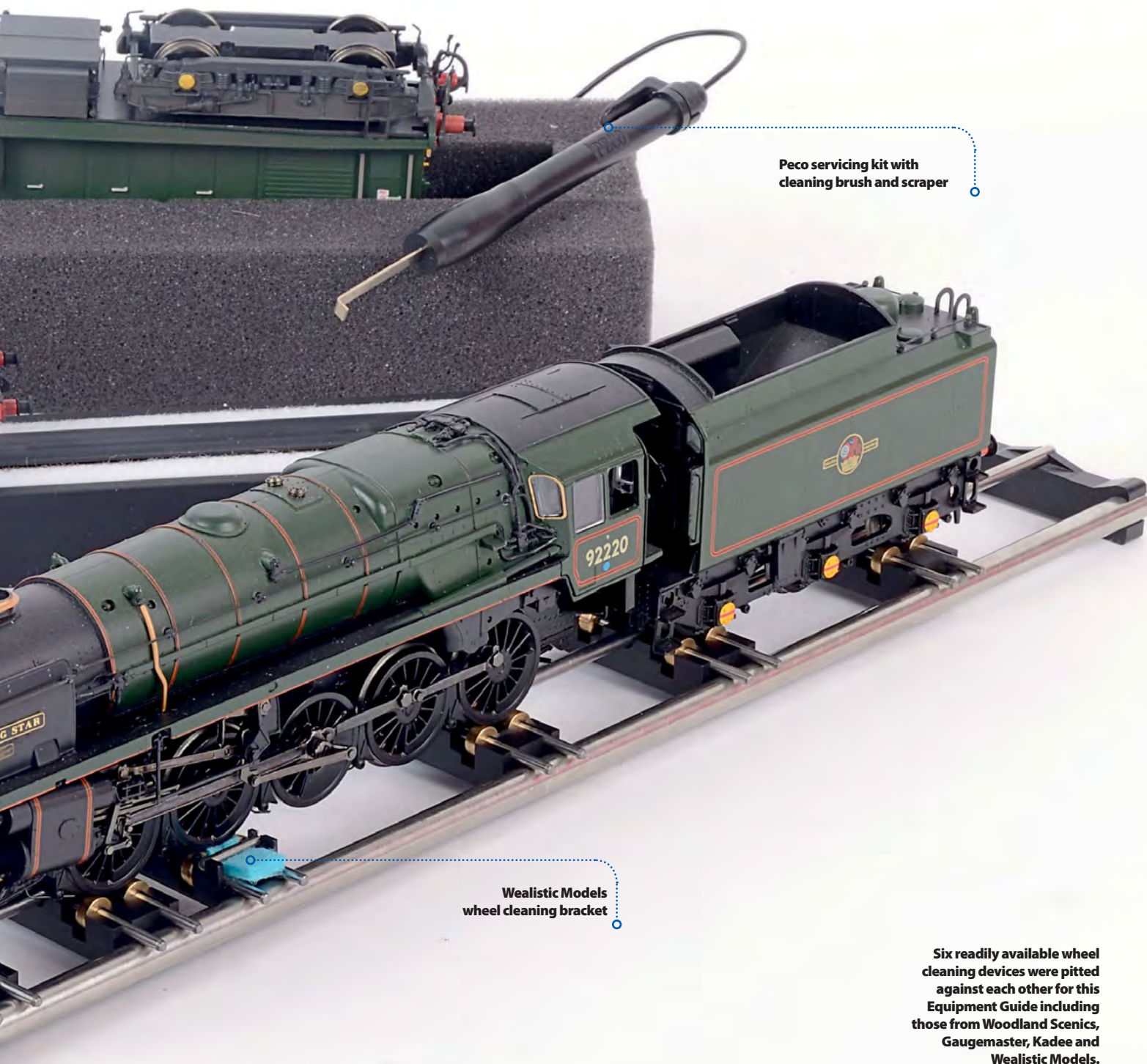
Whilst you will never eliminate track and wheel dirt completely, a regime of regular wheel cleaning and servicing of locomotives is recommended as well as routinely keeping the track clean.

Layouts attract dust and dirt between running sessions - just look at the number of dust particles in the atmosphere next time the sun shines through a window in the railway room! As wheels pass over and electrical current passes through this dirt begins to form a barrier in addition to the oxidation process that affects the metal rails over time. Factor in rolling stock wheels which can attract dirt too and all these elements conspire to cause

operational issues. Plastic wheels in particular are prone to attracting contamination, which in turn is transferred back to the track.

Methods of wheel cleaning differ greatly with a wide range on offer. The most cost-effective involves a small piece of cloth and good old-fashioned elbow grease while other methods may involve electrically-conductive wire brushes and rolling roads with bespoke cleaning devices.

A good selection of wheel cleaning products is now available to the modeller and the following equipment guide aims to highlight just a few of these off-the-shelf products suitable for use with 'OO' models.



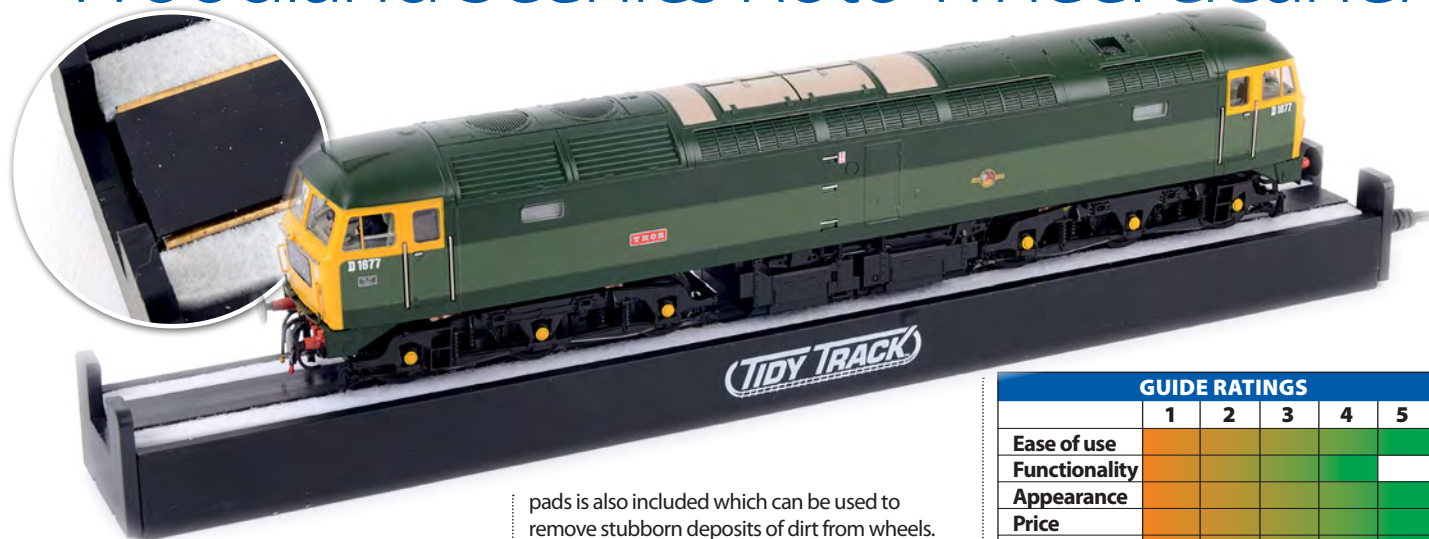
**Peco servicing kit with
cleaning brush and scraper**

**Wealistic Models
wheel cleaning bracket**

Six readily available wheel cleaning devices were pitted against each other for this Equipment Guide including those from Woodland Scenics, Gaugemaster, Kadee and Wealistic Models.



Woodland Scenics Roto wheel cleaner



WOODLAND SCENICS' TIDY TRACK range of track and maintenance tools includes this Roto wheel cleaner.

Comprising a sturdy 313mm x 38mm plastic casing, it includes a raised plastic section at each end which helps prevent locomotives rolling off. Fitted within the casing is a sprung centre rail device fitted with two metal power rails set slightly within the back-to-backs of 'OO' gauge models. This enables the wheels to collect power from the flanges while the wheels themselves rest on two strips of cleaning pad either side of the centre rails. These pads offer general cleaning without unduly scratching the wheels once power is applied. An extra set of scrubbing

pads is also included which can be used to remove stubborn deposits of dirt from wheels.

Locomotives are placed on the central sprung device which lowers just enough to allow the wheels to rest on the surface of the cleaning pads. Power is applied and as the wheels turn they are polished on the pads. Two crocodile clips enable simple connection to a suitable power source.

Woodland Scenics' Roto wheel cleaner is suited to most 'OO' gauge steam, diesel and electric locomotives/units including those with locomotive and tender drives, although care will be needed if the model has traction tyres as any resistance could damage the locomotive mechanism. Non-driven wheels and bogies together with rolling stock wheels can also be cleaned with this device, but this needs to be done manually by rubbing the wheels along the

GUIDE RATINGS					
	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat. No:	WTT4561
Description:	Woodland Scenics Tidy Track Roto Wheel Cleaner
Price:	£24.50
Scale:	'OO'

pads by hand. Pads do get worn at the edges over time. Additional pads are supplied within the packaging and are available separately.

The Roto wheel cleaner is suitable for use with analogue and digital control systems and, for the price, it represents good value for money.

Gaugemaster wheel cleaning brush

A RECENT INTRODUCTION to the Gaugemaster range is the GM60 wheel cleaning brush.

This product is one of the simplest and most effective wheel cleaners we have trialled as it can easily be placed on a short straight length of 'OO' gauge track and is ready to go!

Formed of an oblong plastic block measuring 102mm by 22mm, two metal bars underneath locate on the running rails which in turn transmit power through the corresponding wire brushes at the top. As a locomotive is placed on the live brushes, the wheels begin to turn and the cleaning process is underway. Whilst this small unit is more suited to tank and short wheelbase locomotives, longer engines can be accommodated by connecting additional units together. A moulded slide bar connection is provided to attach extra units.

During operation, locomotives need to be held and introduced to the wire brushes as

there is no means to leave them in place while wheel cleaning is underway. However, it is a simple process. The wire brushes managed to get into all the small crevices cleaning track dirt from the wheels and also the rear faces, which helps conductivity through the pick-ups.

This wheel cleaner is suited to cleaning driven locomotive wheels and is not recommended for models with traction tyres. You may also find that models with a motor bogie at one end and pick-ups at the other will require two of these units connected together to enable the motor bogie to function correctly. All-wheel drives on longer locomotives can be accommodated on a single unit with care – but it is possible, by holding the locomotive in place one end at a time.

Gaugemaster's GM60 is weighty and offers simple but effective wheel cleaning. Compatible with analogue and digital control systems, non-driven wheels and bogies will still require manual cleaning.



Other methods

- Cotton buds
- Cleaning cloth
- Deluxe Materials Track Magic
- Isopropyl alcohol cleaning fluid
- Glass fibre pencil

GUIDE RATINGS					
	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

THE DETAILS	
Manufacturer:	www.gaugemaster.com
Cat. No:	GM60
Description:	Gaugemaster Wheel Cleaning Brush
Price:	£19.95
Scale:	'OO'

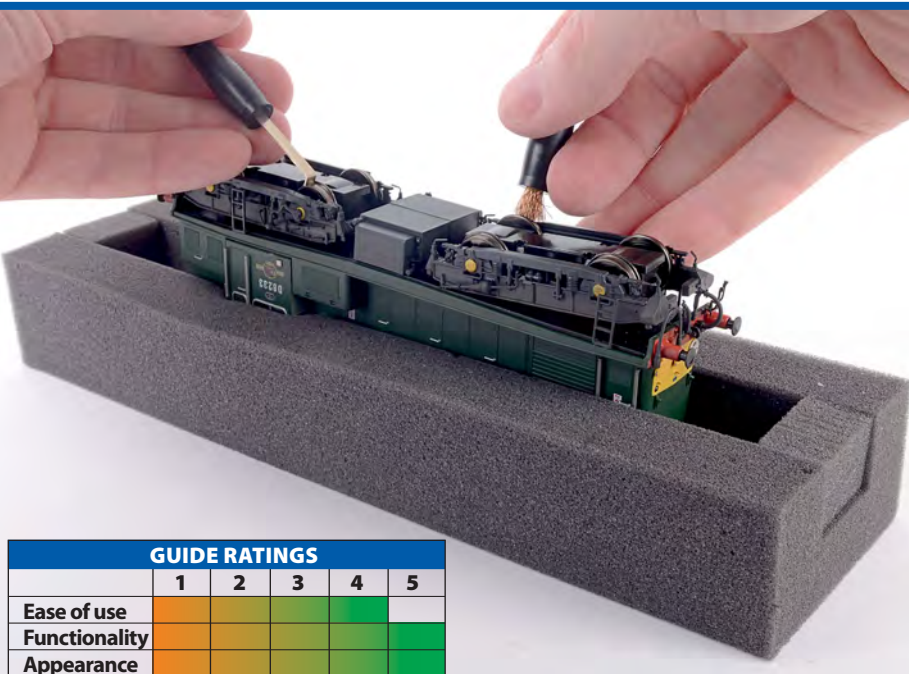
Peco servicing kit

PECO'S WHEEL CLEANING brush and scraper have long been a recommended method for cleaning locomotive wheels. A handy servicing kit now combines this arrangement with a foam servicing cradle and small bottle of lubricant.

Offering a simple and secure system of wheel cleaning, the cradle provides protection to locomotives while they are placed upside down as the brush and scraper are applied to the wheels. This is important, as it allows you to use both hands to carry out the task, rather than balancing the locomotive with one hand and the brush and scraper with the other.

Featuring a revised pen-like wire brush design, both elements require connecting to a suitable power source before applying them to the wheels – the scraper to one side of the model and the brush to the other. The scraper is designed to remove a build-up of dirt while the brush clears the debris away and burnishes the wheels. Gentle pressure is required using both items and while they are primarily designed for cleaning driven wheels, the individual nature of both items means the brush can also be used for cleaning non-driven wheels and bogies by gently turning them by hand while cleaning the surface of the wheels using the brush. This method can also be adopted for rolling stock wheels in a similar manner. Also provided is a small bottle of lubricant for use on motors, wheels, bearings, gears and pick-ups.

Peco's wheel brush and scraper can be



GUIDE RATINGS					
	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

used with analogue and digital systems, although when using it with DCC fitted models electrical contact is critical. If the momentum and inertia settings within the DCC decoder have been tweaked you may find the wheels revert to a slow starting process each time contact is lost, which can happen frequently with this method of cleaning.

That said, our sample demonstrated good cleaning and the servicing kit proved simple and easy to use whilst also providing a secure environment for the

THE DETAILS	
Manufacturer:	www.peco-uk.com
Cat. No:	PL-71
Description:	Peco Servicing Kit
Price:	£20.96
Scale:	'OO'/'N'/'OO9'

locomotive as the process was underway.

Peco's servicing kit is attractively priced and offers more than just a wheel cleaner. It is also ideal for use with 'N' gauge and 'OO9' models too, so will be a worthy choice for those with multiple scale interests.

Kadee 'Speedi' driver cleaner

HORNBY
magazine

**BEST
VALUE!**


Proses rolling road and driving wheel cleaner



RECENTLY introduced to the Proses range of accessories is this adaptable 'OO' gauge rolling road and wheel cleaner. Measuring 500mm long, it will cater for most sizes and configurations of steam and diesel locomotives.

Manufactured from metal section mounted on a plastic base, the unit features moulded buffers at each end to prevent locomotives rolling off the stand and is supplied with a separate 165mm section of 'OO' gauge track which is

fixed to a plastic base and mounted to metal section. Power connection is through the green socket provided at one end of the unit.

Six sets of metal rollers are also included to suit most driving wheel configurations together with four plastic wheel cleaning

US MANUFACTURER Kadee's range of model railway accessories includes this handy 'Speedi' wheel cleaner intended for use with powered wheels.

The device measures 49mm by 25mm and is designed to be held between finger and thumb. A substantial wire brush is fitted to the underside and is divided into two sections with a central insulator to ensure it won't short-circuit. The brush can then be held in place against locomotive/multiple unit driven wheels on both sides in one action – no juggling two devices here!

The 'Speedi' wheel cleaner features three crocodile clips although only two are wired directly to the brush. The third crocodile clip is common-wired to one of the other two clips for use with certain models such as those with tender-pick-up or similar, if required.

On test, it proved remarkably simple to use and proved effective in terms of removing track dirt and burnishing the locomotive wheels at the same time. The only downside is its availability.

Suitable for use with analogue and digital control systems it offers a rapid cleaning solution – ideal for exhibition use when you may need to clean a locomotive's wheels quickly.

GUIDE RATINGS					
	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

THE DETAILS	
Manufacturer:	www.kadee.com
Cat. No:	#236
Description:	'Speedi' Wheel Cleaner
Price:	£10.25
Scale:	'OO'/'N'/'OO9'/'O'

Wealistic wheel cleaning bracket

WEALISTIC MODELS supplies a useful bespoke wheel cleaning bracket designed specifically for its Zeller range of rolling roads.

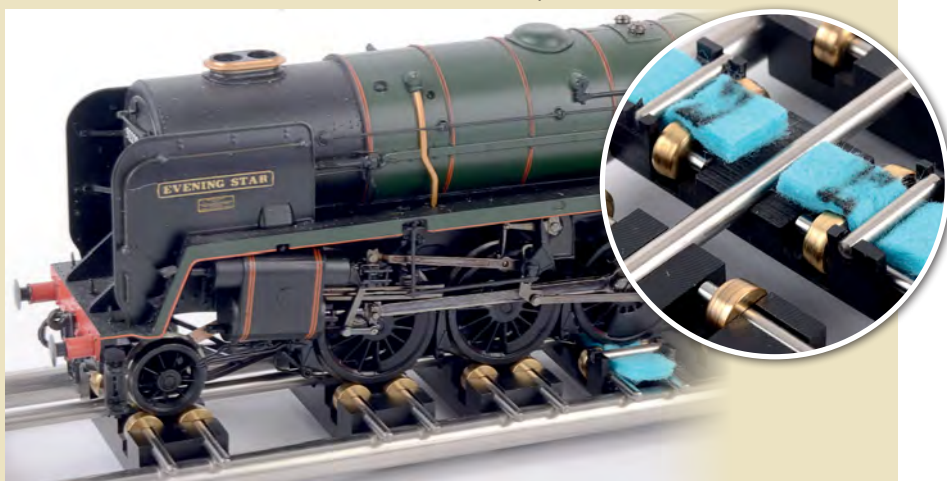
Similar to the roller brackets supplied with the rolling roads, this wheel cleaning version features a 33mm x 12mm plastic base. The main difference is that the wheel cleaner has a retention bar on each side designed to hold a small piece of cleaning cloth beneath the locomotive wheels.

As the locomotive is placed on the brackets, one pair of wheels can be sat on the wheel cleaner. As power is applied to the rolling road, the wheels rotate and it cleans one set

at a time. The supplied cloth can be used as is or it can be moistened with cleaning fluid, which helps reduce friction and helps prevent the locomotive wheels from shifting from the bracket under power.

On test, our sample collected a surprising amount of dirt from wheels that otherwise appeared clean! We also noticed that some lighter models did need to be held in place while the cleaning process was underway.

Setup was simple, the unit just twist-fitting into the conductive frame. As supplied the unit comes with additional cleaning sheets which can be cut to size and placed in the bracket.



GUIDE RATINGS					
	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability	Mail order and exhibitions				

THE DETAILS	
Supplier:	www.wealisticmodels.org
Description:	Wheel cleaning bracket
Price:	£15 plus postage and packing
Scale:	'OO'



GUIDE RATINGS					
	1	2	3	4	5
Ease of use					
Functionality					
Appearance					
Price					
Availability					

blocks – two 39mm double wheel sections and two 14mm single wheel sections, enabling some or all wheels to be cleaned at the same time. Each cleaning block features rubberised grips underneath to ensure they seat correctly on the base unit while the upper faces are covered with a strip of wheel cleaning pad material. Models with all-wheel drive can be accommodated on the metal rollers at one end and wheel cleaning blocks at the other. This enables the driving wheels being cleaned to rotate on the pad, removing dirt in the process. Sections of self-adhesive wheel cleaning material are supplied for cutting to size and applying to these sections.

On test our review sample worked very well and the cleaning pads removed dirt deposits

from a selection of locomotives quickly and effectively, although on our example we experienced a height difference between the normal rollers and wheel cleaning blocks once the cleaning pads had been added. For most locomotives this wasn't an issue, although it proved a little trickier with 0-6-0 engines.

Suitable for use with analogue and digital controllers, an added bonus with this unit is that it is also a rolling road which enables you to run-in locomotives as well as maintain clean wheels, plus the rollers also work when placed on conventional track too.

Whilst this new device may cost more than other wheel cleaning methods, it offers much flexibility and covers two important aspects of locomotive maintenance in one.

Figure Painting

A beginners guide

TIM SHACKLETON looks at ways of painting figures so the colours are both realistic and in scale.

Intermediate
Beginner **SKILL LEVEL** Advanced



1 Four Modelu 7mm:1ft scale figures ready for painting. Whether your figures are moulded plastic, resin or cast white metal, it's a good idea to wash them gently first to get rid of release agents and other contaminants that may inhibit paint adhesion. Use warm soapy water, rinse and allow to dry thoroughly.



2 For best results, prime the figures first before applying the top coat. The seated signalman has been given a light dusting of acrylic car primer and the others have been airbrushed with Lifecolor Burned Black (UA736). The choice of primer colour anticipates the final finish, and with a measure of translucency in the top coat will be allowed to show through. Now leave to dry for a good 24hrs and preferably longer!



3 Having taken on board the truism that clothing colours are generally a lot paler and more subdued than we might imagine, begin by blocking-in the main colours. It doesn't matter whether you start with the lightest shade or the darkest. The paint should be very wet and flow easily off your brush – never use thick paint on figures. It's equally important to ensure your hands are well supported and the work area is well lit.

4 Old CDs make great mixing palettes. The magic colour as far as crewmen's overalls are concerned is Humbrol Oxford Blue (104). It has the right purple/indigo tinge and can easily and authentically be faded with matt white. Moonlight Blue (222) is also useful.



ASK ANYBODY who's not particularly interested in model railways what's the least convincing feature of the typical layout, and it's highly likely they'll say it's the figures – they're too brightly painted, the colours are far too intense, their proportions are all wrong, the clothes are out of period, they're frozen in uncomfortable 'action' poses. The ones who haven't fallen over appear to be standing on paving slabs and above all there are too many of them – or even none at all.

In due course it might be useful to look at the whole business of positioning figures on our layouts in a plausible and lifelike way. It's painting, however, that seems to cause the most immediate problems, so that's what we'll look at first.

The initial task is to decide exactly what we're aiming for. Like most of us I'm astonished by the

detail that armour modellers and wargamers incorporate in their figures. You don't just see the whites of their eyes but also the wrinkles around them and even the dust marks where their goggles have been. As a demonstration of virtuoso painting technique this kind of thing is hard to beat but fortunately for us all I don't think it's in any way necessary in railway modelling, certainly if we model in 7mm:1ft scale or smaller.

This is handy, because I don't think many of us could achieve this kind of standard – I certainly can't. For a start, it's very hard to carry off convincingly. To my eye, such figures often verge on the cartoonish or comic-book.

Portrait painters rarely, if ever, work in such a style; they go for something far more naturalistic and I think we should too, aiming to put across character rather than paying obsessive attention to detail. Unless you model in Gauge 1 or larger,

it's hard in the typical layout situation to see any of this microscopic stuff unless you get so close to the action that you risk being poked in the eye by a signal finial. Something a little less finely wrought and slightly more generalised is what seems to work best, in my view at least.

So what I've evolved is a method of painting figures in an impressionistic way that places particular emphasis on getting colours exactly right. This, I hope, compensates for my lack of ability at painting 2mm:1ft scale eyebrows. The other key factor is adding only such detail, of faces and clothing especially, as would be visible in proportion to the distances from which we normally view our models. Blown up to two or three times life-size in photographs, some of my efforts will undoubtedly appear crude but in a layout context, I think they work well enough. *Hoban*



5 From these three colours I can mix various shades of faded blue and then, having let them well down with thinners, brush on an initial coat. With such a wet mix it's more a matter of flowing the paint on, using as few brushstrokes as possible.



6 Once the base coat has dried, mix up slightly lighter shades and dry-brush these sparingly over the raised areas to highlight them. You don't need to thin the paint for dry-brushing – as the term suggests, use it neat.



7 Allow to dry and then, with a fine pointed brush, run a much darker colour into the creases and other shadow areas. Never, ever use pure black – it's far too intense and completely out of scale. You can either mix a dark shade of your base colour or use a product like MIG Dark Wash, which comes ready mixed and is a convincing dark brownish-grey that's ideal for this kind of application.



8 Touch in faces and hands with a thinnish coat of flesh colour, allowing the underpainting to show through faintly. I'm using Lifecolor LC21 here, but there are plenty of alternatives. What we don't want is a solid coat of pale pink. Do details such as collars and cuffs in the same way.



9 With a lighter-coloured figure, running a dark enamel wash (I used MIG again here) into corners and around edges will be even more convincing at bringing out detail and adding false shadows. This seated signalman figure is much more advanced than the footplatemen – I've added flesh tones and much of the clothing detail.



10 Painting faces is an area where the armour modellers really go to town. I can't match their skills but I've adapted some of their techniques to build on the base coat of Lifecolor UA709 that I initially applied. First of all, a darker flesh tone – Lifecolor UA710 – goes around the eyes, under the nose and under the chin. Then I use Lifecolor UA708 to highlight the cheekbones, nose, chin and forehead. After this, add a darker, reddish tint (UA711) in the cheek hollows, mouth and inside the ears, with an even darker tint (UA712) under the lips, brows, chin and other shadow areas. To paint the eye sockets and upper-lip area you can add a tiny speck of Burned Black and then a minute drop of thinners to disperse it. In the smaller scales, just use two or three mid-tones or it will look over-fussy.



11 All these figures need now is to be separated from their bases and placed on the layout.



12 Airfix figures from 50-odd years ago, painted in the kind of colours that would have been in fashion back then. Nothing stands out as in any way different. I followed exactly the same process as before – primer, base colour, highlights and details, dark wash, a handful of skin tones.



USE YOUR EYES...

Look at these images so the people are the same size as the figures on your model railway. In 7mm:1ft scale that's about 1½ inches (4cm), in 4mm:1ft about 1in (2.5cm). How much detail and colour can you actually see? There are shadows and highlights, certainly, and you'll be able to make out the basic colours of their clothing, but not much else. Even in 7mm scale it's hard to see things like patterns and textures, teeth and eyes, buttons and cap badges. In 'N' gauge virtually all you pick up is the colour.



Materials



For general painting I like the Polar range of brushes from ProArte. They're robust, cheap, hold their shape well and are widely available online and from art shops. Dip your brush well into the paint so the broad body of the brush acts as a reservoir as the paint flows out through the pointed tip – you shouldn't need to keep dipping your brush in the paint. The fewer brushstrokes you leave the better, hence my preference for larger 'candle-flame' brushes with sharply pointed tips that are capable of surprising delicacy.



For putting on tiny quantities of paint, Humbrol's Detail range is very good, not least on account of the ergonomically designed handles. Expensive sable brushes don't last five minutes with enamels and acrylics.

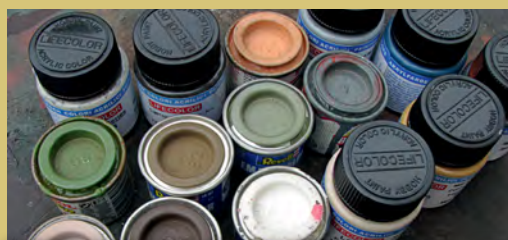
Lifecolor is another brand I know I can trust, for paintbrushes as well as its extensive range of acrylic paints. I particularly like the fine brushes (sizes 000 – 1) in the 532 and 542 series, which I use for delicate work. With all these brushes that I've picked out, expect to pay about £3 per brush. You can buy brushes much more cheaply than this, of course, but they're never anything other than a liability unless you use them once and throw them away.



Vintage rallies and historical recreations are a great way of finding out how people dressed and, more importantly, what kind of colours they wore – until the 1970s these were invariably a lot drabber than you might imagine. Notice how subdued these outfits are – so much less intense than the ones we usually see on model railways. Old films such as *The Ladykillers* and *The Titfield Thunderbolt* are another useful guide to how things were. Modern costume dramas such as *Downton Abbey* and *Foyle's War* are famously shaky when it comes to matching locomotives and rolling stock to their supposed period but when it comes to the clothes the characters wear, the stylists are invariably spot on!

TIP

Acrylic paints are an ideal choice for figure painting as their quicker drying times make it possible to complete a model in a short period. Typically it is possible to apply second colours with acrylics within 15 to 20 minutes.



I prefer using acrylic paints for figure-painting, at least in the early stages. Enamels are harder wearing, but figures don't get much handling. Acrylics dry much faster – important if you're working in a creative blur! I use the two quite interchangeably, applying enamel washes over an acrylic base and using acrylics for final details such as skin tones. Note the subdued, washed-out colours.



Unless you have eyes like a hawk you'll probably need some kind of magnification for painting small details. Optivisors are good but for really close work I use either a jeweller's loupe (left) or a linen tester.



Artists have been painting human figures and faces for many centuries! If you're not good at mixing your own colours, there are many products out there designed to help you with critical areas such as skin tones and fabrics. Natural-looking colours work well on clothes – anything labelled 'linen' or 'sailcloth' has a multitude of uses.

THE PAINT CODES

PRODUCT	MANUFACTURER	CAT NO.
Oxford Blue	Humbrol	104
Moonlight Blue	Humbrol	222
Matt Flesh	Lifecolor	LC21
Flesh 1 light	Lifecolor	UA708
Flesh 1 base	Lifecolor	UA709
Flesh 2 base	Lifecolor	UA710
Flesh 1 shadow	Lifecolor	UA711
Flesh 2 shadow	Lifecolor	UA712
Burned Black	Lifecolor	UA736
Dark Wash	MIG Productions	P220

USEFUL LINKS

ModelU	www.modelu3d.co.uk
Lifecolor	www.airbrushes.com
Humbrol	www.humbrol.com
MIG Productions	www.migproductions.com

Enquiryoffice

THE HORNBY MAGAZINE TEAM ANSWERS YOUR MODELLING QUERIES AND QUESTIONS

THE RIGHT STUFF

Basic weathering colours



Q What weathering colours should I buy first? I want to get started but only have a limited budget available for paints and materials.

Alex Mitchell, Stevenage.

Tim Shackleton replies: Lifecolor's boxed set of six Rail Weathering acrylic colours should meet most of your needs. A lot of my weathering, however, is based around just two paint colours – Humbrol No 62 Matt Leather and Lifecolour Burned Black (UA736). Both of these are acrylic paints which I mix together in various proportions to get the effects I want. I also love Revell Leather Brown (84), a superb old rust colour. With these three colours you can, with practice, recreate almost any weathering shade seen on locomotives and rolling stock. For me it has to be these specific colours, however – nothing else seems to give quite the same effect.

THE KNOWLEDGE

Point cleaning

Q Recently I've had reliability problems with trains stalling on live frog points. It seems they need cleaning, but I'm not sure how I should do this.

Warren Paige, Horley.

Mike Wild replies: We've come up against this problem with *Hornby Magazine's* layouts – and especially those which spend the majority of their time in storage. Even small specks of dust landing between point blades can reduce their performance so it is important to keep these areas clean.

Our first port of call is a product called Track Magic produced by Deluxe Materials. This electrical cleaner removes dirt and improves electrical conductivity at the same time and we wouldn't be without it. Simply dip a small brush into the jar and wash the liquid onto the point blade surfaces to take away the dirt.

If a point is particularly dirty we sometimes use a brass brush from the Peco wheel cleaning kit to gently abrade the surfaces of the point blades followed by a second wash through with Track Magic. These two techniques keep our points working as they should.



WORK BENCH

Painting details



Q I've got a number of detail items that I want to paint but they are tricky to hold because of their size. Do you have any tips for doing this?

Alan Hunter, Burford.

Mike Wild replies: A spare block of wood is the ideal medium to create a support for small details while they are being painted. You can

drill holes in it to support items with pegs or simply glue items to the wood with a spot of superglue (the tiniest amount possible). Once you have finished painting the items carefully snap them off their glue dot and take them to their new home on your layout. I've used this method hundreds of times for everything from people to packing cases, trollies and locomotive details. It works a treat.

HOW TO

Slow-speed drilling

Q My Dremel power tool is great for drilling into wood and metals but even at its slowest speed of 10,000 rpm the heat build-up on the drill bit quickly melts plastic. Can you recommend a slower-revving mini-drill that won't have this effect?

Jim Challoner, Dundee.

Tim Shackleton replies: The compact Microturbo 1 from Como Drills (part of Model Flight Accessories) is controlled by a variable-speed 12v transformer. You can turn the power right down to give the slow drill speeds that will enable you to cut through plastic and similar materials without the risk of melting them. I've had one for 30 years and while I've given it some serious use, it's never let me down. More details at www.mfacomodrills.com.

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.



DETAILING

Freightliners

Q Does anyone produce a detail/improvement kit for Hornby's Freightliner flats? Modelling the 1970s, I bought five of them not long before Bachmann announced its forthcoming FFA/FGA. I realise the Hornby wagons are a bit basic but I like the challenge of upgrading my ready-to-run models.

Keith Hawley, Skipton.

Tim Shackleton replies: You're in luck, Keith. George Ansell of S Kits (mail order only address: 16 Barrow Road, Sileby, Loughborough, Leics LE12 7LP) does an excellent kit that will transform the appearance of these popular wagons, some of the oldest models in the Hornby catalogue.

The kit will enable you to create a prototypical five-wagon rake of two outer wagons and three inner. The parts are mostly white metal and the modifications are simple – George shows you in some detail how to lower the bogies so the wagons ride at the correct height. The outcome won't be perfect – real FFA/FGAs are a bit more skeletal than Hornby's venerable plastic moulding – but with a full complement of containers on board their shortcomings won't be too obvious.

These wagons, by the way, were still in front-line service until the mid-2000s so they'd be as much at home behind a Freightliner Class 66 as a BR green Class 47.

SIZE MATTERS

Downsizing

Q I've seen the rise and rise of 1:76 scale die-cast road vehicles for 'OO' gauge layouts, but is there a manufacturer producing cars, vans and buses for 'N' gauge in a similar way?

Matthew Walker, Coventry.

Mike Wild replies: Oxford Diecast (www.oxforddiecast.co.uk) has a growing range of quality die-cast and plastic moulded road vehicles for 'N' gauge British outline modelling ranging from cars and vans to buses, lorries and more while the Bachmann Scenecraft range (www.bachmann.co.uk) includes a neat selection of scale buses for 'N'. Also worth a look for out of the box models is the B-T Models range (www.ayrey.co.uk) which features an extensive collection of lorries.

THE RIGHT STUFF

Buying advice

Q I'm looking to buy my first soldering iron to make my track connections neater. Do you have any advice on what type of soldering iron I should buy?
Connor Hodges, by e-mail.

Mike Wild replies:

My best advice here is to keep it simple. There are expensive soldering irons with functions that you will never use – you are best sticking with a straight forward model. From my experience you can't go wrong with a standard Antex 25w soldering iron. They are relatively cheap – around £20-£25 – and replacement nibs are readily available which makes life much easier. For achieving neat soldered joints to rail sides I would recommend a nib size no greater than 2.5mm. Also make sure you purchase a proper soldering iron stand including a sponge as this will save any potential accidents and make cleaning the nib a quick and simple task.





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WB72 Fine Ballast Brown
WB73 Fine Ballast Buff
WB74 Fine Ballast Light Grey
WB75 Fine Ballast Grey
WB76 Fine Ballast Cinders



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WB79 Medium Ballast Brown
WB80 Medium Ballast Buff
WB81 Medium Ballast Light Grey
WB82 Medium Ballast Grey
WB83 Medium Ballast Cinders
WB94 Medium Ballast Grey Blend £7.02



Coarse Ballast £3.83 £4.50

WB84 Coarse Ballast Iron Ore
WB85 Coarse Ballast Dark Brown
WB86 Coarse Ballast Brown
WB87 Coarse Ballast Buff
WB88 Coarse Ballast Light Grey
WB89 Coarse Ballast Grey
WB90 Coarse Ballast Cinders



Earth Colours Undercoat £7.02 £8.25

WC1228 Liquid Pigment Undercoat Green
WC1229 Liquid Pigment Undercoat Earth



Earth Colours £5.53 £6.50

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WC1217 Liquid Pigment Concrete
WC1218 Liquid Pigment Stone Grey
WC1219 Liquid Pigment Slate Grey
WC1220 Liquid Pigment Black
WC1221 Liquid Pigment Raw Umber
WC1222 Liquid Pigment Burnt Umber
WC1223 Liquid Pigment Yellow Ochre



Coal £3.62 £4.25

WB92 Coal Mine Run
WB93 Coal Lump



Fine Turf £2.93 £3.40

WT41 Fine Turf Soil
WT42 Fine Turf Earth
WT43 Fine Turf Yellow Grass
WT44 Fine Turf Burnt Grass
WT45 Fine Turf Green Grass
WT46 Fine Turf Weeds



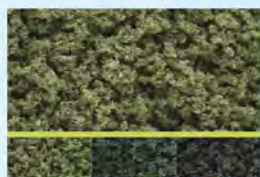
Coarse Turf £2.93 £3.40

WT60 Coarse Turf Earth
WT61 Coarse Turf Yellow Grass
WT62 Coarse Turf Burnt Grass
WT63 Coarse Turf Light Green
WT64 Coarse Turf Medium Green
WT65 Coarse Turf Dark Green



Blended Turf £5.63 £6.50

WT49 Blended Turf Green Blend
WT50 Blended Turf Earth Blend



Underbrush £4.28 £4.95

WFC134 Underbrush Olive Green
WFC135 Underbrush Light Green
WFC136 Underbrush Medium Green
WFC137 Underbrush Dark Green
WFC138 Underbrush Forest Green
WFC139 Underbrush Forest Blend



Bushes £4.28 £4.95

WFC144 Bushes Olive Green
WFC145 Bushes Light Green
WFC146 Bushes Medium Green
WFC147 Bushes Dark Green
WFC148 Bushes Forest Green
WFC149 Bushes Forest Blend



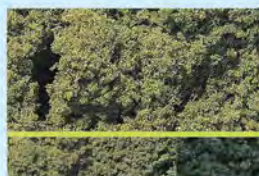
Clump Foliage £5.63 £6.50

WFC682 Clump Foliage Light Green
WFC683 Clump Foliage Medium Green
WFC684 Clump Foliage Dark Green



Foliage £4.28 £4.95

WF51 Foliage Light Green
WF52 Foliage Medium Green
WF53 Foliage Dark Green
WF54 Foliage Conifer Green
WF55 Foliage Early Fall Mix
WF56 Foliage Late Fall Mix



Foliage Clusters £7.65 £9.00

WFC57 Foliage Clusters Light Green
WFC58 Foliage Clusters Medium Green
WFC59 Foliage Clusters Dark Green



Fine Leaf Foliage £13.05 £15.25

WF1130 Fine Leaf Foliage Dark Green
WF1131 Fine Leaf Foliage Medium Green
WF1132 Fine Leaf Foliage Light Green
WF1133 Fine Leaf Foliage Olive Green
WF1134 Fine Leaf Foliage Dead Foliage
WF1135 Fine Leaf Foliage Fall Mix



Tree Armatures £11.91 £14.00

WTR1120 Deciduous Trees 3/4" to 2"
WTR1121 Deciduous Trees 2" to 3"
WTR1122 Deciduous Trees 3" to 5"
WTR1123 Deciduous Trees 5" to 7"
WTR1124 Pine Trees 2.5" to 4"
WTR1125 Pine Trees 4" to 6"



Realistic Tree Kits £11.05 £13.00

WTR1111 Deciduous 3/4" to 3" Med Green
WTR1112 Deciduous 3" to 7" Med Green
WTR1113 Pine 2 1/2" to 6" Forest Green



Earth Colour Kit £13.95 £16.25

WC1215 Earth Colour Kit



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WC1206 E-Z Water £11.01 £12.95
WC1211 Realistic Water £17.85 £21.00
WC1212 Water Effects £12.54 £14.75



Lichen £8.29 £9.75

WL161 Lichen Spring Green
WL162 Lichen Light Green
WL163 Lichen Medium Green
WL164 Lichen Dark Green
WL165 Lichen Autumn Mix
WL166 Lichen Natural



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WFG171 Field Grass Natural Straw
WFG172 Field Grass Harvest Gold
WFG173 Field Grass Light Green
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WF176 Flowering Foliage Yellow
WF177 Flowering Foliage Purple



Adhesives & Accessories

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WS191 Scenic Cement £6.89 £8.10
WS192 Scenic Sprayer £3.62 £4.25
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WS195 Hob-e-Tac Adhesive £4.81 £5.65



WC1203 Plaster Cloth £8.29 £9.75

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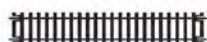
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OO GAUGE



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R601	Double Straight	£2.20	£1.87
R603	Long Straight	£3.25	£2.77
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R618	Isolating Track	£6.10	£6.89
R620	Re-railer & Uncoupler	£5.15	£4.38



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R8242	Digital Connecting Kit	£2.99	£2.55
R8201	Track Link Wire Pack	£5.99	£5.10
R8206	Power Track	£5.99	£5.10
R8241	Digital Power Track	£5.99	£5.10



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R605	1st Radius Double Curve	£2.45	£2.09
R606	2nd Radius Curve	£1.65	£1.41
R607	2nd Radius Double Curve	£2.30	£1.96
R643	2nd Radius Half Curve	£1.45	£1.24
R608	3rd Radius Curve	£1.99	£1.70
R609	3rd Radius Double Curve	£2.65	£2.26
R8261	4th Radius Curve	£2.30	£1.87
R8262	4th Radius Double Curve	£3.10	£2.64
R628	Curve for use with Y Point	£2.15	£1.83



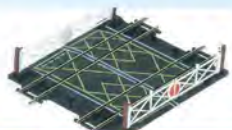
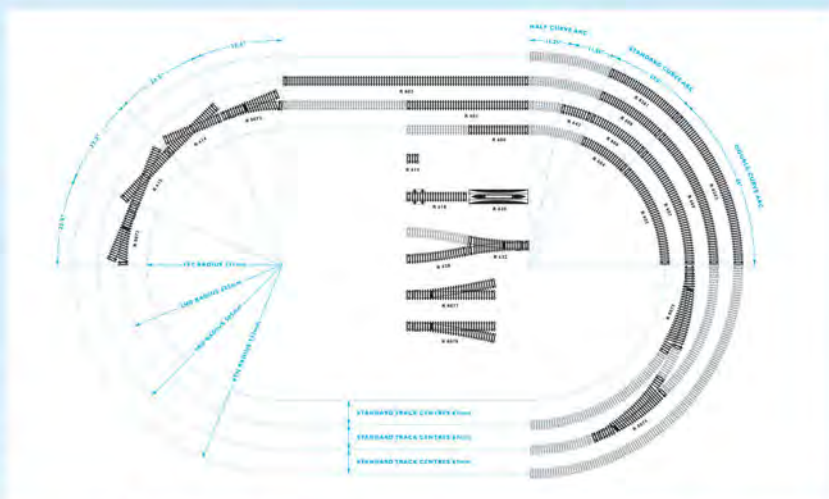
Points & Crossings

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R8073	Right Hand Point	£9.60	£8.16
R8074	Left Hand Curved Point	£14.85	£12.63
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R8076	Y Point	£10.65	£9.06
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Hornby R8223
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£20.40 £23.99
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R910	Fishplates (12)	£2.49	£2.12
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Accessories

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R574	Trackside Accessories	£15.45	£14.93



Hornby R8217
Hornby TrakMat
Does not include track, train or accessories
£12.75 £14.99
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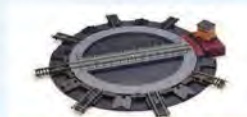


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R657	Girder Bridge	£16.99	£13.60
R8008	Grand Suspension Bridge	£52.99	£42.40



Turntable

R070	Electrically Operated Turntable	£74.99	£63.75
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Hornby R8222
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Hornby R8226
Track Extension Pack F
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Turntable

Fitting a motorised turntable used to be fraught with difficulty for many but ADM Turntables' indexing drive turntable changes that significantly.

MIKE WILD shows how to install it in detail.



Installation

ADM TURNTABLES

Product: Indexing drive turntable

Price: £410

Scale: 'OO' and 'N'

Website: www.admturntables.co.uk

Phone: 01933 411127

'Western' D1000 Western Enterprise idles on the turntable as it turns to the exit road. With DCC and ADM's turntable drive system power is continuously fed to the turntable track meaning sound and lights can remain on through its circuit.



IF YOU HAVE STEAM LOCOMOTIVES and a depot chances are you will need or at least want a turntable. These functional devices were a feature of all larger steam depots with only the smallest branch line sheds being devoid of one.

They were built to turn locomotives so they could run boiler first at the head of trains – tender first running being avoided in main line situations wherever possible. There are many famous photographs of depot turntables in use including those at Nine Elms depot on the Southern Region with the distinctive high rise flats behind as well as internal turntables such as that at York shed on the North Eastern Region.

For *Hornby Magazine's* 24hr challenge projects (HM106) we had the pleasure of installing and working with ADM Turntables' impressive indexing drive turntable. That provided an overview to the project, but as a subject in its own right we couldn't miss the opportunity to showcase this superb piece of model engineering.

INSTALLATION

ADM's turntable system takes all the fuss and hassle out of installing this type of feature. It comes ready assembled with the full indexing drive system bolted to a Peco 70ft turntable by the manufacturer. ADM also supplies a very useful adapter kit, at extra cost, which consists of a 12mm MDF base with the centre cut out for the Peco turntable. Better still, it includes a secondary ring which allows the turntable to be lowered out for future detailing or maintenance if required. 'OO' gauge is the main source of interest for the ADM system, but it is also available for 'N' gauge using the Peco turntable kit on top.

How does it work? Underneath the turntable is a sophisticated system consisting of a precision motor and belt drive setup which gives the ADM turntable absolute accuracy. It offers more than 2,400 steps which can be custom set to allow the turntable to stop at different track positions around its circumference. Better still, and especially for Digital Command Control (DCC), it offers power throughout its turning circle – something the Peco turntable can't do in stock form. For DCC it also has a built in polarity change, so it always corrects the supply to match the direction of travel making wiring 100% straightforward.

Installation couldn't be simpler with the adapter ring. A square hole needs to be cut out of the baseboard surface to accept the adapter which can then be slotted into place. It will need support for which we built a sub-frame within the baseboard for this purpose.

Having installed this the turntable slots in from above and rests on three adjustable supports, each of which has a round foot added on top for better seating. These three supports are fully adjustable to allow the turntable to sit at

WHAT'S IN THE BOX

- Indexing drive turntable system connected to Peco 70ft turntable
- Keypad operated handset
- Cat 5 cable (2m) to connect handset to turntable
- 12v transformer to operate turntable drive system
- Instruction sheet
- Peco turntable kit box with extras including handrails, track supports and grids

exactly the right height for the trackbed above.

With the turntable installed connecting it to the power supply and control handset is straightforward. A separate power supply is needed to operate the turntable drive, supplied with the ADM product, and a track feed needs to be connected. The control handset can be supplied for panel mounting or in a separate box to make it a handheld device. It connects to the turntable via a Cat 5 cable – also supplied with the turntable by ADM.

GET SET, GO...

As delivered the Peco turntable comes without railings or detail fittings, but ADM gives each customer all the spares from each kit for fitting after purchase. This is good as it avoids damage to the small details during transport, installation and setup.

Having positioned the turntable, connected it and laid a fan of tracks to it the next step is to programme the indexing system to remember the position of every track around the turntable. Our build has 12 positions in total and these can be at any position around the turntable as you instruct it as to where you want it to stop.

Programming is simple. Press the full point button on the handset to get started, then the GO button and follow the on screen instructions. The turntable is configured with Head and Tail positions. As supplied a yellow sticker marks the Head end of the turntable and this is where to start with programming. Having worked through the Head positions you then work through the Tails, the whole process taking around 30 minutes for the 12 tracks of our depot scene. Happily though, this doesn't need to be done again – once stored the indexing drive system remembers all of these positions every time you want to use it.

ADM Turntables' indexing drive system takes all the guesswork out of turntable operation. It isn't a budget product, but for its price it offers a huge amount of operational value and performance. And just think - how good will your locomotives look being positioned into a depot via a turntable which works just as well as today's quality ready-to-run locomotives?

This is a truly excellent product and our step by step guide explains in detail how we installed it in the depot scene. 

STEP BY STEP INSTALLING ADM TURNTABLES' INDEXING DRIVE TURNTABLE

1

First an opening needs

to be made for the ADM adapter kit. This is much simpler than installing a Peco turntable as the hole required is square – not round. Using a pencil draw around the adapter, drill a 10mm hole in one corner and cut out the aperture with a jigsaw.



2

The adapter can now be lowered into place to check it fits the aperture. This image shows the adapter from below in the baseboard top before any supporting timbers were fitted.

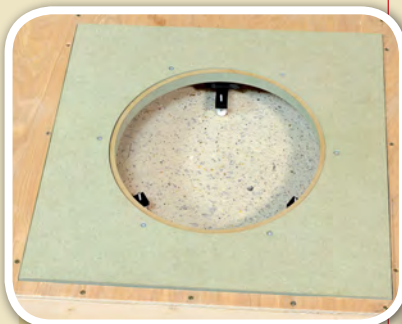
3

With the baseboard top now supported by a frame underneath, a secondary sub-frame was built to support the turntable adapter using the same 69mm x 18mm planed timber as the main frame. This was set 3mm lower to allow the 12mm MDF of the adapter to sit flush with the 9mm plywood deck of the baseboard.



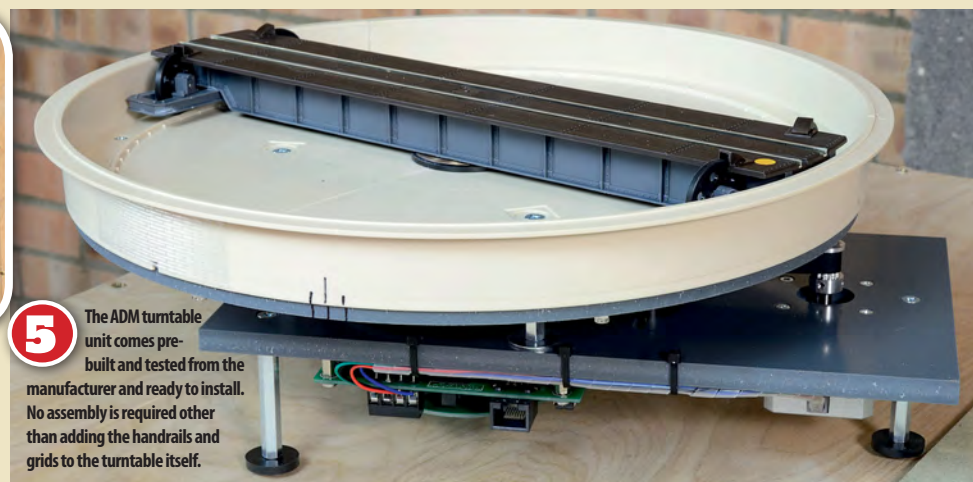
4

Having checked the height of the adapter and set it in place we used 4.0 x 30mm twin thread wood screws to secure it to the sub-frame completing this part of the build process.



5

The ADM turntable unit comes pre-built and tested from the manufacturer and ready to install. No assembly is required other than adding the handrails and grids to the turntable itself.



6

To hold the turntable in the adapter ring there are three supports, each of which is fully adjustable. Separate 'feet' are supplied to stand on top of the support bolts giving a firm mounting location for the turntable. Note also the lip in the MDF to support the edge of the Peco turntable well.



7

The turntable is then lowered through the aperture in the adapter ring at a 45° angle with the longest length going in first. Be sure to check that the drive system doesn't foul the position of any of the three supports underneath.



8

Next we mocked up the building arrangement for the depot to give us a direction for tracklaying. This shows the turntable in context with the wider plan for the layout.

9

Tracklaying comes next. We used Peco code 75 track throughout and the adapter sleepers from the Peco kit to support them where they meet the turntable rails. For best operation feathering the shape of the track ends with a flat needle file is recommended.



10

Once all the tracks had been laid to the turntable we were ready to start the programming process with the handset.





To begin the programming process press the full point button on the handset first. Then follow the on-screen instruction to press the GO button.



The first level of programming is to establish the Head positions of the turntable – the drive system being configured to recognise the Head and Tail end of the turntable deck. As supplied this is marked by a yellow dot. To move on to programme the Head positions press 1 on the keypad.



The screen will now say 'Set Head Track Head = H01'. This means that it is ready to programme the position of the track that will become No. 1. Press the GO button to confirm.



Now we need to set up the position of Head track 1. We started by inputting 50 steps as the distance for the turntable to move. This is achieved by pressing the FWD key which rotates the turntable by the amount entered. It may take a bit of adjustment to find the perfect position.



To finalise the turntable position move it forward one step using the FWD key, then set it back one step using the REV key. This provides the most accurate alignment.



With track 1 set, we can now move onto track 2 and repeat the process all around the turntable.



With all the Head positions set we can move on to check the Tail positions for each track. Returning to the menu, press 2 on the keypad to enter this stage of programming.



The display will now say 'Check Tail Track Tail = T01'. Press GO and follow the instructions to adjust the turntable's alignment using the FWD and REV keys on the handset. Press GO to store the position and repeat for all other locations.



Programming done, it's time to detail the turntable. We dry-brushed the deck with two shades from the Lifecolor range consisting of Cold Wood base colour (UA717) and Dark Wooden Stock (UA729) to bring out the grain of the plastic moulding. Around the edges Redutex engineering brick self-adhesive embossed brick sheet was cut to shape and fixed in place. The turntable well has been painted with Humbrol grey primer (No. 1).



The well floor was weathered with DCC Concepts limestone and white weathering powders, taking care to avoid getting them on the copper ring in the centre.



The railings were painted with Lifecolor Roof Dirt (UA722) and fixed in place with superglue while the grids were also added, fixed in place with the same medium.



With the detailing done and the turntable railhead painted with Roof Dirt, the model is complete and ready for service. The indexing system means that alignment is accurate every time a locomotive moves onto the turntable.

Loch Dhu **PART SIX** DISTILLERY

In the latest instalment of *Hornby Magazine's* micro project layout, **NIGEL BURKIN** adds details including fascia and backdrops.



A minimalist scene such as the interchange siding can be a compelling one to model. It was the first scene of the layout to approach completion. Various details such as telegraph poles, a bothy and a lamppost were added to the scene to check its composition.

HOW CAN YOU ENJOY A LONGER operating length from a layout that occupies a mere eight square feet in a 4ft x 2ft scenic package? One solution to the limited operating potential of micro-layouts is to create a double sided design with a dividing backdrop. This halves the depth of the scenes but doubles the scenic frontage. The challenge in this layout format is in creating believable railway scenes in a narrow area.

It is this layout concept which has been applied to Loch Dhu Distillery. Two scenes are the result: an interchange between the distillery branch and main line railway and the distillery yard itself. There is little room for neutral space in such a concept: every square inch of layout has to work. This calls for a high degree of subtle detailing – the trick is not to overdo it!

This phase of construction takes the layout from flat baseboard to a layout ready for structures and scenery. The backdrop and front fascia boards were fitted together with fabrication of light boxes. Work then began on creating the scenes, starting with the main line interchange. How can you make two turnouts and a single siding appear interesting? This article also looks at creating

the interchange scene with minimalist detailing. Sometimes, less really is more!

The layout plan focuses on completing the main line to branch line interchange scene first. Scenes do not have to be uniform in depth along the length of the layout but can be slightly wedge shaped to help provide more space for key features such as the distillery buildings. The plan situates the exchange siding scene with its bothy and ground frame diagonally opposite to the distillery buildings. By angling the backdrop across the layout, more room is provided for both without taking anything away from either scene.

The construction of the backdrop board was quite simple: two pieces of 3mm hardboard supported by a frame of 20mm x 44mm planed timber making it strong and rigid. The result is a backdrop 26mm thick with a finished top edge which adds to the quality of construction. The end boards were of similar construction resulting in a strong scenic baseboard with uprights to support lighting boxes and strength to protect scenery and structures.

To add visual interest, the fascia boards on both sides of the layout were cut with an undulating profile to match the topography at the front of the layout and

MATERIALS

- » Express Models telegraph poles
- » Express Models yard lamp
- » Wills SSMP202 dressed stone
- » Wills SS57 Vari-girder plate girder panels
- » Slaters 0419 stone courses embossed plastic card
- » 40thou, 60thou and 80thou white plastic card
- » Woodland Scenics B76 fine cinders ballast
- » Woodland Scenics C1203 plaster cloth
- » Woodland Scenics C1201 lightweight 'Hydrocal'
- » Basic brown poster paint
- » Vallejo Model air paints including dark earth, German green, hemp, US grey, grey base coat and khaki
- » Railmatch acrylic paint including matt white, roof dirt and worn tarmac
- » Tamiya acrylic paint including deck tan, medium grey and buff
- » Tamiya acrylic paint thinners
- » Phoenix Precision P977 track colour
- » CA glue including Zap-a-Gap and Vital Bond plastics glue
- » Plastic Weld liquid poly cement
- » Squadron white filler

to make them appear more interesting. It has the effect of making the layout appear longer than it really is. The fascia boards are not structural and can be made from tempered hard board or thin plywood.

BRIDGES AND RETAINING WALLS

On a narrow layout scene, an impression of depth can be achieved by using vertical structures, embankments, retaining walls and bridges. In a similar manner to the prototype Dailuaine Siding on the Spey Valley line, a road at the top of an embankment is located to the rear of the interchange scene with the branch line disappearing under it at a sharp angle.

The bridges were detailed with Wills dressed stone sheet (SSMP202) which is, in common with most Wills brick and stone sheets, moulded rather than embossed.

The wing walls and piers are of substantial stone construction whilst the parapet is composed of railings represented with etched railings strengthened with a top rail of 20thou x 40thou plastic strip.

The part of layout building I most enjoy was finally reached during this phase of construction. Track colouring was completed before ballasting bar a little individual colour application to some individual sleepers. »



BALLASTING

I chose to use Woodland Scenics fine cinders ballast (B76) for the layout. Fine rather than the more usual medium size was chosen because some photographs suggest that the ballast at the Dailuaine Siding was dark; fine in appearance and clearly of considerable age!

Once laid, the ballast on Loch Dhu Distillery would be weathered down with some brown hues in the form of acrylic paint washes to add some much needed variation in colour without losing the run-down appearance of the location. Some weeds and encroaching grass would further add to the neglect.

A small bothy for the shunter was constructed from styrene card and given an exterior face of vertical planking. Studying photographs of Dailuaine Siding, I noted that telegraph poles are a prominent feature, albeit short poles with about three or four short arms. They could be modelled using the Ratio Models telegraph poles (452), suitably cleaned up and modified. However, I have a liking for the Express Models telegraph pole range and four were test fitted to the layout to see how they would work in the interchange scene.

Another Express Models product stashed away in my spares box was a yard lamp with a wooden pole and shade. This was located beside the bothy for those dark winter evenings when the shunter was hard at work.

A simplified telegraph pole was added to the location using parts from an Express Models pole together with an equipment box and an oil drum to further detail the scene. A Wills ground frame together with associated point rodding will complete this area adding a welcome collection of railway detail to bring it to life – a project which will be featured in a separate article.

The layout is designed to be portable and with that comes the opportunity to display

it at shows. With that in mind, I included uprights in each corner of the baseboard to support a lighting box for both scenes. The boxes themselves are of simple construction: 6mm plywood braced with planed timber and fitted with an angled piece of hardboard on the inside. This will be fitted with two rows of LED strip which will be more than sufficient to illuminate both layout scenes.

WHAT'S NEXT?

There is rarely linear progression in the building of a layout and many tasks are undertaken concurrently. The interchange scene was not put together without work being done to the distillery side of the layout.

During this phase of construction, work was started on the distillery scene including retaining walls, culverts and planking of the track in the distillery yard. The buildings will follow, including the engine shed, bonded warehouses, kiln room, malting house and the still room. The project is nearing completion except for some of the fine detailing which could take a considerable amount of time, including the acquisition of a great number of casks and the building of some additional rolling stock. [Jenna](#)

LAYOUT CONSTRUCTION MATERIALS

- 3mm hardboard
- 6mm plywood
- PVA wood glue
- 20mm x 44mm planed timber
- 18mm x 44mm planed timber
- A variety of countersunk wood screws
- Polycell multi-purpose filler
- Grey household satinwood paint for fascia boards
- Sandpaper



The interchange side of the layout with completed lighting box and fascia board. The mid-grey paint creates a shadow box to focus attention on the scene itself. There will be little embellishment of the layout fascia or lighting box to detract from the layout scenes themselves.

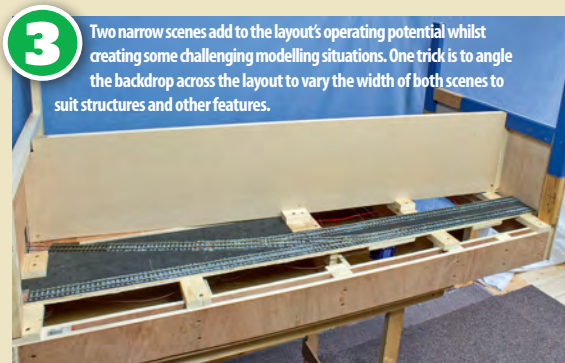
STEP BY STEP LOCH DHU SCENERY DEVELOPMENT



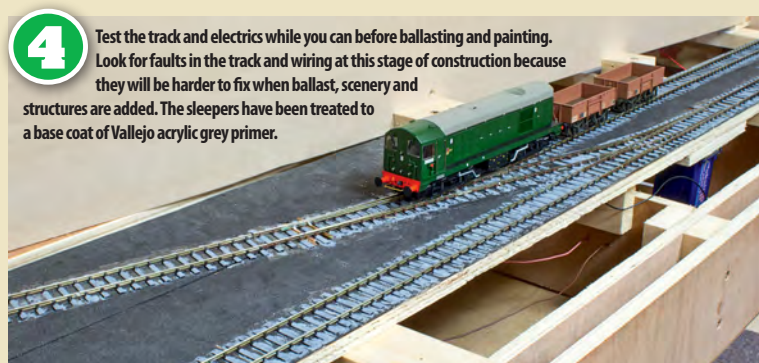
- 1** Organised chaos reigned at the start of this phase of construction. Small layouts can be awkward to finish quickly because of the space constraints. Little and often is the best way to progress the layout.



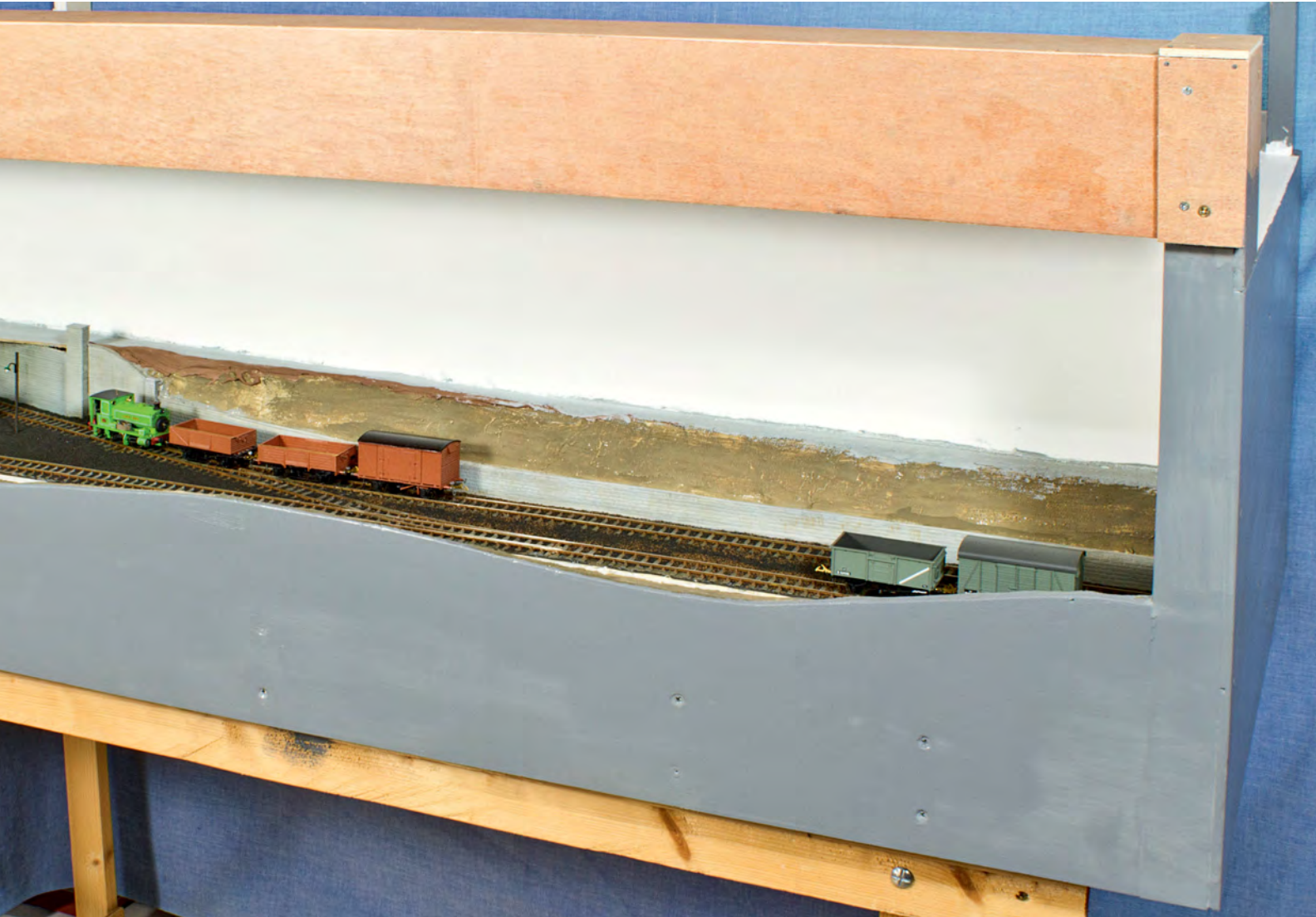
- 2** A backdrop composed of two sheets of hardboard supported by a planed timber frame separates the main line interchange from the distillery yard, making the layout double sided with two separate scenes.



- 3** Two narrow scenes add to the layout's operating potential whilst creating some challenging modelling situations. One trick is to angle the backdrop across the layout to vary the width of both scenes to suit structures and other features.

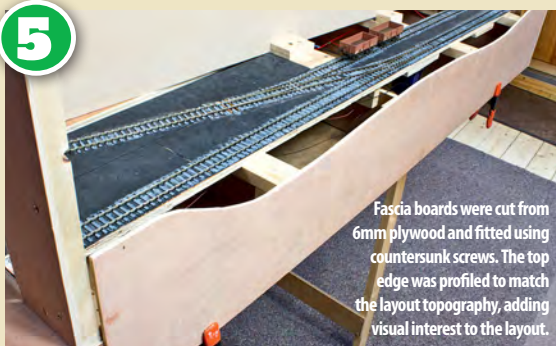


- 4** Test the track and electrics while you can before ballasting and painting. Look for faults in the track and wiring at this stage of construction because they will be harder to fix when ballast, scenery and structures are added. The sleepers have been treated to a base coat of Vallejo acrylic grey primer.



Intermediate
Beginner **SKILL LEVEL** Advanced

5



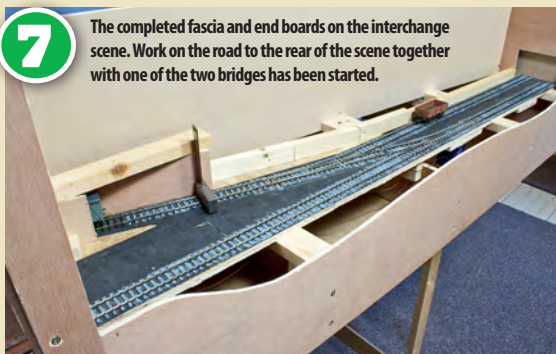
Fascia boards were cut from 6mm plywood and fitted using countersunk screws. The top edge was profiled to match the layout topography, adding visual interest to the layout.

6



Use a countersink bit to recess the retaining screws for a neater finish to the fascia. The holes can be filled if desired.

7



The completed fascia and end boards on the interchange scene. Work on the road to the rear of the scene together with one of the two bridges has been started.

8



Care was taken with clearances for the bridges - not too low but with a reasonably tight clearance common for this type of railway.

STEP BY STEP LOCH DHU SCENERY DEVELOPMENT



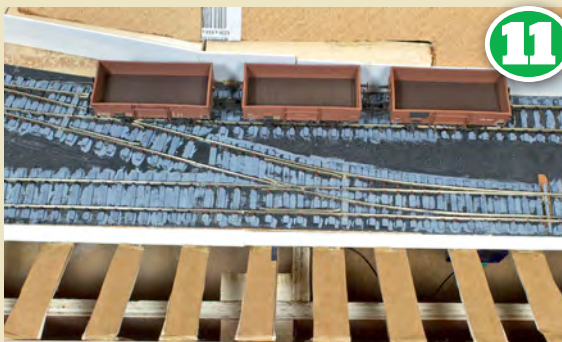
9

Offcuts of planed timber are used to support the bridge structures which were made of plywood and hardboard. The low retaining wall was supported with lengths of planed timber before being built up of plastic card and embossed stone card.



10

Offcuts of hardboard formed the embankment supporting the road. It was glued in place with a glue gun to save time. The board was subsequently covered in plaster cloth.



11

The low embankment to the front of the interchange scene was built up from a cardboard lattice – a cheap and effective way of creating topographic features.



12

A progress shot showing how the simple interchange scene is taking shape, with bridges being used to disguise the exits to the fiddle yard.

13

Completing the hardshell landscaping to the front of the layout. Masking tape is applied over the card lattice to protect it from the damp plaster cloth.



14

Plaster cloth application has been completed as far as possible, together with the stone retaining wall which has been faced with Slaters embossed stone plastic sheet.

15

Colouring of scenic features follows including stonework and the track itself which must be completed before the scene is ballasted. A mixture of Vallejo acrylic paints was used to create weathered and bleached sleeper colours to represent a run-down railway.



The interchange scene has developed with the bothy and associated details. I was keen to avoid over-detailing this area of the layout. This minimalist scene will hopefully be compelling even after the addition of a ground frame, point rodding and a member of ground staff. Ballasting followed the placing of the various scenic elements.



- 16** Light grey is an invaluable colour for creating bleached effects on wooden sleepers. I used a variety of greys including some of the Tamiya acrylic range dry-brushed along the sleeper tops. At this point, the first washes of grey and rust colours had been applied to stonework to build up a good depth of stained granite-grey colour.



- 17** This view shows the completed bridges and wing walls which were in the process of being painted. Even with the use of quick drying acrylic paint from the Railmatch, Vallejo and Tamiya ranges, the colouring of the stone and sleepers took some time to complete.



- 18** It is certainly worth taking your time over layout colouring and remember that less is often more. Use really thin paint washes over the base coat of paint to build up the desired effect. In the meantime, after extensive testing which showed that the locomotive would be reliable, the distillery 'Pug' has had its cab roof glued in place and awaits lining and spot varnishing.



- 19** During this phase of construction work was undertaken to the distillery yard scene involving fascia boards, backdrops and timbering of areas of the track so as not to impede the movement of rolling stock.



Is it time for a

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



WHILE READING the May 2016 issue I noticed the letter from Ian Martin regarding the doctoring of pictures with fake smoke exhausts from steam locomotives. I'm afraid I fall into the 'no smoke' camp. As a modeller I like to look at the pictures of the excellent layouts in your magazine to see how other likeminded people have built their layouts, how they have weathered their stock or painted their backscene. Some of this detail can be covered up with this added smoke.

We know that these are models and therefore produce no smoke. Where do we draw the line? Why do pictures of diesels not have clouds of 'clag'

coming from their exhausts? Why are carriages not shrouded in mists of steam from pipe joints?

Please keep the excellent pictures but get rid of the embellishments, although I am certainly not averse to removing busy backgrounds from pictures to concentrate the eye on the model itself.

Andy Mitchell, by e-mail.

I couldn't agree more with Ian Martin on the subject of smoke in photographs of models. Far from enhancing the images it detracts from them greatly. Keep it real.

Christopher Ness, Sheffield.

I fully agree with Ian Martin regarding the annoying smoke effects used in your images. In most cases, the grey/black smudges look totally unrealistic. A further irritation is that these smoke effects sometimes obscure details in the background of the photographs - details that we modellers often like to see. In short, please don't do it just because you can.

Tony Gwynne, Bournemouth.

I read the article in a recent edition about whether or not to keep adding smoke to your pictures. I personally think that the addition of smoke to the pictures adds a

DCC is great for smartphone users

Your features in HM107 on Digital Command Control (DCC) were very interesting. I re-entered railway modelling five years ago at the age of 50. Being slightly 'techy', DCC was the only way to go.

I decided upon the Roco Z21 - whilst it is above the maximum price point quoted, it is ideal for beginners, provided you have access

to a smartphone or iPad, which many do. Rather than remembering numbers, the control interface has pictures of the locomotives - not an issue for some I appreciate but we have a number of similar models and I am forgetful!

Equally, control of all locomotive/sound functions are available as icons on the control page. Seemingly, any

number of users/controllers can be used - ideal if you have friends round!

If anyone is considering DCC and has a smartphone, it would be worth taking a look. It is worth noting that documentation and support are not great, but it isn't too difficult to work out.

Mark Riches, by e-mail.

'smoking' ban?

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



great deal and brings additional realism.

To my mind, the whole purpose of railway modelling is to create a miniature facsimile of the real thing and often we add smoke generators to our locomotives which aren't actually generating smoke from coal, it's make believe. So why not seek to do the same when making photographs of the same. It's all part of the great diversity of this hobby. Also if doing so opens up a new avenue in the hobby then likelihood is that it will continue and grow.

I am too young to have experienced real steam engines in operation on main lines, so I really enjoy the images in *Hornby Magazine*.

Thank you for an excellent publication and please continue to seek new ways to demonstrate and publicise our hobby.

Dave Coleman, Gloucester.

I have just finished a first read through of the May *Hornby Magazine* – excellent as usual! You asked for views on added smoke in shots of steam models. My view is "yes!" The smoke enhances the sense of reality and puts the locomotive in its proper, smoky, context.

You might have featured a 'tutorial' before on how to create the impression of smoke using software. However, I would

like know how the effect is achieved both for my railway and 1:1,200 scale waterline warships, some of which would look great in photographs with gunfire and smoke too.

Jeff Stevenson, by e-mail.

I fully agree with your correspondent in HM107 regarding the smoke effects on steam locomotives. These effects add nothing to the pictures and only go to show that the images have been doctored. Leave it out and show us the pictures as they really are – after all this is what we see when we watch a model railway.

Richard Foot, by e-mail.

Are collectors favoured over modellers?

Whilst browsing a magazine shelf in a supermarket back in 2012 I came across HM65. On the front cover was the Bachmann 'OO' Blue Pullman review and my purchase of the magazine led to a regular subscription and revival of my interest in model railways.

After reading the review on the Blue Pullman I decided my first foray back into the hobby would include a set. Being retired my budget is limited so I began saving the £349.99 cost only to find that once I had the funds it had been sold out. I contacted Bachmann but it

had no intention of a re-release at the time. Imagine my joy at finding it is to be released again this year and I duly pre-ordered a set.

My joy was short lived when Bachmann released the new price of £599.95 – an increase of £250. If I start saving again I doubt there will be any stock left by the time I have enough funds to buy one and I have therefore reluctantly had to cancel my order. It feels like Bachmann has abandoned your average modeller for the high end collector.

Mike Osborn, by e-mail.

PRAISE FOR KERNOW FROM AFAR

I wish to express my grateful thanks to a supplier I felt went over and above what would be reasonably expected.

On a Friday I called Kernow Model Rail Centre (KMRC) and placed an order for items of rolling stock, some of which were not listed in its advert. The call was made at 2.00pm and nothing special was requested for delivery. Imagine my surprise when the next day, Saturday, the postman delivered the parcel!

Thank you very much for the great service, it is greatly appreciated.

Ian Malcolm, Harlow.

Blacklade

STEPHEN SIDDLE

wanted to prove that DMU operation typical of many locations from the 1980s onwards was full of interest. His small 'OO' gauge layout proves how you can fit a lot of interest into a very compact space.

**PHOTOGRAPHY,
TREVOR JONES**



FO1 Class 31 31415, an Airfix model bought for my first diesel era layout and now detailed, leaves Blacklade with the morning parcels. 50ft vans are an operational necessity as this is the only platform served by the run-round loop.



FO2 A Class 108 crosses the throat with a CCT on the back. The rear of a two coach train is just visible in the storage yard: this is the only road long enough to take it. A new 153 sits on the fuelling point.

BLACKLADE originated in a layout-building challenge on one of the modelling forums some years ago. At the time (2007) I was heavily involved with a struggling club layout project and plans to build a home layout of my own had been on hold for a number of years. I'd also been accumulating various items of stock, as you do, for possible use on the club project. These were only bargain buys for use as placeholders – I wasn't really supposed to be one of the stock-providers on the project – and their long-term future was uncertain. And since the club project was Digital Command Control (DCC), I really needed a DCC system and a test track in order to chip them.

So the idea of building a small, quick

layout for use at home was attractive. It would give my stock something useful to do and it would provide a substitute for the home layout that had never happened. If I knew I had somewhere to run them, it would be worth investing time and effort in upgrading stock and building kits. I could even indulge in a little retail therapy. Because the challenge had a 12-month timeframe it wouldn't be an unmanageable commitment. As they say, that was the theory.

THE UNMODELLABLE

The modern railway, essentially a passenger operation run largely by multiple units, is often seen as something of a desert by enthusiasts and modellers. But I grew up in places where there weren't many »

STATISTICS

Owner:	Stephen Siddle
Scale:	'OO'
Length:	8ft 6in
Width:	12in max, 5in min
Track:	SMP with Marway points
Control:	DCC, NCE Powercab
Period:	BR London Midland Region 1985-1990 or 2000-2007





locomotive-hauled passenger trains and the idea of 'modelling the unmodellable' was attractive to me. I wanted to show that this kind of railway could still be the basis for an interesting layout with operating potential and much of the stock I already had was of Diesel Multiple Units.

There had been recent discussion on the forum about various small urban termini served by local DMU services – real life equivalents of the classic Minorities plan. I liked that idea, and I thought additional operating potential might be generated by joining and splitting DMUs using consisting – a feature built into most DCC systems but one which rarely seems to be exploited by British modellers.

The rules of the challenge said that the layout should show the potential of modern high quality ready-to-run in a grand total of six square feet. The latter restriction was a key influence on the whole project.

The basic plan came from a design by the late Carl Arendt in his book *Creating Micro Layouts* called Amalgamated Terminus (see www.carendt.com). He envisaged it as an exercise in shunting passenger coaches, but I thought it would make an excellent small DMU terminus.

Carl Arendt's definition of a micro layout was anything occupying four square feet or less; I had six so I took his second version (which had a narrow centre and splayed out at the ends) and simply lengthened it at both ends from 6ft up to 8ft 6in long. The extra length allowed me room to add a third road in the storage yard and to make my longest platform capable of holding three 23m vehicles – a two-car Sprinter plus a Class 153. I also added a crossover giving access from the centre platform to what now became a fuelling point. As a bonus, this gave me a run-round loop. At its widest the layout is 12in across at the ends and just 5in wide at its centre: this works out at a few square inches less than the maximum footprint permitted by the competition.

NARROW MINDED

So Blacklade is a very small layout. It is just possible to run a four-car train but the price for that is a very narrow layout, and that posed challenges when trying to make it convincing scenically.

It was a given that the layout was to be set in a Midlands town. The two main prototype inspirations were Lincoln's second station, St Marks, which closed in 1985 and was the terminus for local DMUs to Nottingham and Lowestoft, which has lost its overall roof and is served by DMUs from Norwich and Ipswich. Like Lincoln, Blacklade is a moderate sized county town served by various local routes but with no real main line to London. This makes an intensive service of DMUs plausible.

Since the layout is based on a fictional town, I blew the dust off the backstory for my teenage tramway layout and resurrected Blacklade, the county town of Hallamshire,

Blacklade is a very narrow layout! 20052, a Bachmann Class 20, ticks over under the road bridge above the fuelling point.



An engineers' train has run into Platform 1 clearing the way for the Class 101 to depart once the driver returns from his break. Kadee couplings are fitted to all stock.

served by a loop off the Great Central Main Line from Chesterfield to West Hallam and Bagthorpe Junction and by a modest Midland terminus at Blacklade Artamon Square. In this alternative reality Derby and Derbyshire have evaporated, the head office of the Midland Railway is at Nottingham and its works at Toton. The main line from Birmingham runs through Ilkeston to join the Erewash Valley route, and the Peak Forest route ran via Butterley. Blacklade itself is near the edge of the Peak District, somewhere near Belper in our world.

Under Dr Beeching the Great Central was largely eradicated, leaving the line from Chesterfield Central to Blacklade, now diverted into Artamon Square. This is also served by the lines from Nottingham and Birmingham and is Blacklade's only surviving station. When the London Midland Region's Architect's Department rebuilt the place in 1958, it lost its overall roof and an extra platform was shoehorned in, in place of a central carriage siding.

Lincoln St Marks, like a number of Lincolnshire stations, had platforms only three coaches long but once had an overall roof. It also had two central roads

used as carriage sidings. So Blacklade, though very small, is not implausible.

So to construction. The baseboards are not quite to the usual methods. My woodworking skills are strictly limited and I live in a flat so facilities are pretty restricted too. The sides of the two boards are not parallel and I seriously doubted my ability to cut timber at an angle accurate enough to produce decent butt-joints for the cross-members.

Then our club's former chairman gave a talk describing his own method of building baseboards. This is a version of the 'ply girder' but using a single piece of 6mm ply stiffened with rails of 1in x 1in timber top and bottom. Cross-members are 12mm plywood cut to form a tenon which fits inside the top and bottom rails on the side frames. Blocks of wood can be added on either side to locate and strengthen or to take legs. This promised a sufficiently substantial joint, so that was the route I took.

'OO' DCC

Blacklade was always going to be 'OO' gauge and DCC but I wanted to raise my game with this layout and the track was one of the

areas targeted for improvement. I wanted proper 'OO' gauge rather than 'HO' gauge track with 3.5mm:1ft sleepers and spacing, and I wanted to demonstrate the 'OO' Intermediate standard as offering a proper match for modern ready-to-run models.

Since both a slip and a deadline were involved, I phoned Marcway in Sheffield, which was very helpful. The platform crossover and slip are bespoke items and the other points Marcway's standard 3ft radius product. The slip is pretty tight, meaning that the switchblades are short and therefore stiff.

I bought an NCE Powercab because it is good for programming. It was also relatively cheap and it supports consisting. It has proved ideal for this layout. All point control is by DCC from the handset. I've never built a control panel in my life and had no intention of starting with Blacklade! Point motors are mainly Tortoises, but with one Cobalt Blue and a Hoffman where the station throat spreads across the narrow neck of the storage yard board, and space is extremely tight.

The point motors are controlled through a Digitrax DS64 on one board and a »

home-built MERG decoder on the other. I use the NCE-supplied transformer through an international adapter so I have only 1.1amps available: power to the point decoders is therefore from a 16v AC bus powering 12v DC regulated supplies. The MERG decoder has proved temperamental when there's a short, so it will be replaced by another DS64.

The NCE Powercab provides 16 'route macros'. Since only 14 routes are possible on Blacklade a macro has been allocated to each one, and with a couple of keystrokes the whole route comes off. This is a huge benefit as it largely eliminates operator error when setting a route. A card on the layout fascia lists the routes and their macro numbers for the operator.

Signals are Eckon kits and they work, being driven by the spare switches on the point motors using 12V DC from the regulated supplies. Not all aspects are actually available, but there's only one case where a questionable aspect is displayed.

SCENIC CONSTRAINTS

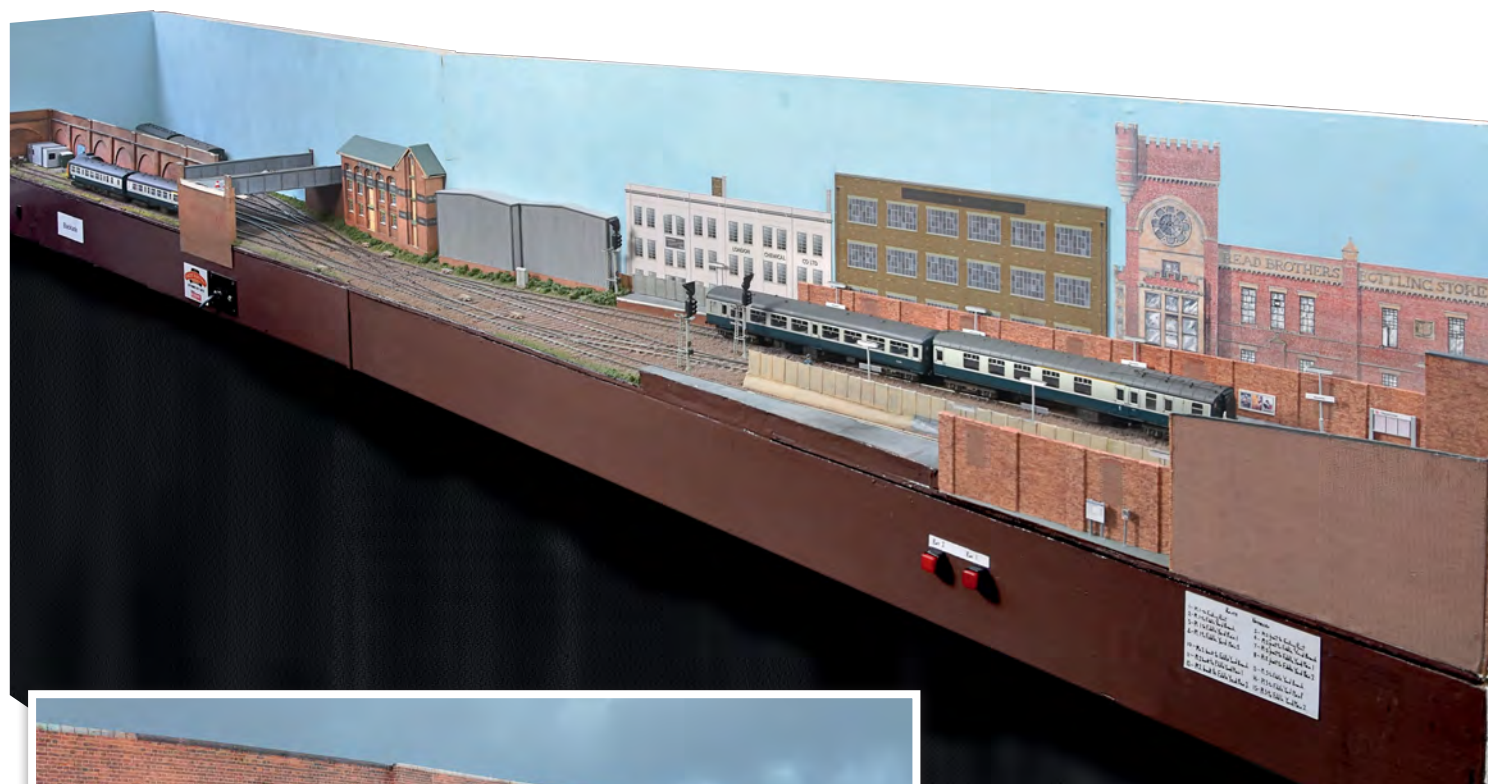
There is only about 5mm of depth for scenery in places. Consequently, the backscene behind the station is layered scenic flats, though I have at least managed



5 A Neville Hill Class 101, a converted and detailed Hornby model, leaves the centre platform for Sheffield while another loco-hauled service waits the road in Platform 3.

to have the screen wall of the station stand off the backscene by the thickness of a piece of mounting board. I prefer card to painted plasticard: there's no way I can match the colouration of Howard Scenics brick paper with a paintbrush. Where there's a little more room I've used a Pikestuff industrial shed and one of the Maurice Bradley Bilteezi sheets adapted as low relief.

The fuelling point is a small diorama representing the most miserable little signing-on point on the London Midland Region. This uses a Knightwing portable building, the remains of a Ratio fuel depot and various detailing bits. The retaining wall behind is a Scalescenes kit which also acts as a screen to the off-scene storage yard.



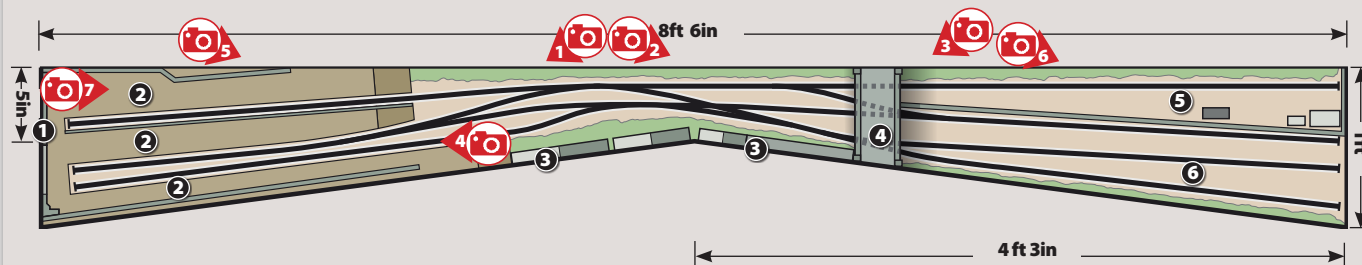
Above: The layout may be small but it still takes up much of the sitting room when assembled.



6 Left: 20052 sets back with a tank wagon of diesel for the fuelling point. The TTA is Hornby, picked up for 50p and detailed with A1 parts and suitable transfers.

7 Right: A Class 108 runs into Platform 3 while a Class 20 waits to propel its single TTA tank to the fuelling point. The scenery here is just 5mm deep.

BLACKLADE TRACK DIAGRAM (NOT TO SCALE)



KEY

- ① Low relief building
- ② Platform

- ③ Low relief warehouse
- ④ Road bridge

- ⑤ Fuelling point
- ⑥ Storage yard

The layout runs either as BR 1985-1990 using a mix of Modernisation Plan stock and new Sprinters, or as post-privatisation 2000-2007, with Central Trains the principal operator. As my basic interests reassert themselves I seem to be focussed increasingly on the earlier period, though Blacklade is not *quite* as resolutely Rail Blue as it appears in the photographs.

There is no freight traffic, just an oil tanker for the depot and an engineers' train running round in the station, while lots of DMUs run back and forth. The BR period allows a bit of added spice with parcels trains and a locomotive-hauled DMU substitute, which will just fit into Platform 3 and the long road of the storage yard. I am still short of stock

that will consist properly, and Hornby classes 142/155/156 units are being rebuilt and upgraded to remedy the situation.

After attending a few small informal events Blacklade had its first proper exhibition outing at The Great Electric Train Show in October 2015, and I am now looking for further invitations especially in the South East. [VFBan](#)



Loads of

One of the simplest ways to add detail to rolling stock is realistic wagon loads. **NIGEL BURKIN** shows how to build simple removable ballast loads for engineers wagons.

BALLAST

Ballast loading at the virtual quarry at Hinksey Yard near Oxford. The machine operator fills each wagon carefully to ensure that the load is correctly contained within the body of the wagon and to keep dust and noise to a minimum.



Back to BASICS

ST

RUNNING a layout with a large fleet of empty ballast wagons is not convincing. Granted, some should remain empty, or partly empty, or loaded with spoil as if returning from engineering work sites, but there is always a need for wagons carrying loads.

Making removable loads is the same no matter what era or scale your model railway represents. The only variables will be the size of the load base and the colour and size of ballast you need to use. Otherwise, delve into your scrap box for off-cuts of styrene card, cardboard, plywood and foam for a variety of low-cost ways of modelling ballast loads.

Adding loads to wagons gives a layout a sense of purpose and provides some real mass to those models which are too light and prone to derailment when worked in long rakes. You can use loads to literally 'ballast' wagons so they

are more or less the same weight as each other.

However, the temptation to simply fill your wagon with a ballast and then flood it with diluted PVA glue should be resisted. It is not a great idea as it will add excess weight on the pin point axles, long rakes could become demanding for locomotives and it will use a lot of material.

LOAD PRODUCTION

I prefer the 'false floor' method where a floor of styrene card is fitted with bracing so it sits in the wagon just below the top edge of the body. I start by cutting the floor from 40thou styrene card with dimensions about 1mm less than the inner dimensions of the wagon body all round. For example, if the inside of the body measures 30mm by 175mm, the card is cut to 28mm by 173mm or thereabouts - it does not have to be exact.

The bracing is made up of strips of plastic glued to the underside of the false floor - lengthwise to prevent distortion. The width of the bracing depends on the depth of the wagon.

Scrap styrene pieces can be added to the top of the styrene floor to make an underlying former for the ballast load, to give it a heaped appearance. This can be random in size or shape and so no two loads will ever look the same.

Once fully hardened, the top of the false floor is painted with acrylic paint so that load making can be condensed into a single modelling session. A layer of neat fast-curing PVA glue is then brushed onto the top of the floor and a layer of ballast sprinkled on until the glue is completely covered. Press the ballast into the glue and then set aside to set.

More than one layer of ballast is needed to finish the loads. Either brush on more neat PVA glue and sprinkle more ballast over the first layer or make up a dilute solution of PVA glue with water (about one part glue to two parts water) together with a spot of detergent too - in effect, the same glue solution that you would make up to secure ballast to track formations.

I find that two layers is sufficient to finish a load plus a little more to avoid making the load appear too uniform.

SIMPLE AND LOW COST...

The logic of cutting the false floor slightly undersize soon becomes apparent. Ballast will stick to the edge of the false floor effectively extending its dimensions. If the floor was cut to be a snug fit, the ballast adhering to the edge would prevent the load from fitting the wagon. If this occurs, remove the unwanted fragments of ballast with a file until the load fits comfortably again.

Finally load up your ballast wagons - it is about time they earned their keep! Making removable loads for them is a simple but therapeutic exercise which only takes a Sunday afternoon to complete. The step by step guide shows you how. [Home](#)

WHAT YOU NEED

- Scrap styrene
- Cardboard
- Packing foam
- Inexpensive weather resistant PVA glue that dries clear and matte
- Glue to assemble the false floors
- Simple tools including modelling knife, paint brushes, small plastic pots for holding glue, steel rule and files
- Ballast or yellow building sand
- Rust and stone coloured acrylic paint
- Matt varnish

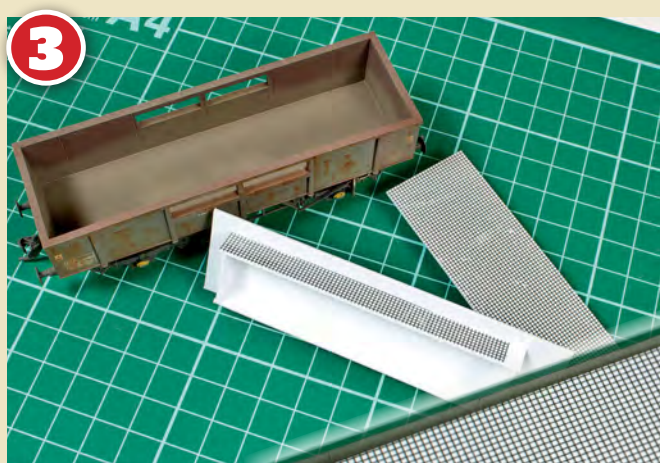


STEP BY STEP MAKING REMOVABLE BALLAST LOADS

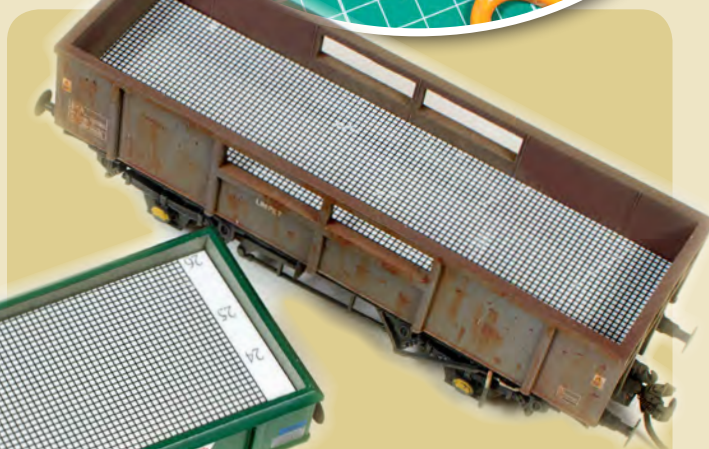


1 Empty four wheel ballast wagons await loading with loads of fresh ballast. The loads will add much needed weight and will give the impression that the wagons have a clear function on the layout.

2 There are numerous ways of creating removable ballast loads quite cheaply. Upholstery and packing foam can be cut to shape and profiled to create the bulk of the load, disguised with a layer of ballast.



My preferred method is to construct a false floor from 40thou styrene card, braced on the underside to set the floor at the desired position just below the top of the wagon body.



4 The false floor sits below the top of the wagon body or slots which are cut in the sides of taller wagons which prevent overloading. The models displayed so far are by Bachmann and include PNA and ZKA/MKA ballast wagons.

5 Offcuts of styrene card are cut to shape and applied to the top of the false floor inserts to help create the heaped profile of a carefully loaded wagon. Note how they are narrower than the false floor.



6 The completed inserts are painted with acrylic paint and allowed to dry before a thick coating of neat (fast curing) PVA glue is applied.

10 TIPS FOR WAGON LOADS



7 No expense was spared with the rail ballast – a good quality ballast was sprinkled over the wet glue and pressed into place before being left for several hours to set.

8 A second (and sometimes third) layer of ballast is usually needed to finish the load, applied to either a neat layer of PVA glue or a diluted solution as if ballasting track. This layer of ballast can be used to shape and size the heap to make it appear as if it completely fills the wagon and is not a thin veneer on a plastic floor. Note the foam based load at the top of the picture.



9 The completed loads, trimmed and ready to drop into the wagons. With about a dozen different ballast wagons in the collection, labelling removable loads with the appropriate wagon code is useful!

1 Make a false floor of 40thou styrene and cover with a thin load of ballast.

2 Off-cuts of plywood or hardboard can be used to part fill the wagon before adding a layer of ballast to represent the load.

3 Polystyrene roofing tile can be cut to shape to make a base for the load and then covered with a layer of ballast.

4 Packing foam makes a great low-cost base for a load which takes glue and a layer of ballast very well.

5 Fitting a load to an empty wagon adds much-needed weight, but don't over do it – an ounce or so is probably all that is needed.

6 Fit a rare earth magnet to the underside of the load to facilitate its removal with a magnet.

7 Always cut the load base slightly smaller than the interior dimensions of the wagon – you do not need a tight fit.

8 Paint false floors a rust colour to match the interior of your wagons or grey to match the load before adding ballast. Use acrylic paint to save time.

9 Label each load with the type of wagon it is made to fit!

10 Use different colours and sizes of ballast for variety – photographs will assist with the colour and appearance of ballast loads.



10 Loaded wagons ready for the next spell of engineering work. Different colours and sizes of ballast can be mixed if desired for variety. The loads were trimmed of surplus ballast from along the edge for a good fit, yet easy to drop into place or remove as desired.

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The Advanced Passenger Train Experimental



HOW TIMES CHANGE. It wasn't that long ago that the prospect of manufacturing a ready-to-run 'OO' gauge model of a prototype with limited operating sphere, single livery and short career would have been unthinkable. However, thanks to a growing number of entrepreneurial retailers, models that might not have previously seen the light of day are now proving economically viable.

Locomotion Models, based at the National Railway Museum's (NRM) Shildon outpost, is one such organisation which has successfully made the transition from retailer to manufacturer. Its latest project to come to fruition is this stunning 'OO' gauge model of the Advanced Passenger Train – Experimental (APT-E) which forms part of the NRM's National Collection in Miniature range.

First announced in 2014 (HM86), the APT-E has been developed

and manufactured exclusively for Locomotion Models by Rapido Trains, representing the Canadian manufacturer's first foray into British 'OO' gauge ready-to-run modelling, an important milestone for the company.

Built in the early 1970s by British Rail's (BR) Research Division in Derby, the APT-E was developed to test active tilting (as opposed to passive tilt mechanisms which rely on centrifugal force) at high speed. Formed of four 70ft long aluminium-bodied vehicles, it comprised two power cars and two trailer cars fitted with articulated bogies and walkway sections between vehicles.

Between 1972 and 1976, APT-E underwent extensive testing on BR's Old Dalby test track in Leicestershire as well as on BR's Western and Midland

Main Lines during which it achieved a UK speed record of 152.3mph between Reading and Swindon in 1975.

THE MODEL

For review we received a Digital Command Control (DCC) sound-fitted example of the APT-E. A DCC ready version is also available.

Presented in a sturdy foam-filled card box with Locomotion Models/ NRM branded outer sleeve, it is clear much thought has gone into the presentation of the product as well as the overall development of the model. On opening the »

Above: Looking like something from a '70s sci-fi movie, APT-E is stunning.



Locomotion Models' latest commission has arrived in the shape of an unusual prototype – the APT-E. **MARK CHIVERS** asks whether a 'full tilt' approach has paid off.

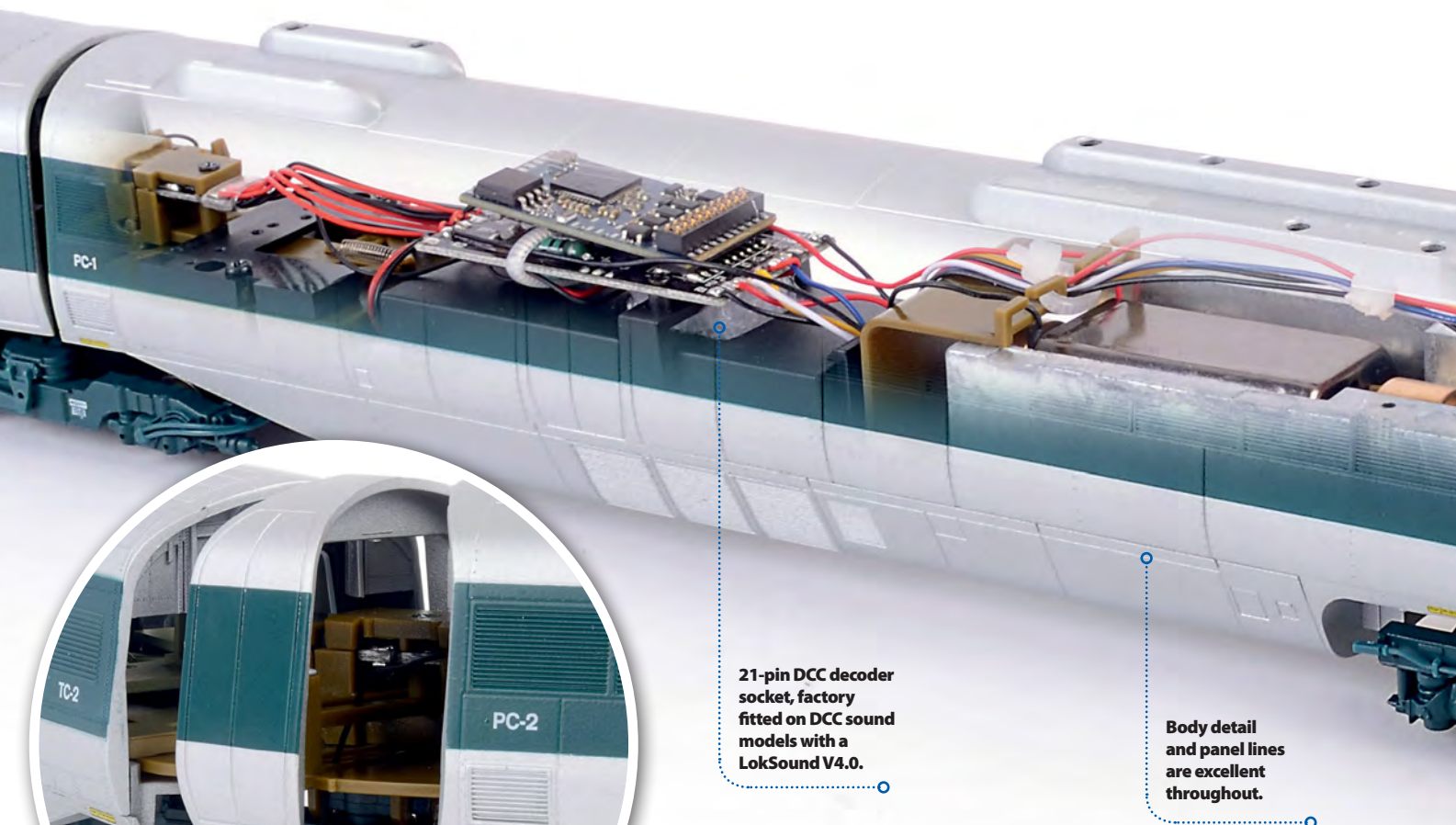
THE DETAILS

Manufacturer:	www.locomotionmodels.com
Cat No:	13001/13501
Description:	Advanced Passenger Train – Experimental train pack
Scale:	'OO'
Price:	£225/£325
Era:	7
DCC:	DCC ready/DCC sound-fitted, 21-pin socket
Couplings:	n/a

“The APT-E has been developed exclusively for Locomotion Models by Rapido Trains.”

MARK CHIVERS





box, you are presented with a superbly illustrated softback book containing a full history of the prototype together with a comprehensive instruction booklet for the model and a set of A4 exploded diagrams of each vehicle.

Rapido has certainly captured the look of the prototype well with its long angular nose, flush-sided panel lines and thousands of tiny rivets, which are such a distinctive and fine feature of this four-car set. Each vehicle is also lettered accordingly and is formed of Power Car 1 (PC-1), Trailer Car 1 (TC-1), Trailer Car 2 (TC-2) and Power Car 2 (PC-2). Attention to detail is such that, for example, PC-1 features two windscreen wipers while PC-2 correctly features just one! Whilst difficult to make out through the small windscreen, look closer and you can see the driver's seat in its central position and the angled cab console.

Both power cars display a wealth

of external detail including cab access doors, roof-mounted turbine exhausts, crisply moulded grilles and delightfully understated head and tail lights at each end. Further along, the trailer cars feature well-crafted access panels, grilles, flush glazing and incredible rivet detail, which even extends underneath too. Each bogie is also well rendered and includes good representation of the hydrokinetic brake pipes and other small details.

However, it is the interior of each trailer car which highlights the extent of the research for this model as they are quite simply exquisite. One half of TC-1 is fitted with black VIP seating and white antimacassars, while the other half features equipment, tables and swivel-style chairs.

TC-2, however, is even more



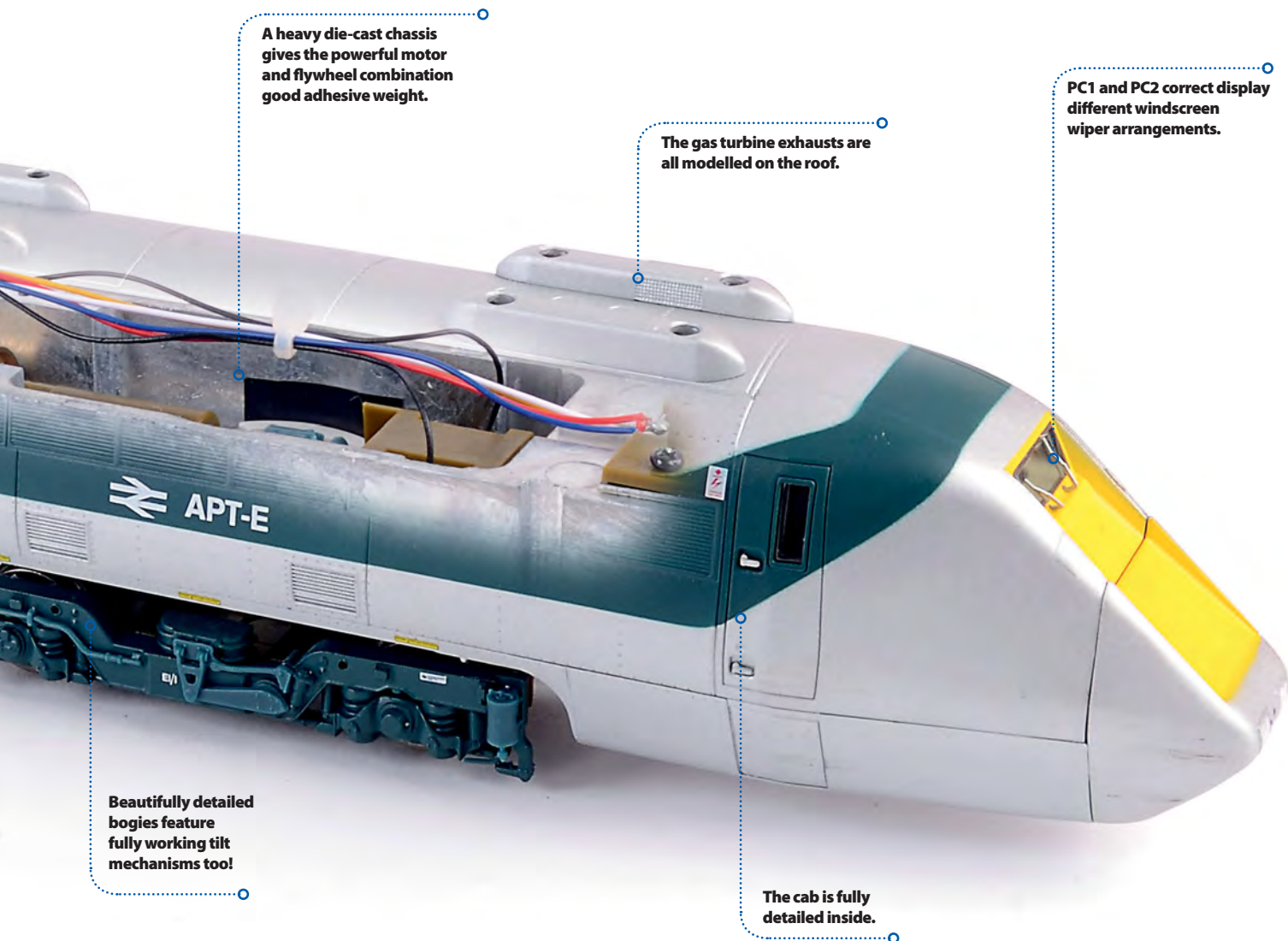
impressive as it features a detailed moulding of the instrumentation console with much of the equipment picked out in appropriate colours and illuminated with tiny green lights, representing that 1970s look to a T! Further along there are more workstations and chairs together with a see-through compartment and sliding door. As these two vehicles are also fully illuminated, every element of interior detail can be viewed and enjoyed, although this does also mean that out of necessity fixing

screws and springs are noticeable at the extreme ends of the vehicles. Interior lights illuminate as soon as power is applied to the track, while directional head and tail lights on our DCC sound-fitted example were activated by F0 on the digital controller, which displayed a gentle and pleasant fade to the lights as you change direction.

Exterior decoration is simple but well applied with all vehicles

"It is the interior of the trailer cars which highlights the extent of research for this model."

MARK CHIVERS



featuring an aluminium/silver and blue paint finish throughout together with yellow cab noses, crisply printed BR double-arrow logos, lettering and correct style overhead live wire warning panels. Legible danger notices have also been applied above the distinctive blue bogies, warning that the gap between bogies and underside of the vehicles may close. Flush glazing is neatly moulded and easy to see through.

PERFORMANCE

Operationally, the four-car set features articulated swinging arm bogies between vehicles together with standard power bogies at each end beneath the power cars.

Connecting each vehicle together requires care and a methodical approach as to form the four-car set you need to connect the horizontal ten-pin plug and socket arrangement between each vehicle – and with the vehicles in the correct order too. The formation is PC-1, TC-1, TC-2 and PC-2. The enclosed manual suggests you offer the two vehicles up to each other, tilting the left-hand vehicle »

Right: The iconic front end of the APT-E has been captured superbly by Rapido Trains for this Locomotion Models product.



slightly while gently easing the socket from the right-hand vehicle towards the left. There is an oval-shaped piece of plastic on each articulated bogie which locates into a slot beneath the sockets and once lined up correctly, the pins can be eased into the sockets until the plastic plug arrangement clips into place. We found that after the first connection was made, the rest went together much easier.

With the four vehicles connected, the final assembly stage requires you to snap the three decorated joint sections into place above the corresponding articulated trailer bogie sections to represent the articulated gangways.

Both power cars are motorised with a five-pole skew-wound motor at each end and feature a substantial metal chassis which helped our review sample operate smoothly and quietly. PC-1 is the master vehicle in the four-car formation, as the single 21-pin DCC decoder socket is located here and all commands are transmitted from it through electrical sockets linking each vehicle, while PC-2 is the slave

unit at the other end of the formation, which needs to be connected correctly before applying power.

The model also features a built-in tilt mechanism which certainly appeared effective on the second-radius curves of our office test track. However, you will need to ensure clearances through tunnels, bridges and stations are sufficient as the cabs at each end sweep out further than other models might on these curves due to the prototypical set-back nature of the leading set of bogies. It would be worth doing a gauge clearance test before operating at speed just to be on the safe side, something we discovered on our office test track.

Locomotion Models has commissioned two versions of the model in DCC ready and DCC sound-fitted formats. Our review sample was a DCC sound fitted

example featuring a speaker in each power car as standard and a full suite of sounds including gas turbines, auxiliary diesel generator, driver's door, cab steps, choice of warning horns and more. This model will operate on analogue also with basic sound functions being available for the turbine sounds. As delivered the volume is set to full, but this is simple to reduce using

"DCC sound really is the icing on the cake with this model and brings it to life."

MARK CHIVERS

As delivered the APT-E comes in seven parts. While care is needed to assemble the train, it is straightforward.





CV63 on the LokSound decoder. Full sound control instructions are provided in the manual.

DCC sound really is the icing on the cake with this model and brings it to life as the whole project has been created in such a way that you can start the auxiliary generator and then fire up each of the gas turbines individually, which will overlap if you wish. It really does make a difference to have sound emanating from each power car. Be warned, though - it does get very loud! Full instructions are included in the comprehensive manual together with a prototypical start-up sequence to follow if you wish. Other sounds on this project include track detonators (useful if you wish to simulate an emergency stop) and even some hidden archive material,

including voices of the onboard team reporting speeds and turbine status over radios, which isn't displayed on the functions list (F16).

OVERALL

This is a superb model which judging by pre-orders has proved incredibly popular already. Whilst its operational sphere is fairly limited this is one of those models you can justify just because it's different. It ticks plenty of boxes - it looks good, runs well, is a manageable size, sounds great and is incredibly well detailed, particularly inside. A great start for Rapido Trains in the UK and a stunning new addition to Locomotion Models' expanding National Collection in Miniature range. I may not *need* one - but I'd really *like* one! (MC)

The tilt mechanism in the APT-E looks impressive when the four-car unit is running.



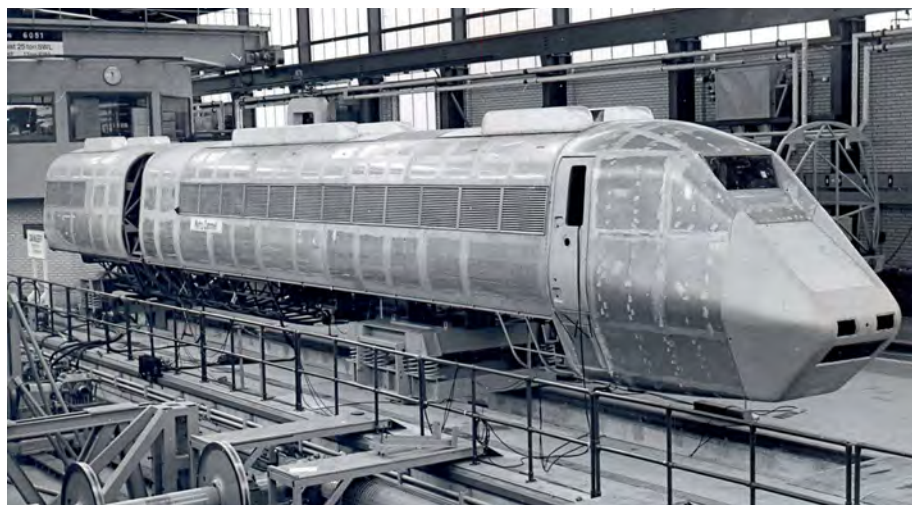
Advanced Passenger Train **EXPERIMENTAL**

*One of the most revolutionary trains ever to take to the rails in the UK was the Advanced Passenger Train – Experimental, which was taken out of service 40 years ago this year. **EVAN GREEN-HUGHES** looks at the development of this pioneering machine.*

ONLY FOUR YEARS AFTER the last of Britain's steam engines was removed from service a remarkable train began trials on the railway around Derby.

Powered by gas turbines, streamlined like nothing else on the rails, built like an aircraft and designed for cruising speeds of more than 150mph this four-car unit was genuinely revolutionary. Its ability to tilt into corners promised journey times unthinkable only a decade previously and its futuristic construction promised fuel savings that could have transformed the economics of railway operation.

Development of this train could be traced back to a study undertaken by the British Railways Board in the late-1960s which showed that rail was competitive to air on journeys of up to three hours' duration but after that lost out heavily - a situation that as a general rule still applies today. Modernisation had already proved that passenger numbers would rise when faster services were provided but throughout these upgrades the major cities of Scotland still remained well outside this timeframe. The answer was to travel even faster than the 100mph that was currently the accepted service ceiling - but the country's Victorian railway system with its twists and turns was not ideally



Metro-Cammell built the two power cars for the APT. One of the driving car bodies stands in the Vehicles Lab at the Railway Technical Centre on July 8 1971 undergoing structural testing. [Dave Coxon Collection](#).

suited to any further increases in speed.

British Railways' new Research Department at Derby had been working on this issue more or less since its formation in 1964 and matters had developed sufficiently for a proposal to be put forward in 1967 for an experimental train that would tilt as it went round corners, enabling higher speeds to be maintained without discomfort for passengers or potential derailment. Authorisation for this project was given in 1969 but due to the advanced nature of what was proposed authorisation was also given for a conventional 125mph train to be developed elsewhere, which was eventually to become the renowned and long lived High Speed Train.

HIGH AMBITIONS

Derby's brief was about as ambitious as anything seen in Britain. The train was to

The APT-E departs London St Pancras in the mid-1970s on a Midland Main Line test run. The unit is a stark contrast to the grand architecture of the Midland Railway station. Today this location is no stranger to high speed rail travel, as the UK terminus for the Eurostar network and HS1. SSPL.



have a maximum speed 50% higher than existing trains and was to be made so that it could corner 40% faster. In doing this it must be capable of running on existing tracks and be able to brake within the confines of the existing signalling. It had to be energy efficient, generate little noise, not increase track maintenance costs, have a high level of passenger comfort and be no more expensive to run than existing stock. All in all, this was a very tall order.

Development took place on an experimental set of coaches called POP that were used to test many of the features of the new train and while this work was ongoing the four bodyshells that would form the experimental train were under construction.

The two outer cars, which would be the power cars, were constructed at Metro-Cammell in Birmingham while the middle two trailer cars were built

at GEC's Accrington works. To reduce weight construction followed aviation practice with each coach having a stressed skin aluminium alloy body. The bogies were built at Derby Locomotive works but due to the timescales involved were equipped with conventional bogie-mounted traction motors rather than the body-mounted motors that would be essential on a production train if the target of not increasing track maintenance was to be met.

To achieve the desired high speeds a great deal of power was going to be needed from a unit that weighed very little. This meant that the only real possibilities were electric power and gas turbine. The former was ruled out because there was still work to do on the interface between trains and overhead lines at high speeds but also because it was desired that the new experimental train should not be limited

to electrified routes. Gas turbines were also chosen partly because state-owned British Leyland was working on the development of turbines for road use which would allow the two projects to be developed concurrently.

Eight 300hp turbines were obtained for propulsion power with another to run the unit's ancillaries. This gave 2,400hp for the train as first built. The turbines would drive generators which in turn would provide power to conventional traction motors to drive the train. Given that Rolls-Royce – a pioneer in aviation gas turbines – was based in Derby it looked a curious decision to opt for British Leyland.

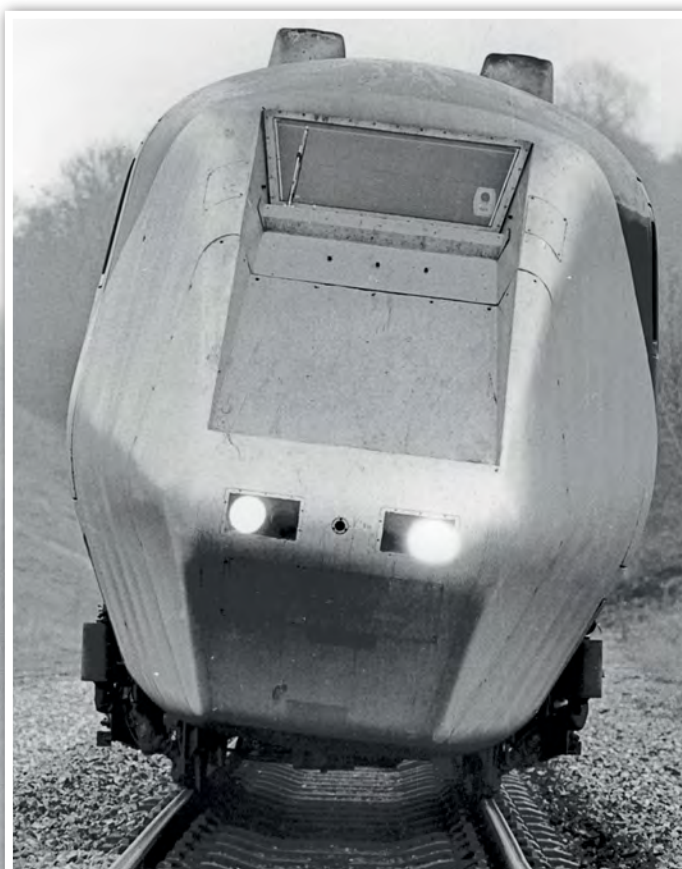
Throughout the latter half of 1971 the Advanced Passenger Train – Experimental (APT-E) began to take shape at the Railway Technical Centre in Derby and it was ceremonially unveiled on December 16, even though at that stage much of the »

FACTS AND FIGURES

Built:	1972
Builder:	BR Research (Derby)
Power car bodies:	Metro-Cammell
Trailer car bodies:	GEC Accrington
Number built:	1
Withdrawn:	1976
Configuration:	DPC-TC-TC-DPC
Power units	Eight 300hp Leyland 2S/350 gas turbines
Power units (later):	Ten 330hp Leyland gas turbines
Max' design speed:	155mph
Traction motors:	GEC 253AY nose suspended
Length (total):	280ft
Numbers:	PC1-PC2 (power cars), TC1-TC2 (trailers)
Test mileage:	23,559 miles
Max' test speed:	152mph

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

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



wiring was yet to be completed. Three of the turbines were started up the following June and shortly afterwards low speed testing began in the adjoining sidings.

The unit first ventured out onto the main line at the end of July, even though it was still taking over two hours to prepare for service and it ran to Duffield at the pedestrian speed of 25mph before returning at a maximum of 50mph. The project received a blaze of publicity but as was traditional practice at the time, was promptly 'blacked' by the drivers' union ASLEF, in this case because the cabs had only one driving seat.

Even at this early stage it had become apparent that modifications to the bogies would be required and in view of the refusal of the drivers to move the APT-E changes were put in hand that were in the event to mean that a further 12 months were to pass before it moved again.

In the interim the APT-E was hauled by diesel shunter to Derby Works, an event that precipitated a 24-hour national rail strike. Here hydraulics were altered, oil coolers fitted, new articulated bogies fitted, wheelsets reprofiled and structural alterations made. Following this, and progress with the drivers' dispute, the train was taken to Mickleover Test Track where a maximum speed of 67mph was reached before the unit returned to Derby.

Main line testing followed on the Midland Main Line but there were constant problems, including on one occasion when the tilt system failed and one of the trailers fell over onto its bump stops. 106mph was reached during the next phase of the programme but as yet the hydro-kinetic brakes were to be installed and so there were issues with overheating of the wheels.

In October 128mph was reached on the test track with the tilt system operative following which work commenced on installing the hydro-kinetic brakes. There were more changes the following February when a diesel auxiliary power unit was installed, releasing the two turbines previously used for traction use. By this time uprated turbines had been fitted of 330hp each and therefore



The APT-E stands next to the prototype HST at Swindon station in the summer of 1975. The APT was undergoing high speed tests on the Western Region at this time.

available power was now 3,300hp which was almost 1,000hp more than originally fitted. Unfortunately British Leyland then decided to discontinue its gas turbine development programme which meant that APT-E's propulsion system was destined to be unique.

VALUABLE TESTING

From this point on APT-E began to be more reliable and clocked up considerable hours testing leading the development team to move towards their ultimate aim of a number of very high speed runs which were scheduled to take place on the Western Region in the summer of 1975 under complete possession conditions. By August 150mph had been reached and a British speed record of 152mph was then achieved before the series of tests ended.

After another visit back to Derby there were more tests on the Midland Main Line and during these APT-E successfully achieved an average speed of 101mph between St Pancras and Leicester which compared very favourably with the 70mph of service trains and potentially cut off 26 minutes from the average time for the 99-mile journey.

By this time the decision had been taken that effort should turn towards a prototype

electric APT that was to be very different from APT-E and the Research Department was instructed that the test running was to cease from early 1976. In the interim the train was based at Old Dalby where a final series of tests were carried out using a load measuring wheelset. There were also a number of VIP visits during which the train achieved 143mph, a remarkable speed on a 13-mile test track. The final test run was made on April 2 1976 after which APT-E went back to Derby where all the test equipment was removed and the unit prepared for a future life as an exhibit at the National Railway Museum. Transfer to York was made under its own power on June 11 and when switched off in the museum yard it had covered 23,559 miles in its short four-year life.

Elements of the APT-E were later developed to be incorporated into the prototype electric APTs which proved to something of a failure and more importantly into what were to become the Class 91s and Mk4 coaches built for the East Coast Main Line. These were designed with tilting in mind but in the event the equipment was never fitted. The tilting technology was sold to the Italian firm Fiat Ferroviaria which successfully resolved the outstanding issues and it was eventually used on our railways in the form of Virgin Trains Pendolinos and Class 221 Voyager fleets.

As to APT-E itself it has now spent many years on show at both York and at the NRM outstation at Shildon and is a popular, if static attraction.

In retrospect the APT-E was probably far too complicated an answer to the problem that British Railways faced. In the event the more conventional High Speed Train did virtually everything that was being asked at a much more economical price, and indeed continues to do so. However the train achieved its purpose of proving the capability and benefits of tilt operation. As to gas turbines, they have long been surpassed by electric traction and more powerful diesel engines. APT-E was a pioneer that pushed the boundaries of possibility and to some it remains a missed opportunity to radically speed up long-distance services. 



Inside the Railway Technical Centre Vehicles Lab, APT-E stands with the HST prototype in October 1974.
Dave Coxon Collection.

'OO' GAUGE

Colourful Hornby



Dark Star releases METALLIC SHADES

Darkstar Miniatures' range of acrylic paints includes a selection of metallic shades suitable for railway modelling tasks, including these brass and steel paints.

Supplied in 17ml squeezable bottles, there are 21 metallic

colours in the molten metals range which are suitable for application straight from the bottle by brush or suitably thinned for use with an airbrush.

Our review samples offered good consistency and effective

coverage straight from the bottle and resulted in a pleasing metallic sheen finish.

Ideal for touching up small details such as handrails, door handles, buffers and a host of other modelling applications. (MC)

THE DETAILS

Manufacturer:	www.darkstarmini.co.uk
Cat No:	DM271
Description:	Darkstar steel acrylic paint, 17ml
Cat No:	DM301
Description:	Darkstar brass acrylic paint, 17ml
Price:	£3

'OO' GAUGE

Limited edition COAL WAGON



THE DETAILS

Supplier:	Classic Train and Motor Bus - 01926 887499
Cat No:	37-050R
Description:	Five-plank open wagon, J H Rainbow
Price:	£15 plus postage and packing
Era:	3
Couplings:	Small tension locks in NEM pockets

Exclusive to Classic Train and Motor Bus of Leamington Spa is this limited edition Bachmann 'OO' gauge five-plank wagon finished in the colours of local coal and wood merchant J H Rainbow. Based on a vehicle built by Gloucester Railway

Carriage and Wagon, it is believed to be the merchant's only railway wagon. Just 511 models have been produced. White-walled spoked metal wheels and small tension lock couplings in NEM pockets complete this exclusive private owner wagon. (MC)

'08s'



RECENT ARRIVALS from Hornby include this pair of colourful 'OO' gauge Class 08 diesel shunters.

Decorated as 08489 in BR blue and 08417 in Network Rail yellow, both represent prototypes built in 1958, the former at BR's Horwich Works while the latter was outshopped from Derby Works and still resides in the city, having been painted yellow in 2011.

Bristling with detail, both models feature opening cab doors, detailed cab interiors,

separately fitted handrails and sandpipes, sprung metal buffers and more.

Application of both liveries is excellent, featuring a rich satin paint finish together with crisply printed numbers, data panels, overhead live wire flashes and legible small lettering, which is particularly impressive on 08417.

Each model demonstrated good running characteristics whilst on test and is fitted with an 8-pin DCC decoder socket together with small tension lock couplings in NEM pockets. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3261
Description:	BR Class 08 08417, Network Rail yellow
Price:	£99.99
Cat No:	R3342
Description:	BR Class 08 08489, BR blue
Price:	£119.99
Era:	9 and 7/8
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

GWR/BR(W) roof boards

Sankey Scenics' has issued a new range of coach destination roof boards suitable for use with Great Western Railway (GWR) designed stock.

Available in GWR and British Rail (BR) Western Region variants, 38 packs of each have been added to the range, suitable for use with most 'OO' gauge GWR/ex-GWR passenger stock (excluding Hornby's Hawksworth vehicles). Each pack contains 22 71.5mm x 2.75mm roof boards together with 163mm x 4mm seat number panels (GWR) and coach letter boards (BR).

Each pack is neatly printed on high quality photographic card and the boards simply require cutting from the sheet and mounting centrally on the carriage roof. They offer an attractive finishing touch. (MC)

THE DETAILS

Manufacturer:	www.sankeyscenics.co.uk
Cat No:	Various
Description:	GWR/BR ex-GWR carriage roof boards
Price:	£3.20 plus postage and packing
Era:	3 and 4/5



'OO' GAUGE

Harburn bales and sacks

THE DETAILS

Manufacturer:	www.harburnhobbies.com
Cat No:	FL113
Description:	Wool/cotton bales
Price:	£8.95
Cat No:	FL129
Description:	Standing coal sacks
Price:	£5.95
Era:	3-7

New to the Harburn Hamlets range of detailing accessories are these stonecast coal sacks and bales of cotton/wool.

Neatly moulded and painted, the 16 sacks feature lumps of coal picked out in black while the six bales of cotton/wool are

finished in weathered calico and white. Each is convincingly cast and ideal for placing in a goods yard or shed scene. (MC)



Fast Grab PVA glue



Finescale Model World's range of modelling tools and accessories includes this fast grab PVA white glue. Designed with static grass application in mind, this handy product does exactly what it says on the tin. (MC)

THE DETAILS

Manufacturer:	www.finescalemodelworld.co.uk
Description:	Fast grab glue, 150ml
Price:	£3.99

New Southern vans



BACHMANN has released its new Southern Railway Passenger Luggage Van (PLV) and Covered Carriage Truck (CCT) for 'N' gauge with the first to arrive in the *Hornby Magazine* office being these samples in BR crimson and BR blue.

Modelling the versatile and wide ranging Southern Railway vans, these two models are superbly produced with an outstanding level of detail and fine reproduction of the differences between the vehicle types. While the bodysides are identical, the roofs and ends show the differences between the PLV and CCT clearly – with the latter featuring vehicle end doors for the loading of road vehicles.

Turned metal wheels sit underneath a detailed chassis while NEM coupling pockets support Rapido couplings at each end. One of these

can optionally be replaced with full bufferbeam detail, as this is supplied in the box with each van.

The standard of decoration is excellent with both samples featuring neatly applied body colours and supremely fine lettering and markings on the right hand end of each side. Both also have data panels on the ends together with lamp irons picked out in white.

As the latest addition to the Southern Region portfolio in 'N' gauge, Bachmann has done an excellent job in creating these vans. They will be the perfect compliment to the recent 'N' 2-6-0 and 'Merchant Navy' and also have the potential for use in train formations across the system as these vehicles travelled from Cornwall to Scotland in their long lives. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	374-415
Description:	SR PLV S1068S, BR crimson
Cat No:	374-417
Description:	SR CCT S1733, BR blue
Price:	£23.95
Era:	4/7 respectively
Couplings:	Rapido couplings in NEM pockets



'OO' GAUGE

London Fire Brigade Transit

London Fire Brigade red adorns Oxford Diecast's latest 1:76 scale Ford Transit Mk 1. First registered in 1966, KLU 69D was a fire brigade support vehicle and carries a representation of the blue flashing roof beacon.

Decoration is basic but good, featuring an allover plain gloss red paint finish with crisply printed gold London Fire Brigade lettering, cabside brigade crests and number plates. A colourful addition and sure to prove popular (MC).



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76FT1003
Description:	Ford Transit Mk 1, London Fire Brigade
Price:	£4.95
Era:	5-7

'OO' GAUGE



Oxford delivers Mk 3 Transit

Oxford Diecast's 1:76 scale Ford Transit Mk 3 is given the Royal Mail treatment for its latest release. Finished in the organisation's rich red and gold livery, it represents a vehicle registered in 1990 as H42 SWE.

Decoration is good, featuring a gloss pillar box red paint finish together with crisply printed

gold stripes and Royal Mail logos on each side. Other neat touches include door handles picked out in black and gold Royal cyphers on both cab doors. Legible fleet numbers and Ford badges are also included, together with black bumpers, cab interior, silver wheels and black rubber tyres. First class. (MC)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76FT3002
Description:	Ford Transit Mk 3, Royal Mail
Price:	£4.95
Era:	8

'OO' GAUGE

A Cambridge from Oxford

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76ACF002
Description:	Austin Cambridge, Armadillo beige and red
Price:	£4.95
Era:	5-7

Oxford Diecast's recently released 1:76 scale Austin Cambridge A60 is now available in Armadillo Beige with chrome side strips and red infills – a distinctive

feature of the vehicles at the time.

Introduced in 1961, more than a quarter of a million vehicles were built before production ceased in 1969. It carries registration 129 SAU,



marking it out as a pre-'63 vehicle. The four-door saloon's interior is moulded in red and correctly features the larger rear seats suitable for three passengers. An eye-catching addition. (MC)

'OO' GAUGE

Kernow's Okehampton car carrier arrives

THE DETAILS

Supplier:	www.kernowmodelrailcentre.com
Cat No:	39-273Z
Description:	BR Mk 1 GUV, BR(S) green – with Okehampton car-carrier roofboards
Price:	£44.95
Era:	5
Couplings:	Small tension locks in NEM pockets

To cater for demand for holiday traffic BR's Southern Region introduced the Surbiton-Okehampton car-carrier train in June 1960 and it ran until September 1964. The train was formed of up to eight BR Mk 1 GUVs and a collection of Bulleid carriages on most occasions and Kernow Model Rail Centre has produced this limited edition GUV



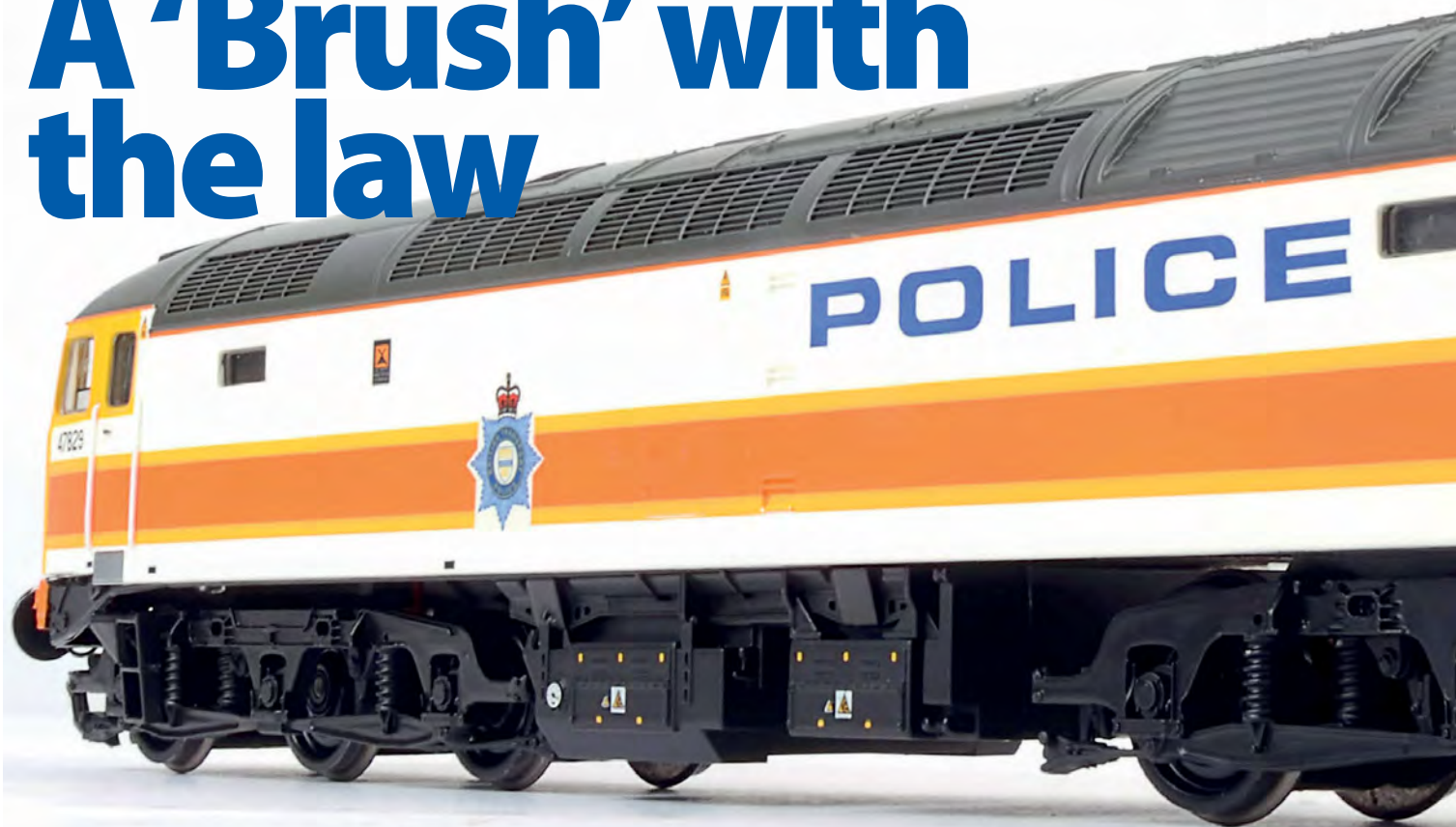
which is supplied with the car-carrier headboard.

Based on the standard Bachmann 'OO' gauge GUV van, it is decorated in BR Southern Region green as S86804 with the Surbiton-Okehampton Car-Carrier Train boards supplied separately for fitting after purchase.

This new addition makes this summer Saturday train well within the reach of any Southern Region modeller and will doubtless prove an attractive proposition. (MW)

'OO' GAUGE

A 'Brush' with the law



NEW TO KERNOW MODEL Rail Centre's range of exclusive limited edition models is this 'OO' gauge Bachmann Class 47 47829 in its British Transport Police (BTP) livery.

Unveiled in 2002, the prototype was painted in this striking livery by Virgin Trains (VT) to highlight BTP's

anti-trespass campaign, a livery it carried until it was scrapped in 2013.

KMRC's model carries this vibrant livery well. Decoration is excellent, with crisp white bodysides and vivid orange band relieved by two yellow stripes either side. Large BTP crests are neatly printed on both sides of the

THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	31-650Q
Description:	Class 47/4 47829, British Transport Police
Price:	£149.99
Era:	9
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

Maroon saloon makeover

Bachmann's 'OO' gauge LMS 50ft Inspection saloon is now available in English, Welsh & Scottish (EWS) Railway maroon and gold as DM45029.

Designed for the London, Midland & Scottish Railway, the prototype was built at Wolverton Works in 1942 for use as a District Engineer's saloon. Following privatisation of the railway, EWS painted the vehicle in its house colours in the late 1990s.

Application of the freight operator's maroon and gold colour scheme is excellent, featuring a high quality satin paint finish. Crisp edges are evident either side of the gold band while the small yellow ends are equally well applied. The model carries the later style of EWS branding together with 'three beasts' logos, data panels and more.

The model itself is a tour de force.

Superbly moulded and detailed from the ground up this 50ft carriage really looks the part and, commendably, you can see where the £60 price tag goes. It includes a fully detailed roof, body and interior with highlights including separately fitted retractable steps, separate handrails, detailed LMS pattern bogies and full relief detail to the underframe.

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	39-778
Description:	LMS 50ft Inspection Saloon, EWS maroon
Price:	£59.95
Era:	9
Couplings:	Small tension locks in NEM pockets

At the end windscreen wipers are fitted too plus a pack with each model contains a full compliment of bufferbeam fittings for optional fitting.

Turned metal wheels, metal sprung buffers and small tension lock couplings in NEM pockets complete this impressive package. Simply stunning. (MC)





● Check out our competition on page 12 for a chance to win this exclusive Kernow Model Rail Centre limited edition!

locomotive together with legible anti-trespass campaign badges, overhead line warning flashes and bold Police lettering in blue.

As we've come to expect from Bachmann's Class 47 chassis, straight from the box it ran smoothly and quietly throughout the speed range. Fitted with a 21-pin Digital

Command Control (DCC) decoder socket, the model also includes cab interior illumination and directional lighting which can be turned off, if required, using the switches located beneath the fuel tanks.

Sprung metal buffers, etched roof grilles, roof fans, aerials, small tension lock couplings in

NEM pockets and a pack of small detailing parts for the bufferbeam and bogie frames complete this impressive, colourful release.

One-off liveries such as this lend themselves to the limited edition market and with just 500 certificated models available, they won't be around for long. (MC)

'OO' GAUGE

Ex-DRS Freightliner Class 66 limited

Kernow Model Rail Centre's latest 'OO' gauge limited edition from the Bachmann stable is this de-branded Direct Rail Services (DRS) Class 66/4 with Freightliner logos. This stopgap livery came into being after several of the DRS '66s' transferred to Freightliner.

It models 66418 with a weathered finish and uses the standard Bachmann tooling for the EMD 3,300hp Co-Co freight locomotive. Livery application is excellent with impressive printing of the DRS base colours over the



ribbed bodyside. The weathered finish is neatly done - not over the top - and in the right places too.

The chassis is fitted with a 21-pin

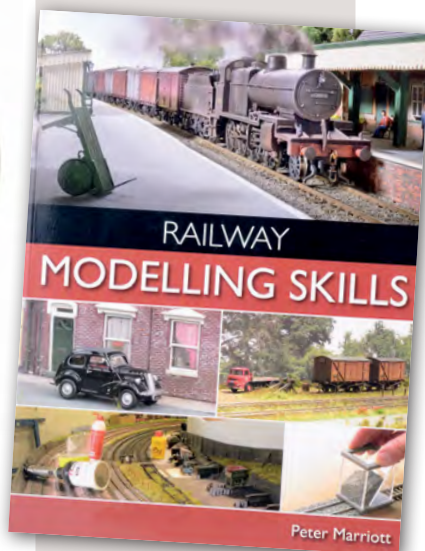
DCC socket as well as space for a 40mm x 20mm speaker for those looking to add sound. Directional lighting, with the correct style clusters, is also standard with a switch in the underframe allowing the tail lights to be turned off manually in both DC and DCC modes.

This new limited edition, running to 512 pieces, is available to order now from Kernow Model Rail Centre and offers a new and welcome choice of livery for the face of freight haulage today. (MW)

RECOMMENDED READING

Railway Modelling Skills

Author: Peter Marriott
Publisher: Crowood Press
Website: www.crowood.com
ISBN: 978-1-84797-955-1
Price: £22
Spec: 224 pages, softback



WHETHER you are a beginner or a seasoned modeller you'll

find plenty to inspire you in this new book from Crowood Press.

It guides you through the process of creating a model railway from design to construction, tracklaying, ballasting, developing scenic vistas, detailing, weathering and improving the look of models, together with adding those final detail touches to a completed layout. Digital Train Control (DCC) is also briefly covered, together with personalising buildings, applying static grass and making trees.

Essential tools and modelling supplies required to build a layout are also outlined, together with explanations about each step of the process, all illustrated with crisp photography. A useful listing of scenic items and their respective manufacturers is also included.

Excellent and available now. (MC)

THE DETAILS

Supplier:	www.kernowmodelrailcentre.com
Cat No:	32-976Z
Description:	Class 66/4 66418, de-branded DRS with Freightliner logos
Price:	£174.95 (DCC ready), £194.95 (DCC fitted), £274.95 (DCC sound fitted)
Era:	9
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

Anchor mounted 10ft tankers



THE LATEST STEAM ERA GOODS wagons to touch down from Bachmann in 'OO' are these 14ton and 20ton anchor mounted 10ft wheelbase tankers. Delivered in Benzene and Esso liveries the two samples represent Class A (fuel) and Class B (oil) tankers. They represent early-1950s builds.

Previous 10ft wheelbase tankers from Bachmann have been of earlier stayed support designs – these being the first in its steam era goods wagon range to feature anchor mounts. The anchor mounts give the wagons a much cleaner look and a significantly

different appearance to the older models of 14ton stay mount tankers in its range.

Detailing is good throughout with fine rivet detail on the solebar and anchor mount together with crisp moulding on the anchor itself. The two samples feature different styles with the Esso tank being further detailed with side ladders to reach the upper walkway. The Esso vehicle also has a heater connection for assisting with load transfer.

Both wagons exhibited a high standard of finish, both painted and printed, with accurately produced logos and lettering.

Steam era modellers will welcome these

THE DETAILS

Manufacturer: www.bachmann.co.uk

Cat No: 38-775

Description: Benzene 14ton anchor mounted tanker

Cat No: 38-777

Description: Esso 20ton anchor mounted tanker

Price: £20.95 each

Era: 4-6

Couplings: Small tension locks in NEM pockets

new additions which will make modelling of fuel and oil trains more achievable and varied. An excellent new model. (MW)



'OO' GAUGE

Duple Roadmaster is as preserved



The Duple Roadmaster coach is the latest addition to Oxford Diecast's 1:76 scale Omnibus range. It is finished in Belle Vue Coaches livery and represents a Leyland Royal Tiger built in 1951. This particular vehicle has been preserved and restored.

Application of the red and cream livery is excellent featuring a high quality gloss paint finish together with neatly printed destination panels, legible legal writing and coach company details on the

rear. Even the Leyland Royal Tiger badge at the front is correctly offset from the centre to allow access to the spare wheel.

While the interior is generally well moulded, the driver's seating position and steering wheel appears too low in relation to the windscreen.

That said, overall this is another super release from Oxford which plugs another gap. Perfect for a bus or coach rally. (MC)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76DR001
Description:	Duple Roadmaster, Belle Vue Coaches
Price:	£15.95
Scale:	'OO'
Era:	9

Darkstar pigments touch up nicely

Darkstar Miniatures' range of weathering pigments includes a selection of rust and dark earth shades, which are easily applied using a brush or small sponge, including these New Rust and Mud shades. Available singly or in themed packs of three pigments they are useful for weathering and other detailing projects. Each pot contains 15ml of pigment and should prove ample for most modellers' needs. The pigment's ability to adhere to crevices, panel lines and small details is notable – plus it can be wiped away if no longer required. (MC)



THE DETAILS

Manufacturer:	www.darkstarmini.co.uk
Cat No:	DPS01
Description:	Darkstar Pigments Earth 1 set
Cat No:	DPS03
Description:	Darkstar Pigments Rust set
Price:	£6.50

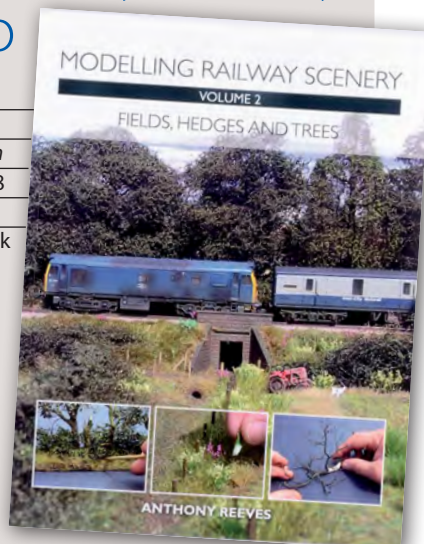
Recommended reading

Modelling Railway Scenery Volume Two

Author: Anthony Reeves
Publisher: Crowood Press
Website: www.crowood.com
ISBN: 978-1-84797-943-8
Price: £18.99
Spec: 192 pages, softback

THIS volume from Crowood Press concentrates on creating realistic hedges, trees and fields. Each chapter guides you through the creative process with hints and tips on photographing landscape features, techniques on spotting relevant details and turning all this information into miniature scenic details.

Scatter materials and static grass are explained together with guides on how to use them, manipulate them and create something unique for your layout. Subjects such as creating small clumps of realistic looking weeds and large areas of ground work to hedges, embankments, fields and making your own trees are included, lavishly illustrated throughout



with crisp photographs accentuating the detail.

Other topics show you how to build an underpass and blend it into the landscape, replicate fallen and dead trees as well as create different types of trees including Scots Pines, Silver Birch and Weeping Willow.

A fascinating and enlightening read which will have you observing the landscape with a different set of eyes in the future. (MC)

Modelling Branch Lines

Author: David Wright
Publisher: Crowood Press
Website: www.crowood.com
ISBN: 978-1-78500-019-5
Price: £18.99
Spec: 192 pages, softback

THIS book from David Wright aims to explain all you need to know about creating a realistic model branch line through reference photographs, track plans, drawings and practical tips as well as looking at prototype branch lines of the past, present and future.

The author considers the potential space available, where to house a layout, baseboard construction and how to create the right setting. Track limitations are examined to ensure you get the most out of your final design. Research is key and elements such as potential freight and holiday traffic can determine whether there is enough operational interest in your potential plan.



A good selection of prototype examples are examined including lines to Lyme Regis, Swanage, Wirksworth, Ashbourne and Holmfirth, each of which is illustrated with track plans and presented together with suggested freelance designs too, to inspire you to give it a go. (MC)

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SMOKE, SOUND

STEAM LOCOMOTIVES are full of atmosphere. Their need to burn coal created a dirty environment even before a fire was lit and the smoke and steam which erupted from the chimney gave these machines an unparalleled presence on the working railway.

Capturing these elements in model form is difficult because our models use electricity to generate movement. However, with the use of Digital Command Control (DCC), a little bit of electrical sorcery and some subtle use of paints and powders

we can get much closer to that reality.

The subject of this project is Heljan's recently released Gresley 'O2' 2-8-0 (HM105). From the moment it arrived in our office we saw its potential as a project showing the combined elements of smoke, sound and weathering. It offers a simple means of installing a decoder through the introduction of a 21-pin socket in the tender, but handily the manufacturer has also left the smokebox empty and space inside the boiler barrel for some extra wires, making it a near ideal choice for adding a smoke generator.

Fitting a smoke generator isn't the easiest of

tasks for a beginner on any locomotive. Most models will require the chimney opening out and we had to do this with the 'O2', increasing the diameter from 4mm as supplied to 4.5mm and then 5mm taking the plastic of the moulding close to its limits. Also, the Seuthe No. 22 smoke generator we used only just fitted into the hole vertically, although once in place it had ample room to slide up and down to find the perfect position.

Adding extra features such as this with the 21-pin socket also brings its own pitfalls. It requires very careful soldering of fine wires



& GRIME

Conveying the atmosphere of a working steam locomotive can be hard in model form. **MIKE WILD** takes on the challenge with Heljan's Gresley 'O2' 2-8-0 by adding a smoke generator, sound and a full weathered finish.

for both the smoke generator and speaker directly to connections on the locomotive's Printed Circuit Board (PCB). With the right soldering iron nib (we used a 2mm diameter tip) and a careful hand though this is well within the possibilities of anyone capable of using a soldering iron. Just take care to plan and organise yourself before bringing the soldering iron into contact with the PCB.

Completing this project is a full weathered finish for this hardworking freight locomotive. This has been built up in layers and uses a number of AK Interactive and Lifecolor paints

to achieve the final effect. The finish isn't full-on grime and suggests a locomotive that has seen a cleaner's rag recently with some of the elements copied from colour images of the prototype sourced on the internet.

With the smoke generator, decoder, speaker and weathering complete it left just three things to do: add a lamp on the front footplate, a crew in the cab and a coal load in the tender. The lamp is from Springside while the crew is one from Masterpiece figures cast in metal and supplied ready painted. Coal is from Geoscenics, but for a change from our usual method of

using PVA glue to secure this in place we opted to try out Humbrol Matt Cote which is useful for avoiding the sheen sometimes created by PVA while also being able to secure small lumps of coal away from the main stack.

The step by step guide explains the processes we went through to create this closely authentic model of the powerful Gresley 'O2' 2-8-0. [Heljan](#)

At the head of a long string of empty mineral wagons, Gresley 'O2' 63983 plods past Topley Dale goods yard. The addition of a smoke generator and sound decoder is totally invisible from the outside, but once it is all switched on it brings this model to life.



STEP BY STEP SMOKE, SOUND AND GRIME FOR A HELJAN '02' 2-8-0



1 The subject of choice: Heljan '02' 2-8-0 63983 in BR black with early crests. One of the areas I'm keen to work on is removing the fresh metal look from the handrails.



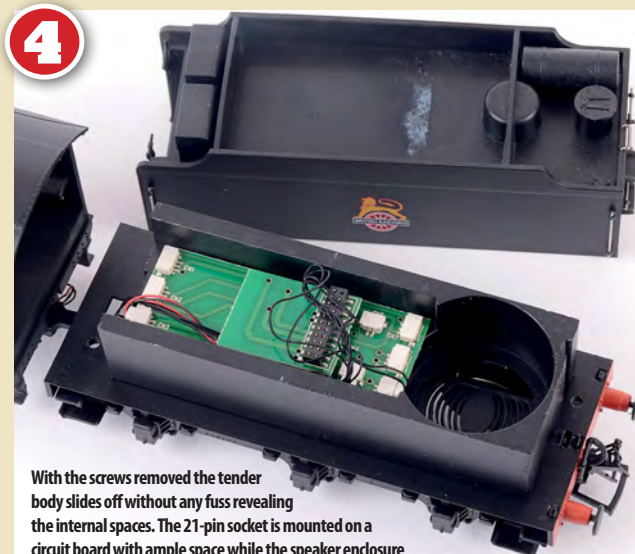
2 As a starting point the plastic coal load was removed from the tender. This was lightly glued at the rear but a little pressure from a craft knife gently levered against the bulkhead behind the toolboxes prised this off cleanly.



3 Before we go any further with cosmetic work the process of installing the smoke generator and sound decoder will be tackled. This avoids getting finger marks on the fresh paint finish. Turning the model upside down, two screws at opposite corners of the tender hold the body in place.

USEFUL LINKS AND CONTACTS

Lifecolor	www.airbrushes.com
AK Interactive	www.ak-interactive.com
Humbrol	www.humbrol.com
Masterpiece	01428 727341
Springside	www.springsidemodels.com
Seuthe	www.gaugemaster.com
Geoscenics	www.geoscenics.co.uk
Zimo	www.digitrains.co.uk



4 With the screws removed the tender body slides off without any fuss revealing the internal spaces. The 21-pin socket is mounted on a circuit board with ample space while the speaker enclosure at the rear is designed for a 23mm round design.



5 Now we need to remove the locomotive body, which is a little more delicate. First remove the screw which secures the tender drawbar to the locomotive. This also acts as the rear securing screw for the locomotive body.



6 Moving to the front a second screw is located offset from centre beneath the pony truck. Remove this to release the front of the body. The locomotive body will now lift clear of the chassis at the footplate.

7 With both halves of the body removed we are now ready to get to work. As you can see the chassis block only fills the boiler barrel and is shaped so that there are spaces either side where the additional wires for the smoke generator can be fed.

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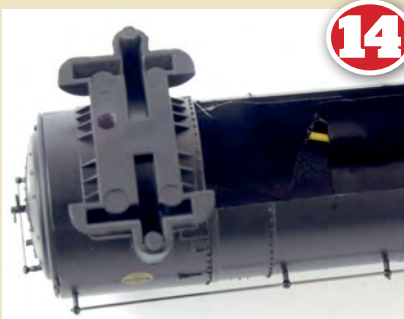
In order to fit the smoke generator into the chimney: first the opening needs to be reamed out. Don't be tempted to go straight for the largest drill – the plastic might break! Instead work up in sizes. We used two diameters – 4.5mm and 5.0mm – in succession to open out the chimney enough to host the generator working carefully and slowly with each to avoid it snagging on swarf.



From above you can see how snug the fit is. It sits comfortably below the upper lip of the chimney, which is actually a separate moulding, which helps to disguise its appearance.



From the inside the smoke generator sits just above the base of the smokebox, but it is a very tight fit to physically install it.



14 To keep the wires neat and tidy, as well as insulate them, black electrical tape was used to hold the wires against the inner radius of the boiler barrel, keeping them well away from the chassis block. With this done the locomotive body was reattached in the reverse of its disassembly.

15 Next the tricky bit – connecting the wires to the decoder socket on the PCB. To do this we lifted the PCB off its base and positioned it on top of the tender chassis side wall with Blue Tak. On the left-hand side of the socket the wires from the smoke generator are carefully soldered to the third and fifth pins from the right using a 2mm diameter nib on a 25w soldering iron.

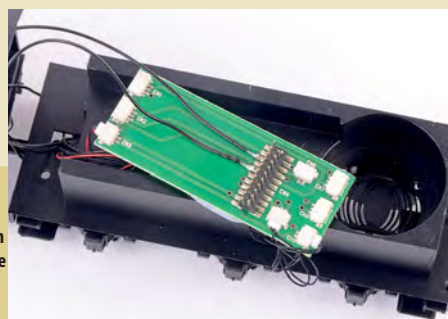


Looking inside the smokebox you can see that it is an empty space ripe for installations. However, it is still a tight fit vertically for a Seuthe No. 22 smoke generator.



To connect the smoke generator back to the decoder two black wires need to be run the length of the model. To accommodate them two 1mm diameter holes were drilled through the bottom of the firebox backhead and 1mm diameter decoder wire fed through.

13 Using a soldering iron the two black wires were then connected to the connections on the smoke generator. For DCC it doesn't matter which way round the connections are made to the decoder.

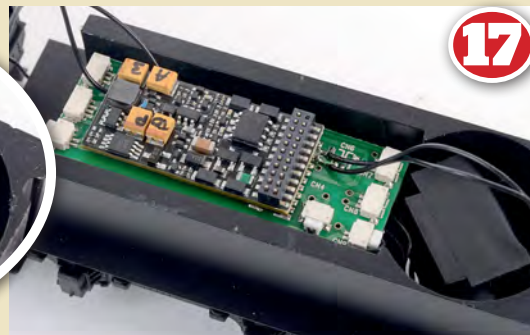


STEP BY STEP SMOKE, SOUND AND GRIME FOR A HELJAN 'O2' 2-8-0

16 Heljan provides a connection for a speaker but no connector so instead we removed it and soldered directly to the PCB as in Step 15. This time our connections for the speaker are the second and third pins from the right. Details of all the relevant pins are provided in the instructions with the Zimo MX644 decoder that we are using. The speaker is a 15mm x 10mm cube by Zimo.



17 The final and simplest part of the DCC installation is to plug the decoder in, ensuring that it is aligned correctly with the pins on the socket. Then, before going any further, the model was taken onto our test track to ensure that everything operated as it should.



18



With the internal work complete the tender was reassembled and the locomotive tested once more. We reduced the volume through CV266 to 50, for our personal preference, set the address to '3983' and adjusted the exhaust rate using CV267 to 65 to give a near perfect six beats to a revolution for the three-cylinder 2-8-0.

19

Now we can give the 'O2' that working look. First the boiler, cabsides and tender were washed over with AK Interactive Engine Grime (AK082) using a flat brush.



20

The wash was then worked back to leave traces around panel lines and joints using thinners and to give the tender side a streaked effect.

21

The underframe was blown over with Lifecolor Frame Dirt (UA719) using an airbrush, completing the basic weathering on which we could build.





22 Using an airbrush again Lifecolor Burned Black (UA736) was applied over the cab roof and boiler top to suggest soot deposits from the chimney.



24 Worn Black was also drifted in over the original Engine Grime application to blend in the streaks and make the effects subtler.



Detailing of the paint finish starts with two of my favourite weathering colours – Lifecolor's Grease Effect (UA263) and Dirty Grease Effect (UA262). The Grease Effect is brushed lightly onto the motion to suggest the use of grease and oil while the Dirty Grease Effect is brushed liberally onto the tender axleboxes as well as the lubricator boxes on the footplate and buffer heads.



The finishing touches in this less is more approach are two pigments – Lifecolor Eroding Burned Rust (PG107) and Reflecting Agent (PG110). The Eroding Burned Rust was added at the back of the tender coal space as well as cautiously on the brake hangers and smokebox. The Reflecting Agent – which gives a superb metallic sheen – was used sparingly on the cab handrails as well as the cab steps and the edge of the footplate where boots would rub away the paint finish.



27 To enhance the cab and further hide the wiring for the smoke generator a crew from Masterpiece Models was glued in place using superglue. In the tender coal space Geoscenics coal was loaded carefully into place then glued down with Humbrol Matt Cote.



23 The smokebox was given a slightly different hue by using Lifecolor Worn Black (UA734) – this colour being typical of smokeboxes due to the heat generated inside them.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Burned Black	Lifecolor	UA736
Worn Black	Lifecolor	UA734
Frame Dirt	Lifecolor	UA719
Eroding Rust powder	Lifecolor	PG107
Dirty Grease Effect	Lifecolor	UA262
Grease Effect	Lifecolor	UA263
Reflecting Agent powder	Lifecolor	PG110
Engine Grime	AK Interactive	AK082
Matt Cote	Humbrol	AC5601
Crew	Masterpiece	FP113
LNer lamp	Springside	DA5/10
Coal	Geoscenics	Coal1000
No. 22 smoke generator	Seuthe	No. 22
MX644D sound decoder	Zimo	MX644
15mm x 10mm cube speaker	Zimo	LS10X15H



28 The finishing touch: a Springside LNer lamp on the lower right lamp iron for this locomotive to work a mineral train, ballast or pick-up goods.

THORNE HILL COLLIERY

*It's a long way from the Moray Firth to Dewsbury, but that was the location which inspired **JEFF WETHERELL** of RAF Kinloss MRC to build this busy 'O' gauge exhibition layout.*

PHOTOGRAPHY, MIKE BISSET





STATISTICS

Owner:	Jeff Wetherell
Scale:	'O'
Length:	16ft
Width:	21in
Track:	Peco and Marcway
Control:	Analogue
Period:	BR 1950s, North Eastern Region



A Robert Stephenson 0-6-0ST rests under the coal screens. Clearly there has been a delivery of new pit props.



2 A Hudswell Clarke 0-4-0ST simmers in the siding by the stores. To the right are the stables for the hard working pit ponies.



3 A Hawthorn Leslie 0-4-0ST brings in the morning miners' train to the colliery halt.



4 An ex-NER 'N10' 0-6-2T, built from a Connoisseur kit, propels coal empties under the coal screens.

THORNE HILL COLLIERY is the latest layout to be exhibited under the banner of RAF Kinloss Model Railway Club.

Kinloss is in the north of Scotland on the Moray Firth and the model railway club has been in existence for almost 40 years. Although formed by serving Royal Air Force personnel, its doors were always open to civilians from the local area. With the RAF pulling out of Kinloss, the club lost its premises, but still carries on, with layouts being stored at members' houses.

The club has never built 'club layouts' as

such. Instead, layouts are built by individual members, with advice and assistance being provided by other members who also make up the team of operators at exhibitions. Over the years, members' layouts have appeared at many exhibitions, not only in Scotland, but also in England and as far south as Birmingham. With Kinloss's remote northerly location, this must make the RAF Kinloss members some of the most travelled exhibitors in the country!

Thorne Hill Colliery was conceived and built by club member Jeff Wetherell. Jeff is not a great fan of the pristine branch line type of railway, preferring to portray the less pretty realities of a working railway

in an industrial setting. He is always on the lookout for locations which have interesting buildings, operational interest, and a trackplan of reasonable simplicity which can be replicated in model form without too much compromise.

YORKSHIRE INSPIRATION

A small colliery near Dewsbury fitted the bill perfectly. This was originally called Combs Pit, but, on nationalisation in 1948 it was renamed Thornhill Colliery. As good photographs of one of the buildings were not available, Jeff was unable to create a faithful recreation of the site, so to differentiate the model



from the original, he altered the name slightly to Thorne Hill Colliery.

Work started in 2013. In a conversation with the Warley show organisers, he mentioned that work had started on the new project. With an existing track record of exhibiting innovative layouts at Warley, he was immediately given an invitation to bring it to the 2014 show. This provided the impetus to get on with some serious work to have it ready for the 600-mile trip to the NEC.

“One of the joys of building a new layout is making the buildings.”

JEFF WETHERELL

The layout comprises four scenic boards, each 4ft x 21in with a 3ft baseboard at one end for the storage of cassettes. Behind the backscene is a storage yard, accessed via a track running behind one of the buildings. The baseboards are built with plywood tops on timber frames. The plain track is Peco, with Marcway turnouts operated by Seep point motors. Ballasting has been carried out with Woodland Scenics ash ballast set in place with dilute PVA glue from an eye dropper. Operation is by traditional 12v DC

analogue, with the control panel split into four sections. One operator looks after the section covering the coal screens, whilst a second operator manages the other sections covering the remainder of the layout. The coal screens have two working chutes which are hand operated.

THE STRUCTURES

To Jeff, one of the joys of building a new layout is the construction of the buildings, most of which are of a unique character. With the pithead and coal screens, much use has been made of fine pine strip and square section from the local DIY superstore. »



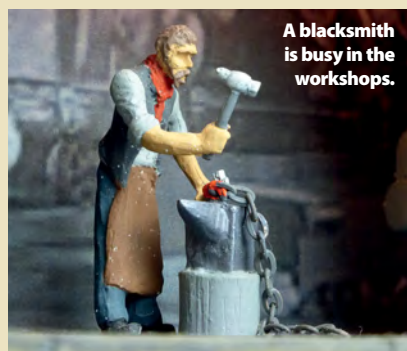
105 Repainting of the colliery signalbox takes place as a Hudswell Clarke 0-4-OST enters the station area.

On any 'O' gauge layout with an industrial theme, the buildings tend to be much larger than the norm for a model railway, so rigidity for strength and resistance to warping is essential, but with consideration still being given to the weight factor. For the winding house, the core material is 6mm plywood, which is strong but not too heavy. This was covered with embossed brick plastic sheet. The biggest challenge in that building was the windows, which had to be handmade as no commercially produced windows were available in the correct size.

The pumping engine house is based on the one at nearby Denby Grange Colliery, as Jeff was unable to obtain photographs or drawings of that at Thornhill. Jeff, like many other 'O' gauge modellers, has discovered the unintended use of wooden coffee stirrers - how many people use a dozen stirrers for one cup of coffee? He has used a considerable number in the construction of the platform at the

BR owned
'Austerity'
0-6-0ST 68043
collects an ex-
Midland brake van.
The 'J94' is an old
Oakwood kit and
the brake van is
from Slaters.

The details...



A blacksmith
is busy in the
workshops.



A welder carries out
some running repairs
to pit wagons.



The pit pony
stables.



Miners lamps at
the ready, the shift
is about to start.



Pit props
are cut to
length.



Satisfying the boilers'
appetite for coal.

halt used by the special miners' trains
at the beginning and end of each shift.

To the right of the layout from the viewing
side is a large building split into three
sections. The first of these is the boiler
house, which provides a stunning cameo
scene in its own right. The boiler fronts
are from Invertrain, with the extremely
effective glare being provided by two
yellow LEDs. The next section comprises
the forge and workshops, while the third
section houses the stores with a loading
bay. At the extreme end of the stores can
be seen the stables for the hard-working
pit ponies. This whole building, like the »

*“Over the years,
members' layouts have
appeared at many
exhibitions.”*

JEFF WETHERELL

winding house, was built as a plywood shell and then covered with an outer surface of embossed plastic sheet.

The engine shed is also scratchbuilt, but some of the remaining smaller buildings are commercially available and modified to suit. The signalbox is a North Eastern Railway (NER) example from an Invertrain kit, the coaling stage is from Ten Commandments and the adjoining hut is from Invertrain too. Duncan Models provided the NER water crane and the fire devil.

THE FLEET

Jeff has a varied fleet of locomotives, both private owner and British Railways to operate on Thorne Hill. All are kit-built, mostly from Agenoria, Mercian and Connoisseur. The rolling stock too, is kit-built with examples from Slaters and Connoisseur. BR motive power comes in the form of a North Eastern Railway 'N10' 0-6-2T and a Hunslet 'Austerity' 0-6-0ST, classified 'J94' by the LNER, while industrial motive power consists of Hudswell Clarke 0-4-0ST and 0-6-0STs as well as an RSH and Hawthorn Leslie 0-4-0ST.

"The challenge in the winding house were the windows which had to be handmade."

JEFF WETHERELL

As well as the expected colliery operations, there is a passenger service along the link to the BR lines and viewers can watch the arrival and departure of the ancient NER coaches which convey the miners to and from their shifts.

Thorne Hill Colliery has plenty of life about it with a considerable number of figures from PLM Castaways and Phoenix. These are carefully arranged to portray authentic working situations in the numerous cameo scenes set along the length of the layout.



Above: A meeting of 0-4-0 saddle tanks by the winding house. On the right, the Hawthorn Leslie loco has just brought in a miners' train.

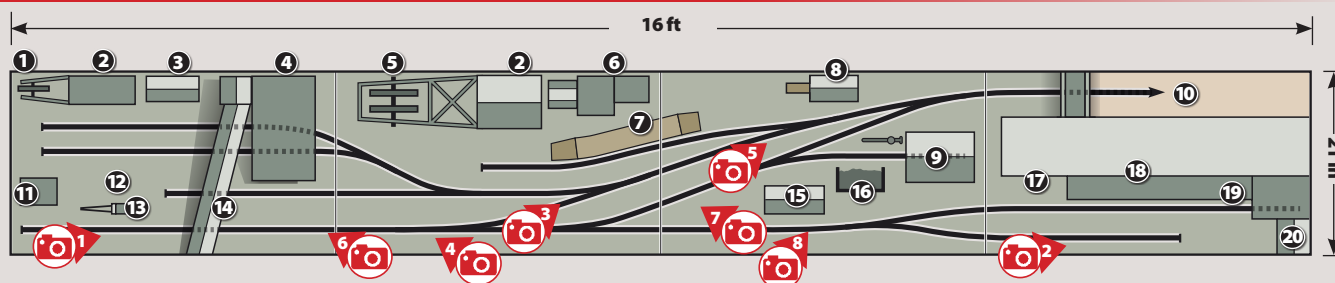
Left: A Robert Stephenson 0-6-0ST shunts empties past the diminutive engine shed, where judging by the relaxed behaviour of the coal labourer, it must be a quiet day.

At exhibitions, the viewing public obviously enjoy seeing trains moving, but with its wealth of detail, Thorne Hill Colliery is one of those layouts which can inspire even when nothing is moving. It is very much the case that the more you look, the more you will see.

Jeff is well aware of the contribution made by his fellow club members, both in encouragement and in their operating assistance at exhibitions, and to them he extends his sincere thanks. 



THORNE HILL COLLIERY TRACK DIAGRAM (Not to scale)



KEY			
1 No2 pithead	6 Pumping engine	11 Explosives store	16 Coal stage
2 Winding house	7 Platform	12 Pit prop storage	17 Boiler house
3 Colliery building	8 Signalbox	13 Crane	18 Workshops
4 Coal screen	9 Engine shed	14 Overhead conveyor	19 Stores
5 Main pithead gear	10 Storage yard	15 Maintenance shed	20 Pit pony stables



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ELECTRIC

Electric Multiple Units are at the forefront of modern technology but few realise that they have been part of the UK railway scene for more than 120 years, as

EVAN GREEN-HUGHES *discovers.*

The Liverpool Overhead Railway was the first to use Electric Multiple Units in the UK. With the imposing skyline of Liverpool city behind, rebuilt EMU 24 arrives at James Street station on a service to Dingle on May 16 1956.
*Stan Garth/Rail Archive
Stephenson.*

WHEN THE HITACHI Class 800 Electric Multiple Units (EMUs) were unveiled for the East Coast and Great Western Main Lines, much was made of the progress and environmental benefits offered by new, clean electric traction. It is easy to assume that electric trains are a relatively new invention, a view that is reinforced if you visit any of our heritage railways or even the National Railway Museum, all of which give the impression that we only ever had steam trains until comparatively recently. However it wasn't concerns about modernisation



TRAINS

Below: A North Eastern Railway EMU set on a South Tyneside service to Newcastle Central in 1930 passes an unknown location.
Gordon Stuart/Rail Archive Stephenson.



or efficiency that caused the first use of electric trains in the UK in 1893 on the Liverpool Overhead Railway. Worries about the fire risk arising from steam trains running on elevated lines through the congested docks area caused Chairman Sir William Forwood, who had seen electric railways in use in the United States, to suggest this form of traction.

Two-car units were adopted of lightweight construction with each being fitted with a 60hp traction motor and taking current from an electrified third rail. A total of 15

two-car sets were originally built and these were later joined by others with all proving to be extremely durable and many lasting until the system closed down in 1956.

Five years after the Liverpool system was commissioned EMUs were introduced to the London Underground which had previously used steam locomotives in its sub-surface tunnels and electric locomotives for deeper tubes.

The Waterloo and City Railway used rolling stock supplied by Jackson and Sharp Company of Wilmington, Delaware,

USA which was shipped to Britain in kit form and then assembled by the London & South Western Railway (LSWR) at Eastleigh Works. These coaches were of the open saloon type and ran in rakes of four with all being fitted with air brakes. They lasted until 1939. Use of electric trains spread rapidly on the London as more deep tubes were built under the capital.

TRAMWAY COMPETITION

The early years of the 20th century found the railways striving to serve expanding commuter belts but in doing this they were facing severe competition from the country's new tramway networks. Modern electric trams were seen by the public as far superior to outdated steam trains and in many cases they offered comparable journey times, despite traffic congestion, due to their acceleration and deceleration characteristics.

The Lancashire & Yorkshire Railway (LYR) was most anxious to retain patronage of the wealthy residents of the Southport area and consequently embarked on an ambitious scheme to provide a fast, modern and clean service from there to Liverpool. In 1903 the company started work on electrifying 23 miles of double track railway between the seaside town of Southport and Liverpool and 12 months later began operating the route using wooden-bodied EMUs built by the company itself and with electrical systems supplied by Dick, Kerr and Co, a company that was also heavily involved in systems for tramways.

A 625v four-rail system was used and utilised power generated by the LYR at its own power station at Formby. The four-car sets weighed 46 tons per car and were equipped with four 150hp motors giving 600hp per set. Seven trains an hour were provided from Liverpool of which three made the full journey to Southport. This project was immediately successful and this encouraged the LYR to embark on further schemes with the result that by 1921 one sixth of all its passengers were making their journeys on electric trains. »



One interesting development to come from this company was in 1913 when the Bury to Holcombe Brook branch was electrified at 3,500v DC on the overhead system for experimental purposes. This later reverted to the by then standard third rail system.

SOUTHERN INTRODUCTION

South of the River Thames in London competition from tramways was being keenly felt by the London Brighton & South Coast Railway (LBSCR), the South Eastern and Chatham Railway (SECR) and the LSWR.

The first electric trams in the area had run between Westminster and Tooting in 1900 under the guidance of the London County Council which owned the transport systems and from that time on expansion of the network was very rapid indeed. The trams were at that time quicker than the steam train service, as well as being less crowded and much cleaner. Consequently a great deal of traffic was being lost.

The LBSCR obtained powers in 1903 to electrify part of its system with the first line chosen for conversion being the South London Line from London Bridge to Victoria via Peckham Rye and this scheme was completed within nine years unusually using the overhead current collection system with voltage supplied at 6,700v. Eight three-car sets were built by the Metropolitan Amalgamated Carriage and Wagon Company with each coach being



London Transport was a large user of electric units from the late 1890s. In 1960 an F-stock train approaches Eastcote on an Uxbridge to Baker Street service. Lewis Coles/Rail Archive Stephenson

for the time extremely long at 63ft. The success of this scheme caused the company to extend the system with the lines from London Victoria and London Bridge to Crystal Palace being added in 1911, along with a new depot at Selhurst which is still looking after the needs of EMUs to this day.

The directors of the LSWR also viewed electrification as a necessity and announced plans to upgrade its lines from Waterloo in 1913. In this case technical background was provided by the Lancashire & Yorkshire Railway which led to the company electing

to install a third-rail system energised at 600v DC with the rolling stock taking its current from the top of the rail – the system that was eventually to become the standard all over the south of England.

A massive scheme was envisaged encompassing six of the company's major routes including Waterloo-Wimbledon and this involved the building of 84 three-car EMUs that were converted in the LSWR's own workshops at Eastleigh using 63 former steam-hauled suburban rakes of coaches as a base. These 1,100hp sets had



a prominent 'bullet' shaped front end which was regarded as the last word in modernity and did much to raise the profile of the LSWR and to regain its position as a major provider of commuter transport.

SUBURBAN EXPANSION

Developments south of the river were watched with interest by the country's biggest railway, the London & North Western (LNWR), which also subsequently became an operator of suburban EMUs. In 1907 the company gained approval for an extensive renewal and expansion of its North London suburban network with quadrupling of the section between Euston and Watford Junction, this included provision for through working onto LNWR metals by Bakerloo Line trains and in view of this and the requirement for greater efficiency the decision was made that the whole system should be electrically worked.

The first batch of units arrived in 1914 and was built by Metropolitan-Cammell with electrical equipment supplied by Siemens of Germany and obtaining traction power at 630v DC through a four-rail system. These were used for the inaugural services between Willesden and Earl's Court. Due to the First World War subsequent units had electrical equipment supplied by Oerlikon of Switzerland.

Another area where tramways were providing stiff competition for the railways was Tyneside where two million passengers



A three-car LMS built Liverpool-Southport (class 503) EMU approaches Southport Chapel Street on a service from Liverpool Central on June 24, 1964. Caprotti 'Black Five' 44753 approaches alongside on a train from Preston.
Lewis Coles/Rail Archive Stephenson.

a year between Newcastle and the coast had already been lost. In answer to this in 1903 the North Eastern Railway (NER) installed a third-rail on most of the suburban routes emanating from Newcastle Central, creating what was arguably the country's first co-ordinated electric suburban network.

Stock used on this scheme was heavily influenced by contemporary American practice and was built by the NER itself at York Works using electrical equipment supplied by British Thompson-Houston. A feature of this stock was

the distinctive vertical match boarding arrangement favoured by the NER at that time, which was continued on electric stock for many years after it had been superseded for ordinary coaches.

The third-rail 600v top-contact system was used supplying 125hp electric motors which gave the trains a good turn of speed. Unusually the 102 vehicles originally built contained two that were specifically designed for the conveyance of goods, particularly including fish traffic from the coast to the city centre. So successful was the electrification scheme that within a few years all the passengers previously lost to the trams had been regained and traffic was at such a level that additional vehicles had to be built.

The Mersey Railway system operated with American styled EMUs. In 1945, shortly after VE Day, passengers board Mersey Railway EMU 29 at Birkenhead Central on a service to Rock Ferry. A.W. Croughton/Rail Archive Stephenson



CURRENT THINKING

Following the First World War electric suburban railways were expanded, with the biggest area of operation being in the south, although there were limited numbers of additional lines equipped in Liverpool, Manchester and Newcastle.

With improvements in technology EMUs came to be viewed as not only short-distance commuter units but also suitable for longer duties, this being particularly the case on the Southern Railway and later on parts of British Railways, such as the Manchester-Crewe lines where EMUs were also used to work semi-fast traffic. The modernisation plan of the 1950s saw an increased place for EMUs and kicked off major schemes such as that around Glasgow and since that time there has been a steady increase in the use of these trains.

Today new units are entering traffic at an astonishing rate. Bombardier is producing its Class 387s at a rate of one or two a week, Siemens is sending its Class 700s for Thameslink services at a similar frequency, Hitachi is working on new suburban EMUs for Scotland as well as on Class 800s while CAF has an order from Northern for new units for the Manchester and Leeds areas.

To many these EMUs are a massive step forward in technology, but all can trace their ancestry back for more than a century to a time when Queen Victoria was on the throne. [Elana](#)

STAFF PROJECTS

Extension CONNECTION

Following on from construction of the depot scene for the 24hr challenge in HM106 it has now been joined to Topley Dale extending the potential of our office test track.

MIKE WILD explains how.

THERE'S nothing like a bit of 'creative destruction' to finish the week and that is exactly how this project started on a Friday afternoon. The week was over and we were ready to join the new depot scene onto Topley Dale, but that meant making some significant changes to one corner of the scenery.

Topley Dale hasn't really moved on much since it was completed for the Warley show in November 2013 other than the addition of station lights and upgrading point motor accessory decoders. It works perfectly well but sometimes lacks in the operational department. With a change to its position in its normal room we had a greater space (HM104) and the depot scene was the ideal choice to expand its operational and photographic potential.

The depot scene is on a separate 4ft x 2ft 6in baseboard and it will remain removable for possible use in a larger exhibition layout that we have in mind – and for solo outings. There

was only one place to join it to Topley Dale and that was at the corner of the four-track section where the scenery was a grassed moorland with a derelict barn in the rear corner.

QUICK SHARP

Fifteen minutes with a hand saw and brute force removed the sections of polystyrene from the corner – which were surprisingly difficult to separate from the baseboard – paving the way for new track to be laid to join the depot to the main circuit. The baseboard surface was



To join the depot onto the main layout meant removing part of the scenery. Fortunately this area is just grassland meaning that it was straightforward to modify.



The roundhouse scene has been joined to Topley Dale with a new junction.

The coaling tower is temporarily positioned whilst we decide if it is to stay or not...

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



MIKE WILD
Modifications to Topley Dale have been the top priority of late, but there is a much bigger plan in the melting pot too. Our Editor just can't resist a project!



MARK CHIVERS
The impending 30th anniversary of Network SouthEast has sent Mark into a search for the missing links for his collection of passenger rolling stock.



Fifteen minutes with a handsaw and brute force and the original landform had been removed. The baseboard surface was thoroughly cleaned of all debris and glue trails to create a smooth surface for the new trackwork.

thoroughly cleaned up to create a smooth and level surface using a chisel to remove the remaining traces of glue.

Over the next three evenings 30 minute work sessions took place to install the new junction and relocate the goods loop signal, pin down the headshunt and connect point work and install, wire and address the four new point motors which would control access to and from the depot.

The point motors are a combination of digital and analogue DCC Concepts Cobalt IP stall motors – the analogue versions being operated through DCC Concepts ADfx series accessory decoders. To stop any conflicting movements the points which control access to the depot headshunt/branch are operated as a pair, both with the same digital address, so that a locomotive can never sneak out of the depot into the path of an oncoming train on the main line.

All of the new track is from the Peco code 75



This is the completed junction showing the relocated signal for the goods loop next to the 'Warship'. The unconnected line on the second point, next to the repositioned signal, will lead onto a future project.



The depot baseboard was bolted up to Topley Dale and the track formation mocked up.

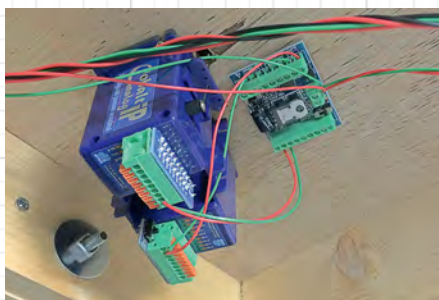
range and consists of two large radius right-hand points, a large radius left-hand curved point and a medium radius right-hander. Joining these together is about a yard and half of plain track. The eagle-eyed will spot that there is also potential for future development at the junction with a spare track leading to what we can only call at this stage another project.

DIGITAL ONLY

From the start Topley Dale was designed to operate both analogue and digital control to fulfil its role as a test track for the magazine. However, the new depot is wired for pure DCC.

Double insulated rail joiners in the correct positions prevent any conflicts between power systems with the wires correctly arranged to link the main power bus from its current terminal blocks straight through to the depot area.

But that isn't the end of the changes. Next on the list is the addition of a coaling stage area which we've mocked up with the impressive



The new headshunt was installed first together with a large radius point in the goods loop. This also saw 1ft of plain track replaced and a signal repositioned...

THE DETAILS

Name:	Topley Dale
Scale:	'OO'
Size:	11ft x 10ft (main circuit) 4ft x 2ft 6in (depot)
Track:	Peco code 75
Control:	DCC, Gaugemaster Prodigy/analogue
Period:	BR 1950s/1960s, Midland Region

Hornby coaling tower and more modifications to the track layout on the depot board. It will all result in a more enjoyable operating experience, more photographic potential and, more importantly, more modelling projects that we can show for you to follow.

We are already enjoying the new flexibility of the depot scene and we're looking forward to building the next section to enhance Topley Dale and our testing facilities even further.

Watch this space for the next developments coming up in HM109... [Video](#)



Above left: Underneath the wires from the repositioned signal were extended back to the Train-Tech decoder and four DCC Concepts Cobalt point motors were installed. This pair are analogue IP motors controlled by the ADfx series twin-port decoder.

Above: A sharp chisel made light work of removing the ballast at the end of the lines for the new coaling plant...

Left: ... allowing temporary tracks to be connected. This area (as show in the main image) is subject to further revisions.

Gurney Slade

THIS is my Somerset & Dorset (S&D) layout Gurney Slade. It is loosely based on Binegar and Iain Rice's plan from Mainlines in Modest Spaces. I have used extra length to put in a viaduct and the Mendip Stone Works has been replaced with a colliery.

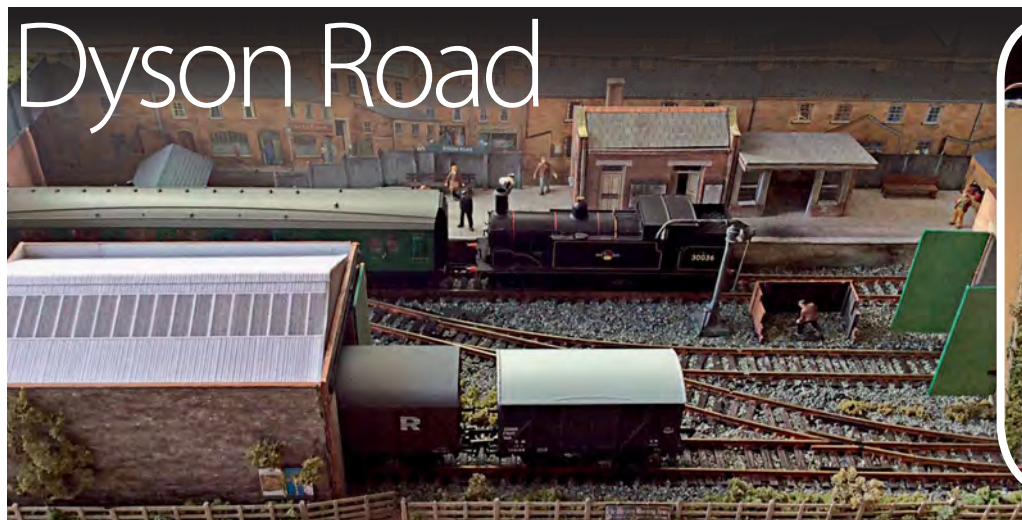
In total it measures 19ft 6in x 9ft 10in and climbs 3½in from the lower (Bath) storage yard to the upper (Evercreech) yard. From the entrance of these is a single-track gradient to enable continuous running. Digital control enables me to double-head and bank trains, although points are on a separate panel and powered by Tortoise motors. Major scenic work is complete, but still a lot more detailing needs to be done.

Nominally Gurney Slade is set from around 1955 to 1966 and I have used the excuse that the S&D went into the Western Region to run a few diesels and multiple units, although most of my stock is what did run over the line in the steam era.

Julian Boniface, by email.



Dyson Road



Having bought a new vacuum cleaner I decided that the sturdy box it came in would be an ideal home for a micro layout - named Dyson Road, of course.

The box measures just 29in x 11in but, as you can see, it holds quite a lot of railway interest. I made an unconventional baseboard

using foamboard which can slot in and out of the box. It means it is all incredibly lightweight.

The road bridge to the left, goods shed and engine shed are all scratch built from cardboard with only the platform and station buildings made from Scalescenes kits (thanks to *Hornby Magazine*).

I had to scrap the gable roof for the engine shed because it was too high for the Dyson box, which closes up completely when the layout is not in use, hence the flat roof for the shed.

It needs at least one extra board to move trains on and off the scenic section and while

it can be a terminus it can also be a through station as the tracks run off at either end.

I hope that this might be of interest and especially for *Hornby Magazine* readers who think they do not have enough room for a model railway.

John Powell, by e-mail.



South Oxlea

This is my layout South Oxlea. It is a retirement project and is ongoing and never-ending. I enjoy making small scenarios and have tried to make the road curves and turns as realistic as possible as I don't like to see vehicles approaching impossible turns or dead ends. It is set circa 1960 on BR's Southern Region. The third-rail has yet to be laid.

Duncan Smith, by e-mail.



Western Glory

I thought I would share my small 5ft 6in x 2ft model recently completed apart from some extras like point motors, additional detailing and, perhaps, some signals.

The inspiration to make this small layout came from seeing the Kernow/Bachmann roundhouse models,



but I thought I would attempt to scratchbuild the roundhouse from card and plasticard and incorporate it into a small layout within a £300 budget.

I had the baseboard wood spare in the garage, which dictated the size of the model. All the buildings for the brewery are Metcalfe models configured to fit the space. The girder bridge is the Dapol kit and the turntable is Peco. Track is also Peco mixing some set track points and flexible track to fit.

It is a fictitious design intended to display my favourite Western Region diesel-hydraulics.

Malcolm Beeton, by e-mail.

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.

MAY

14 BURGESS HILL MODEL RAILWAY EXHIBITION

Hosts: Burgess Hill Model Railway Club
Location: Burgess Hill School for Girls, Keymer Road, Burgess Hill, RH15 0EG
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.burgesshillmrc.org.uk
Contact: 01444 455215
Features: 13 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

14 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

14 LUTTERWORTH MODEL RAILWAY EXHIBITION

Hosts: Lutterworth Railway Society
Location: Lutterworth Sports Centre, Coventry Road, Lutterworth, Leicestershire LE17 4RB
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £9
Website: www.lutterworthrailwaysociety.co.uk
Contact: 01788 310354
Features: 14 layouts, trade support, societies, refreshments, parking and disabled access.

14 ST MARY'S (BENFLEET) MODEL RAILWAY CLUB EXHIBITION

Hosts: St Mary's (Benfleet) Model Railway Club
Location: St Mary's Church Hall, High Road, Benfleet, Essex SS7 5HL
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01277 225206
Features: Nine layouts, trade support and refreshments.

14 VICTORY MODEL RAILWAY CLUB EXHIBITION

Hosts: Victory Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £3.50, children £1, family (2+2) £9
Contact: 07854 636159
Features: 15 layouts, trade support, refreshments, parking and disabled access.

14/15 EXPO EM BRACKNELL

Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, members £6, accompanied children £2, family £16
Website: www.emgs.org
Features: 12 layouts, trade support, demonstrations, lectures, refreshments, parking and disabled access.

14/15 GLENROTHES MODEL RAILWAY EXHIBITION

Hosts: Glenrothes Model Railway Club
Location: Lomond Centre, Woodside Way, Glenrothes KY7 5RA
Times: Sat 10am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £11
Contact: 01334 475311
Features: Layouts, trade support, refreshments, parking and disabled access.

14/15 KYLE MRC MODEL RAILWAY AND HOBBIES EXHIBITION

Hosts: Kyle Model Railway Club
Location: Auchenhavrie Academy, Stevenston, Ayrshire KA20 3JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Contact: 01290 423925
Features: 19 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

15 CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site FREE, train tickets £1 each
Website: www.cdsmc.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout and refreshments.

21 BLOXWICH (ST JOHN'S) MODEL RAILWAY EXHIBITION

Hosts: Bloxwich (St John's) Model Railway Club
Location: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall WS3 3HS
Times: 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £1.50
Contact: 07970 390258
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

21 ELY MODEL RAILWAY EXHIBITION

Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely CB6 2SH
Times: 10.30am-4.30pm
Prices: Adults £5, children £3
Contact: 01480 454857
Website: www.elymrc.org.uk
Features: Layouts, trade support, societies, live steam rides, refreshments and parking.

21 MIRFIELD MODEL RAILWAY EXHIBITION

Hosts: Mirfield Team Parish Music Guild
Location: St Mary's Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU
Times: 10am-4pm
Prices: Adults £3.50, children £2
Contact: 01924 495929
Features: 20 layouts, trade support, refreshments and parking.

21 HIGH WYCOMBE AND DISTRICT MRS OPEN DAY

Hosts: High Wycombe and District Model Railway Society
Location: Society Club Rooms, High Wycombe, Buckinghamshire
Times: 10am-4pm
Prices: Admission £2
Website: www.hwdmrs.org.uk
Contact: 07593 303139 (for location and directions)
Features: Nine club layouts, members' layouts, test tracks and refreshments.

21 ST PETER'S CHURCH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: St Peter's Church Model Railway Society
Location: St Peter's Church Hall, Lingford, Taunton, Somerset TA2 7HD
Times: 10am-4pm
Prices: Adults £3, concessions £2, children £1.50, family (2+2) £7
Contact: 07780 796741
Features: 10 layouts, trade support, refreshments, parking and disabled access.

21 SWING MODEL RAILWAY EXHIBITION

Hosts: South Downs Group of the 7mm Narrow Gauge Association
Location: Felpham Community College, Felpham, Bognor Regis, West Sussex PO22 8EL
Times: 10am-4.30pm
Prices: Adults £4.50, members £4, accompanied children free
Website: www.swing-model-railway.org.uk
Contact: 07970 556651
Features: 18 narrow gauge layouts, trade support, demonstrations, societies, outdoor rides, refreshments, parking and disabled access.

21/22 FOUR MARKS MODEL RAILWAY EXHIBITION

Hosts: Four Marks and Ropley Scout Group
Location: Four Marks Village Hall, Lymington Bottom, Four Marks, Alton, Hampshire GU34 5AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01420 563853
Features: Layouts, trade support and refreshments. Free heritage bus service between venue and Medstead and Four Marks station on the Mid Hants Railway.

21/22 MANCHESTER MRX

Hosts: Lancashire and Yorkshire DCC Model Railway Group
Location: Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, accompanied children free
Website: www.lydcc.org.uk
Contact: 07561 179117
Features: 20 layouts, trade support and refreshments. Regular free heritage bus service between venue and Manchester Victoria railway station.

21/22 MIDDLESBROUGH MODEL RAILWAY CLUB EXHIBITION

Hosts: Middlesbrough Model Railway Club
Location: Newport Settlement Community Centre, Union Street, Middlesbrough TS1 5NQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £10
Website: www.mboromrc.com
Contact: 01642 802892
Features: Ten layouts, trade support, refreshments, parking and disabled access.

27/28 FIRST BANGOR MRC MODEL RAILWAY AND HOBBIES EXHIBITION

Hosts: First Bangor Model Railway Club
Location: First Bangor Presbyterian Church Halls, Upper Main Street, Bangor, Co Down, Northern Ireland BT20 4AG
Times: Fri 7pm-9.30pm, Sat 10am-5pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £10
Website: www.firstbangormrc.co.uk
Contact: 02891 457740
Features: Layouts, trade support, displays, refreshments and disabled access.

28 BRIDLINGTON MODEL RAILWAY SHOW

Hosts: Bridlington (Area) Railway Modellers and Train Enthusiasts Society
Location: Christ Church Hall, Quay Road, Bridlington, East Yorkshire YO15 2AP
Times: 10am-4pm
Prices: Adults £3, concessions £2.50, children £2
Contact: 01262 603309
Website: www.bridmodelrail.org.uk
Features: 11 layouts, trade support and refreshments.

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.

28 TENDRING HUNDRED MODEL RAILWAY CLUB EXHIBITION
Hosts: Tendring Hundred Model Railway Club
Location: Brotherhood Hall, St Osyth Road, Clacton-on-Sea CO15 3BW
Times: 10am-4pm
Prices: Adults £3, children £2, family £7
Contact: 01255 435733
Features: Layouts and trade support.

28 WIMBLEDON MODEL RAILWAY CLUB OPEN DAY
Hosts: Wimbledon Model Railway Club
Location: St Marks Family Centre, 28 St Marks Road, Mitcham, Surrey CR4 2LF
Times: 10am-5pm
Prices: Free
Website: www.wimbledonmrc.org
Features: Club layouts, demonstrations, test tracks, club sales stand and refreshments.

28/29 GLASGOW 2016 O GAUGE EXHIBITION
Hosts: Strathclyde O Gauge Group
Location: Pollokshaws Burgh Halls, 2026 Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-4pm, Sun 11am-4pm
Prices: Adults £6, accompanied children free
Contact: 0141 637 4189
Features: O' gauge layouts, trade support, test track, demonstrations and refreshments.

28/29 BROCKENHURST MODEL RAILWAY EXHIBITION
Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY
Times: Sat 10am-5pm, Sun 10am-4.30pm,
Prices: Adults £4, children £2.50, family (2+2) £10.50
Website: www.nfmr.org.uk
Contact: 01425 673668
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

28/29 HAYLE MRC AND DUCHY RAILROADERS SPRING EXHIBITION
Hosts: Hayle Model Railway Club and Duchy Railroaders
Location: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £9
Contact: 01209 712261
Features: Ten layouts, trade support, refreshments, parking and disabled access.

28/29 RAILEX 2016
Hosts: Risborough and District Model Railway Club
Location: Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Buckinghamshire HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10am-5pm
Prices: Adults £8, children £5, family (2+3) £18
Website: www.railex.org.uk
Contact: 01296 437475
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Regular free vintage bus service operating between Aylesbury railway station and venue. Up to two accompanied children admitted free on Sunday only.

28-30 ROBERTSBRIDGE MODEL RAILWAY EXHIBITION
Hosts: Rother Valley Railway Supporters Association
Location: Robertsbridge Village Hall, Station Road, Robertsbridge, East Sussex TN32 5DA
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-5pm
Prices: Adults £3.50, accompanied children free
Contact: 01424 813300
Features: Layouts, trade support, refreshments, parking and disabled access.

29 BRIDPORT MODEL RAILWAY CLUB OPEN DAY
Hosts: Bridport and District Model Railway Club
Location: Askerswell Village Hall, Askerswell, Bridport, Dorset DT2 9EW
Times: 11am-3pm
Prices: Free
Features: Members layouts, test track, displays and refreshments.

29 NORTH DEVON CHARITY MODEL RAILWAY SHOW
Hosts: Osborns Models
Location: Bideford Pannier Market Hall, Bideford, North Devon EX39 2DL
Times: 10am-4pm
Prices: Adults £3, children £1.50
Contact: 01237 423453
Features: 20 layouts, trade support, refreshments, parking and disabled access.

JUNE

4 GAUGE O GUILD SUMMER SHOW 2016
Host: Gauge O Guild
Location: Dome Leisure Centre, Bawtry Road, Doncaster DN4 7PD
Times: 10am-4pm
Prices: Members £5, non-members £10
Website: www.gaugeoguild.com
Features: Layouts, trade support, demonstrations and parking.

4 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: £4
Website: www.hillingdonrailwaymodellers.co.uk
Features: Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, club sales, meet club members and refreshments.

4 HULL MODEL RAILWAY SOCIETY SUMMER SHOW
Hosts: Hull MRS
Location: Walton Street Leisure Centre, Goathland Close, off Walton Street, Hull HU3 6JB
Times: 10.30am-4.30pm
Prices: Adults £2, children £1
Website: www.hullmrs.org
Features: Ten layouts, trade support, demonstrations and refreshments.

4 KETTERING AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Kettering and District Model Railway Society
Location: Wren Spinney School, Westover Road, Kettering, Northamptonshire NN15 7LB
Times: 10am-4pm
Prices: Adults £3, concessions £2
Website: www.kdmrs.org.uk
Features: 16 layouts, trade support, refreshments, parking and disabled access.

4 PATCHAM (BRIGHTON) MODEL RAILWAY EXHIBITION
Hosts: Patcham Methodist Church
Location: Patcham Methodist Church, Ladies Mile Road, Brighton BN1 8QE
Times: 10am-4.30pm
Prices: Adults £3, concessions £2
Contact: 07900 636172
Website: www.patchammethodistchurch.co.uk
Features: 14 layouts, trade support, societies, displays, refreshments and parking.

4/5 BLACKBURN CHARITY MODEL RAILWAY EXHIBITION
Hosts: East Lancashire Model Railway (Charitable) Organisation
Location: 30 Tontine Street, Blackburn, Lancashire BB1 7ED
Times: Sat 11am-5pm, Sun 10am-3pm
Prices: Adults £2.50, concessions £1.50, children £1.50, family £6
Website: www.elmro.org
Contact: 07585 762627
Features: Layouts and trade support.

4/5 DEMU SHOWCASE 2016
Hosts: Diesel and Electric Modellers United
Location: Burton Town Hall, King Edward Place, Burton-upon-Trent, DE14 2EB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, members £5, children £5, family £20
Website: www.demu.org.uk/showcase2016
Features: 13 layouts, trade support, refreshments and disabled access.

4/5 SHILDON MODEL RAILWAY EXHIBITION
Hosts: Shildon Model Railway Club
Location: Locomotion, The National Railway Museum at Shildon, County Durham DL4 2RE

Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: www.shildonmrc.com
Contact: 01325 310899
Features: 20+ layouts, trade support, displays, museum exhibits, steam locomotive rides (fare payable), refreshments, parking and disabled access.

5 WEST CORNWALL MODEL RAILWAY GROUP EXHIBITION
Hosts: West Cornwall Model Railway Group
Location: Carn Brea Leisure Centre, Pool, Redruth, Cornwall TR15 3QS
Times: 10am-4pm
Prices: Adults £4.50, concessions £4, accompanied children free
Contact: 01872 261557
Features: Layouts, trade support, refreshments, parking and disabled access.

11 7MM NARROW GAUGE ASSOCIATION EXHIBITION
Hosts: 7mm Narrow Gauge Association
Location: Town Hall, King Edward Place, Burton upon Trent, Staffordshire DE14 2EB
Times: 10.30am-4.30pm
Prices: Adults £5, members £3, partners and accompanied children free
Website: www.7mmnga.org.uk
Contact: 01332 441326
Features: 15 layouts, trade support, demonstrations and refreshments.

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

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

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

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

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

11 SOUTHAMPTON MODEL RAILWAY SOCIETY OPEN DAY
Hosts: Southampton Model Railway Society
Location: Unit 1B, Kemps Quay Industrial Park, Quayside Road, Southampton SO18 1BZ
Times: 11am-4pm
Prices: Free
Website: www.southamptonmodelrailwaysociety.wordpress.com

Contact: 01489 799809
Features: Club layouts, static exhibits and club members on hand.

11 TVNAM 2016 SHOW

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

11 TRAINS AT TRINITY

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

11/12 CHATHAM SHOW

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

11/12 EXHIBITION OF COAL CARRYING MODEL RAILWAYS

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

11/12 PEAK MODEL RAILWAY EXHIBITION

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

11/12 SHEPTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

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

11/12 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

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

12 CORBY AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

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

18 ALRESFORD FESTIVAL OF TOY TRAINS

Hosts: Bob Leggett
Location: Perins School, Pound Hill, Alresford SO24 9BS
Times: 10.30am-4.30pm
Prices: Adults £5, children £3, family £14
Website: www.alresford-toy-trains.org.uk
Contact: 01962 733475
Features: 20+ layouts, trade support refreshments and live music.

18 OXTED MODEL RAILWAY EXHIBITION

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

18/19 BOWES MODEL RAILWAY CLUB OPEN WEEKEND

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

DON'T MISS...

17-19 GREAT CENTRAL RAILWAY MODEL EVENT

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

18/19 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

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

18/19 MIDDLETON MODEL RAILWAY EXHIBITION

Hosts: Middleton Railway Trust
Location: Middleton Railway, The Station, Moor Road, Hunslet, Leeds LS10 2JQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4 (£7), children £2 (£3), family £10 (£18)
Website: www.middletonrailway.org.uk
Contact: 01274 613687
Features: Ten layouts, trade support, refreshments and disabled access. 'Driver for a fiver' opportunities on resident Middleton Railway locomotive.

18/19 NEW MILLS MODEL RAILWAY EXHIBITION

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

GET MORE ONLINE!

FOR MORE SHOWS AND THE VERY LATEST LISTINGS VISIT

WWW.HORNBYMAGAZINE.COM
 FOR OUR ONLINE SHOW GUIDE

19 A WORLD OF TRI-ANG TOYS AND TRAINS

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

19 CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site FREE, train tickets £1 each
Website: www.cdsme.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout and refreshments.

19 WALLINGFORD MODEL RAILWAY EXHIBITION

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

25 BRAINTREE MODEL RAILWAY EXHIBITION

Hosts: Braintree and Halstead Model Railway Club
Location: Bocking Arts Theatre, Braintree, Essex CM7 9AE
Times: 10am-4pm
Prices: Adults £4, children £2, family £10
Website: www.braintree-halsteadmrc.co.uk
Contact: 07711 863454
Features: 18 layouts, trade support, demonstrations, societies, refreshments and disabled access.

25 IPSWICH TRANSPORT AND MODEL FESTIVAL

Hosts: Ipswich Transport Museum/Ipswich Railway Modellers Association (IRMA) /Ipswich Model Engineering Society (IMES)
Location: Ipswich Transport Museum, Cobham Road, Ipswich IP3 9JD
Times: 10am-4pm
Prices: Adults £9.50, accompanied children £1
Website: www.ipswichtransportmuseum.co.uk
Features: Layouts, trade support, displays, steam rides, vintage buses, refreshments and disabled access. Multi-venue event with free bus link between transport museum, IRMA and IMES premises.

25 MINSTEAD MODEL RAILWAY EXHIBITION

Hosts: AAR Models
Location: Minstead Village Hall, Nr Lyndhurst, Southampton, Hampshire SO43 7FX
Times: 10am-4.30pm
Prices: Adults £4, children £3, family (2+2) £11
Contact: 02380332609
Features: Layouts, trade support, refreshments, parking and disabled access.

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.



24th ALRESFORD FESTIVAL of TOY TRAINS

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SAT 18th JUNE

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	ehattons.com/5p4f	£127.46 (EST)	Mar 2013							
LNWR Webb coal tank	ehattons.com/wct	£97.71	Sep 2014							
Class 450	ehattons.com/cl450	£254.96-£271.96	Mar 2015							
Birdcage Coaches	ehattons.com/bc	£50.96	Mar 2014							
Class 414 2-HAP	ehattons.com/cl414	£119.50 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£119.71	March 2012							
Class 68	ehattons.com/c68	£118.00 (EST)	April 2014							

Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014							
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class O2 Tango	ehattons.com/O2	£148.00	Nov 2013							
Class 07 Shunter	ehattons.com/cl07	£99.00 (EST)	Jan 2016							

Class 4700, Class 1366, Class 1361- view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Drax Biomass Wagons	ehattons.com/drax	£83.00	Jan 2016							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Class Q6 Raven	ehattons.com/Q6	£118.99	Nov 2015							
Class 71	ehattons.com/c71	£127.50	Nov 2014							
SR Maunsell Coaches	ehattons.com/exsmaun	£39.99	Jun 2015							
Merchant Navy	ehattons.com/mn	£144.00-£162.00	Mar 2015							
Class B12 Holden	ehattons.com/B12	£123.00	Nov 2015							

Peckett 0-6-0 - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Dean Goods	ehattons.com/oxdg	£95	Jan 2015							
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change

Pre-order Items



Class 414 2-HAP EMU Pre-order for £186.96 (estimated)



31-390 Class 414 2-HAP EMU 6061 in BR green
31-391 Class 414 2-HAP EMU 6062 in BR blue & grey
31-392 Class 414 2-HAP EMU 4322 in Network SouthEast livery

Class 5P4F Stanier Mogul 2-6-0 Pre-order for £127.46



31-690 2955 in LMS lined black
31-691 42969 in BR lined black with early emblem
31-692 42968 in BR lined black with late crest (as preserved)

Class 7F 2-8-0 Pre-order for £118.95



31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black
31-015 Class 7F 2-8-0 13810 in LMS black

Class J39 0-6-0 Pre-order for £80.00



31-866 1803 in LNER Black
31-867 64792 in BR black with early emblem

Class K3 2-6-0 Pre-order for £118.96



32-279A 1304 in LNER lined black
32-281 61862 in BR lined black with early emblem

Class 94xx 0-6-0 Pre-order for £85.00 (estimated)



35-025 9402 in GWR Green
35-026 9487 in BR black with early emblem
35-027 9479 in BR black with late emblem



LNWR 0-6-2T Webb Coal Tank Pre-order for £97.71



35-050 LNWR plain black livery
35-051 LMS black livery
35-052 BR black early emblem

Class 117 3-Car DMU Pre-order for £170.00 (estimated)



35-500 Class 117 3 car suburban DMU in BR green with speed whiskers

35-501 Class 117 3 car suburban DMU in BR blue & grey
35-502 Class 117 3 car suburban DMU in Network SouthEast livery

Class 121 "Bubble Car" Pre-order for £127.50 (estimated)



35-525 Class 121 'Bubble Car' single car DMU in BR green with speed whiskers

35-526 Class 121 'Bubble Car' single car DMU in BR blue & grey
35-527 Class 121 'Bubble Car' single car DMU in Network SouthEast livery

See the entire range at ehattons.com/bachmann2016

(Prices estimated - we will notify you if price rises & offer option to cancel)

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H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

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H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

www.ehattons.com/j94

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J9402 71515 in Mech Navvies maroon
J9407 4 in NCB Backworth Colliery lined black
J9408 98 "Royal Engineer" in Army green
J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest
J9405 "Hurricane" in NCB Bickershaw Colliery lined green
J9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons
J9406 8 in NCB Mountain Ash Colliery lined green

www.ehattons.com/14xx

Class 6000 King Pre-order for £169



HK01 6000 "King George V" in GWR lined green with roundel
HK02 6019 "King Henry V" in GWR lined green with shield
HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VIII" in GWR un-lined wartime green
HK05 6018 "King Henry VI" in GWR lined green
HK06 6025 "King Henry III" in BR ultramarine blue
HK07 6027 "King Richard I" in BR/GWR lined green
HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
HK10 6009 "King Charles II" in BR lined green with early crest
HK11 6017 "King Edward IV" in BR lined green with late crest
HK12 6026 "King John" in BR lined green with late crest
HK13 6005 "King George II" in BR lined green with late crest
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31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) BARGAIN £89



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



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) BARGAIN £89



31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) £81.56



31-433 Class 1F 'Half Cab' 0-6-0T 1739 in LMS black (Bac) £81.56



31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56
32-826A Class 2MT Ivatt 2-6-0 46526 BR lined green late crest - weathered (Bac) £110.46



R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) £92.58



R3316 Class 2P 4-4-0 44 in Somerset & Dorset Joint Railway prussian blue (Hor) £92.58



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) NEW £122



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) BARGAIN £80



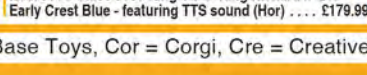
31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) £118.96



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £80.71



32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21





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R3329 Class S15 4-6-0 30630 in BR Black late crest (Hor) £124.99



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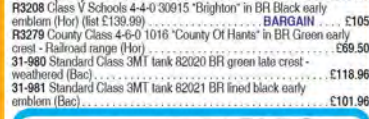
R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) £122



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) £124.99



R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (list £139.99) **BARGAIN** £105
R3279 County Class 4-6-0 10106 'County Of Hants' in BR Green early crest - Railroad range (Hor) £69.50
31-980 Standard Class 3MT tank R2020 BR green late crest - weathered (Bac) £118.96
31-981 Standard Class 3MT tank R2021 BR lined black early emblem (Bac) £101.96



32-954 Standard class 4MT 2-6-0 78058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** £74
32-508 Standard Class 3MT 73449 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



R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) £72



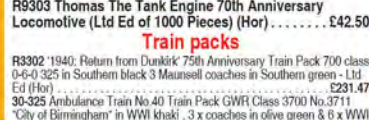
R9292 Thomas & Friends - 4-6-0 No.3 Henry the green engine (Hor) **NEW** £81



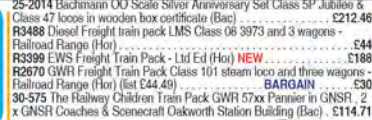
R9291 Thomas & Friends - 4-6-2 No.4 Gordon the big engine (Hor) **NEW** £90



R9303 Thomas The Tank Engine 70th Anniversary Locomotive (Ltd Ed of 1000 Pieces) (Hor) £42.50



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
90-325 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



25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 loco in wooden box certificate (Bac) £212.46
R3488 Diesel Freight train pack LMS Class 08 3973 and 3 wagons - Railroad Range (Hor) £44
R3999 EWS Freight Train Pack - Ltd Ed (Hor) **NEW** £188
R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (list £44.49) **BARGAIN** £30
30-575 The Railway Children Train Pack GWR 57xx pannier in GNSR, 2 x GNSR Coaches & Scone Craft Oakworth Station Building (Bac) £114.71



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR Green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21



Diesel locos



10001HAP - 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (list £105) **BARGAIN** £94
2500 Class 05 Hunslet shunter D2574 in BR green (Hel) £100
2502 Class 05 Hunslet shunter D2581 in BR green weep stripes (Hel) £100
2521 Class 05 Hunslet shunter D2500 in BR green weep stripes (Hel) £100



R3261 Class 08 08417 in Network Rail (Hor) **NEW** £86.60
R3490 Class 08 08673 in InterCity - Railroad range (Hor) **NEW** £35



R3342 Class 08 Shunter 08489 in BR blue (Hor) **NEW** £111.10



32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) £93.46



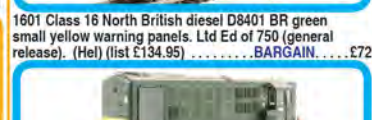
R3343 Class 08 Shunter 08822 'John' in FGW (Hor) **NEW** £111.10



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.96



32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac) £84.96
1513 Class 15 AD068003 (Carriage pre - heating unit) in BR Sharnwood green full yellow ends (Hel) £94



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release), (Hel) (list £134.95) **BARGAIN** £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72
1603 Class 16 North British diesel D8407 BR green with full yellow ends Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72



1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72



1718 Class 17 D8523 in blue full yellow ends (Hel) £94



1719 Class 17 D8558 in BR green small yellow panels (Hel) £94



1720 Class 17 D8594 in green small yellow panels (Hel) £94



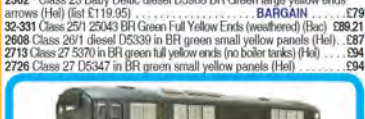
32-045 Class 20 20118 'Saltburn-by-the-Sea' in BR Railfreight Red Stripe (Bac) £93.46
32-038DS Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) £195.46



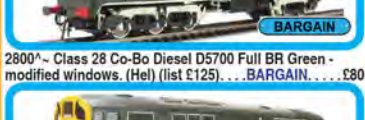
32-044 Class 20 D8028 in BR Green Indicator Discs & Tablet Catcher (Bac) £93.46



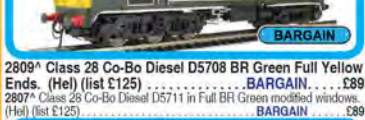
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) **BARGAIN** £59
2302* Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) **BARGAIN** £79
32-331 Class 251 25043 BR Green Full Yellow Ends (weathered) (Bac) £89.21
2608 Class 2601 diesel D5389 in BR green small yellow panels (Hel) £87
2718 Class 27 5370 in BR green full yellow ends (no boiler tanks) (Hel) £94
2726 Class 27 D5347 in BR green small yellow panels (Hel) £94



2800* Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £80



2809* Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) **BARGAIN** £89
2807* Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) **BARGAIN** £89



R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** £42
3436 Class 33/0 33047 Splitter in BR engineers 'Dutch' yellow & grey (Hel) £94



3435 Class 33/0 33049 in BR blue full yellow ends (Hel) £94



3415 Class 33/0 D6516 in early BR green (Hel) £94
3356 Class 33/1 33102 in BR Blue full yellow ends (Hel) £94
3357 Class 33/1 33116 in BR engineers grey (Hel) £94
3349 Class 33/1 33119 in BR Blue full yellow ends (Hel) £94



3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94
3336 Class 33/2 33202 'The Burma Star' BR engineers 'dutch' grey & yellow (Hel) £94
3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) £94



32-786 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21



32-784 Class 37/0 37242 in Mainline Blue Centre Headcodes (weathered) (Bac) £106.21
32-381M Class 37/4 37402 Direct Rail Services (DRS) compass blue (Bac) £137.95
32-390 Class 37/7 37706 Coaches in Railfreight Petroleum (Bac) £101.96
32-391DS Class 37/7 37796 Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) £79
32-067 Class 43 North British (NBL) Warship 642 Royal Oak BR Blue (Bac) £118.96
32-066 Class 43 North British (NBL) Warship D835 Pegasus in BR Green Small Yellow Panel (Bac) £118.96



32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96



32-681 Class 45 D108 in BR Green Split Centre Headcode (weathered) (Bac) £110.46



31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) **NEW** £127.46
31-655 Class 47/3 47301 Conqueror BR Railfreight Grey Red Stripes (Bac) £97.71



32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution Livery (Bac) (list £114.95) **BARGAIN** £72



31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) (list £114.95) **BARGAIN** £72



32-815 Class 47/8 47834 'Fire Fly' in BR Intercity Swallow Livery (Bac) (list £114.95) **BARGAIN** £78



4D-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap) £119



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



32-532 Class 55 55007 'Pinza' in BR Blue Finsbury Park White Cab Windows (weathered) (Bac) £113.01



R2879 Class 55 Deltic 55001 'St Paddy' in BR blue (Hor) (list £52.49) **BARGAIN** £43



32-784 Class 37/0 37242 in Mainline Blue Centre Headcodes (weathered) (Bac) £106.21



32-786 Class 37/0 37174 in EWS Domino Headcode (weathered) (Bac) £106.21

32-784 Class 37/0 37242 in Mainline Blue Centre Headcodes (weathered) (Bac) £106.21

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R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) £53



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96
5822 Class 58 58006 Railfreight Redstripe Livery (Hel) £125
R3268 Class 67 67003 Arriva Trains Wales (Hor) (list £139.99) BARGAIN £112



R3272 Class 67 67006 'Royal Sovereign' in EWS Royal claret (Hor) (list £139.99) BARGAIN £110
31-588 Class 70 70005 Powerhaul in Freightliner (weathered) (Bac) £127.46
40-006-007 Class 73 73206 Lister GB Rail Freight Blue/Yellow (Dap) £119.51
40-006-005S Class 73 E6039 in BR early blue small yellow panels - DCC sound fitted (Dap) £239
40-006-001 Class 73 electro-diesel 73105 in BR blue large logo (Dap) £119.51



4D-006-002 Class 73 electro-diesel 73124 in BR blue full yellow ends (Dap) £119.51
4D-006-000 Class 73 73102 'Artur Suiss' (Dap) £119.51
40-006-005 Class 731 electro-diesel E6039 in early blue with small yellow panels and double arrow logo (Dap) £119.51
OLIV002 Class 73/2 73205 'Jeanette' in GB Railfreight blue - Olivias Trains limited edition (Dap) £140
31-965 Class D116 LMS 10000 BR Brunswick Green Lined Orange & Black (Bac) £101.96
31-996 Class D116 LMS 10000 in BR Brunswick Green Part Eggshell Blue Waistband (Bac) £101.96



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN £75



4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN £70
MM0220 Irish Class 201 diesel 'River Blackwater' original - single orange band on front of loco (Mur) £129

Electric locos



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) BARGAIN £86
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph (Bac) (list £139.95) BARGAIN £79
R3965 Class 91 91120 in East Coast Trains (Hor) £83.32



9000 Metropolitan Bo-Bo electric 20 in Metropolitan (Hel) £107

HSTs

R3366 Class 43 HST Power (43062) & dummy (43014) in Network Rail new measurement train yellow (Hor) £189.99

DMUs



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



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN £78



32-905* Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) BARGAIN £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) BARGAIN £86
8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) BARGAIN £59



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59
8921 Class 128 DPU 55992 Royal Mail Letters red (Hel) (list £119.95) BARGAIN £59



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52



8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) BARGAIN £52



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) BARGAIN £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95) BARGAIN £69



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) BARGAIN £59



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95) BARGAIN £59



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £123.21
8752 Park Royal Railbus M79971 in BR green speed whiskers (Hel) £97
8751 Park Royal Railbus SC79974 BR green small yellow warning panels (Hel) £97
8704 Railbus WSM E79962 in green large yellow panel - weathered (Hel) (list £129.95) BARGAIN £79
8801 Railcar W79976 in BR light green speed whiskers, Matt finish (Hel) £94
8803 Railcar W79978 in BR dark green speed whiskers (Hel) £94

EMUs

R3290A Class 244AL 2 car EMU in BR green small yellow panels (Hor) £120.70



31-030* Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN £99

31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) BARGAIN £116
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) BARGAIN £118
R3215 Class 373 Eurostar 4 car EMU new (post-2014) Eurostar (Hor) £157.40
R3259 Class 401 2-BL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) BARGAIN £74



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN £72

31-269 Class 419 Motor Luggage Van (MLV) in BR 'Jaffa Cakes' two-tone grey and orange (Bac) £89.21
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) BARGAIN £64
31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN £64

DEMUS



31-238Z Class 205 2-H Thumper 1122 in BR blue (Kernow Exclusive) (Bac) NEW £204



31-239Z Class 205 2-H Thumper 205001 in de-branded Network SouthEast (Kernow Exclusive) (Bac) NEW £204



31-236X Class 205 2-H Thumper Unit Number 1121 in BR Green small yellow panel (Kernow Exclusive) (Bac) NEW £204

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56



36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) £50.96



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

Train sets - analogue



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120
R1183 Master of the Glens Train Set (Hor) £166.66
30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.48
30-080 The Western Wanderer Class 57xx Panmier 8700 in GWR shuntwork green and GWR Toad brake van & shunters truck in GWR gr (Bac) £84.96
R9283 Thomas the Tank Engine Train Set (Hor) £54

Train sets - DCC



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) BARGAIN £99



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99) BARGAIN £230



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) BARGAIN £135



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99) BARGAIN £115



R1184 Western Express Digital Train Set eLink TTS sound loco (Hor) £199

Coaches

R4678A 57 non-corridor brake third M2077M in BR crimson (Hor) £37.27
R4659 57 non-corridor third class M1170M in BR crimson (Hor) £37.27
4P-010-047 60 FT Stanier Corridor Comp BR Carmine & Cream M3947M (Dap) NEW £15.50
C105D 60 FT Stanier Corridor Comp BR Carmine & Cream M3947M (Dap) NEW £12.50



39-577 BR Hawksworth Auto Trailer Crimson (Bac) £58.61



39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61
39-576 BR Hawksworth Auto Trailer Maroon (Bac) £58.61
39-0750 BR Mk1 BSK Brake Second Corridor Blue & Grey - S36010 (Bac) £33.11
39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN £24



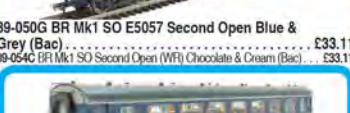
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) £24
39-275 BR Mk1 GUV Royal Mail (Bac) £33.11
39-026J BR Mk1 SK E24045 2nd Corridor Maroon (Bac) £33.11



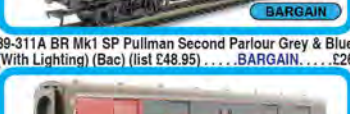
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £24



39-050G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) £33.11
39-054C BR Mk1 SO Second Open (WFI) Chocolate & Cream (Bac) £33.11



39-111A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN £26



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN £18
39-410A BR Mk2A BFK Brake First Corridor 17069 BR Blue & Grey (Bac) £38.21
39-363 BR Mk2A TSO Tourist Second Open Network SouthEast (Bac) £24.61
34-131A Collett 60ft 1st/2nd composite in BR crimson & cream (Bac) £24.61
34-078 Collett 60ft 1st/3rd brake composite 6421 GWR chocolate & cream (Bac) £24.61
34-053 Collett 60ft 3rd class corridor 1132 GWR chocolate & cream (Bac) £24.61



R4688 Collett corridor composite (Right hand) W6029W in BR crimson & cream (Hor) £36
34-328A Ex-LMS Pilli Parcels Van M31253 BR blue - weathered (Bac) NEW £24.61
39-242 Mk1 FO first open M3002 in BR blue & grey (Bac) £33.11
39-228D Mk1 BCK brake composite corridor S21275 in BR green (Bac) £33.11
39-187 Mk1 BG full brake 95310 in BR blue (Bac) £33.11
39-186 Mk1 BG Full Brake ADB975612 Departmental Olive Green - weathered (Bac) £33.96
R4646 Mk1 BG full brake E80628 BR Express Parcel blue & grey (Hor) £23.14



39-175E Mk1 BG full brake in BR blue & grey (Bac) £33.96

Prices valid until 08/06/16

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

39-077F Mk1 BSK brake second corridor E34321 in BR crimson & cream (Bac) £33.11
39-078H Mk1 BSK brake second corridor E35083 in BR Maroon (Bac) £33.11
R4352 Mk1 BSK brake second corridor M34055 BR maroon - Railroad Range (Hor) £17
R4716 Mk1 BSK brake second corridor M34072 in BR maroon - lights (Hor) £33.11
R4706 Mk1 CK composite corridor E15058 in BR crimson & cream (Hor) £27



R4715 Mk1 CK composite corridor M15679 in BR maroon - lights (Hor) £31
R4350 Mk1 CK composite corridor M15625 BR maroon - Railroad Range (Hor) £17
39-151F Mk1 FK first corridor E13103 in BR Maroon (Bac) £33.11
39-241 Mk1 FO first open M3000 in BR maroon (Bac) £33.11
39-240 Mk1 FO first open M3001 in BR crimson & cream (Bac) £33.11



39-277 Mk1 GUV general utility van E86380 in BR blue (Bac) **NEW** £33.96



39-231 Mk1 QVA ADB977109 in BR departmental yellow - Re-railing equipment vehicle (Bac) £33.11



39-261B Mk1 RMB Miniature Buffet E1854 in BR Maroon (Bac) **NEW** £33.96



39-262B Mk1 RMB Miniature Buffet S1851 in BR green (Bac) **NEW** £33.96



39-103C Mk1 RU Restaurant Car E1925 in BR Maroon (Bac) £33.96



39-100C Mk1 RU restaurant car E1974 in BR blue & grey (Bac) £33.96
R4705 Mk1 SK second corridor E24162 in BR crimson & cream (Hor) £27
39-025G Mk1 SK second corridor E25898 in BR blue & grey (Bac) £33.11
R4714 Mk1 SK second corridor M24912 in BR maroon - lights (Hor) £31
39-058 Mk1 SO second open 4845 in Network SouthEast blue (Bac) £33.11



39-051J Mk1 SO second open E4059 in BR Maroon (Bac) £33.11
R4620 Mk1 SO second open M4360 BR crimson & cream (Hor) £19
39-412A Mk2A BFK Brake First Corridor 17097 Network SouthEast blue (Bac) **NEW** £38.21
39-363A Mk2A TSO tourist second open 5354 Network SouthEast blue (Bac) £38.21
39-361A Mk2A TSO tourist second open E5406 in BR blue & grey Inter City branding (Bac) £38.21



39-360C Mk2A TSO tourist second open W5316 in BR blue & grey (Bac) £38.21
R4816 Mk2E TSO second open 5704 in BR InterCity (Hor) £23.10
R4616A Mk2E TSO second open 5779 in BR InterCity (Hor) £23.14
R4526 Night Mail Operating Mail Coach 849 in GWR chocolate & cream - Railroad Range (Hor) £19
R4656 Non-Corridor 57 composite 10597 in LMS crimson (Hor) £37.27
R4657 Non-Corridor 57 third class 11693 in LMS crimson (Hor) £37.27



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



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



R4662 Pullman Third Class Brake Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33



R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33



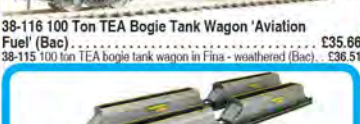
R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (list £49.99) **BARGAIN** £33



39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) £24.61
R4652 Thompson suburban third E82090E in BR Maroon (Hor) £37.27



38-577 10 Ton Fish Van BR Bauxite (Late) (Bac) £11.86



38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac) £35.66
38-115 100 Ton TEA bogie tank wagon in Fins - weathered (Bac) £36.51



38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) **BARGAIN** £130
38-030B Single (Bac) £33.96



38-182 12 Ton BR plywood fruit van B875635 in BR bauxite (Early) - weathered (Bac) £14.41
38-183 12 Ton BR plywood fruit van B875690 BR bauxite (Late) - weathered (Bac) £14.41
37-706A 12 Ton LMS Cattle Wagon NE Brown (Bac) **NEW** £15.26



37-804 12 Ton Planked ventilated van M508560 in BR bauxite - weathered (Bac) **NEW** £14.41
37-730C 12 Ton ventilated van 134054 in GWR Dark Grey (Bac) £13.56
37-654A 14 Ton Tank Wagon 'Borvik' (Bac) (list £15.90) **BARGAIN** £9
37-654A Pack of 4 (Bac) (list £63.80) **BARGAIN** £34



37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04
37-258B 16 Ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71
37-531 20 ton brake van B951054 in BR bauxite - weathered (Bac) £20.83
33-309 20 Ton Toad brake van 114947 in GWR grey (Bac) £12.71
33-310 20 Ton Toad brake van 114950 in GWR Grey - weathered (Bac) £12.71
33-311 20 Ton Toad brake van ZKO DW68883 Departmental Yellow (Bac) £11.86



R6726 21 ton hopper E303821 in BR grey (Hor) £14

38-270A 22 ton Presto in Blue Circle Railfreight brown (Bac) £22
38-270A Pack of 4 (Bac) £80
37-508 24 ton ore hopper wagon in BR grey - weathered (Bac) £12.33
38-404A 25 Ton Pill Box brake van Z1P DS56409 in BR departmental olive green - weathered (Bac) **NEW** £27.16
33-827C 25 Ton Queen Mary brake van 56292 in SR Brown (Bac) £20.36
38-044 31 tonne ODA open wagon in BR Railfreight brown (Bac) £18.66



38-125A Megapack of 8 35 Ton VBA box van sliding door in EWS (Bac) (list £191.60) **BARGAIN** £102
38-125A Single (Bac) (list £23.05) **BARGAIN** £14
38-125A Pack of 4 (Bac) (list £95.80) **BARGAIN** £54
38-064 45 tonne glw MCA open box wagon in EWS - weathered (Bac) £13.56
37-068 5 plank wagon 111981 in GWR grey (Bac) £11.86
37-067 5 Plank wagon 11275 in SR Brown (Bac) £11.86



37-069 5 plank wagon 132701 in NE grey (Bac) £11.86
37-070 5 plank wagon 24361 in LMS grey (Bac) £11.86
33-436 51 tonne SSA scrap wagon in blue (Bac) £13.56
33-437 51 tonne SSA scrap wagon in Transrail grey (Bac) £13.56
4F-031-020 6 wheel milk tanker 'United Dairies' - weathered (Dap) £12
4F-031-037 6 Wheel Milk Tanker Co-op Milk Red (Dap) **NEW** £13
4F-031-038 6 Wheel Milk Tanker Co-op Milk Red Weathered (Dap) **NEW** £14
4F-071-128 7 Plank J Settle (Dap) **NEW** £10
4F-071-129 7 Plank J Settle Weathered (Dap) **NEW** £11
4F-071-132 7 Plank Ruabon R25 (Dap) **NEW** £10.20
4F-071-133 7 Plank Ruabon R25 Weathered (Dap) **NEW** £11.20
37-089 7 plank wagon end door 127916 in NE grey (Bac) £12.11



38-150A Megapack of 8 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £191.60) **BARGAIN** £112
38-150A Single (Bac) (list £23.05) **BARGAIN** £15
38-150A Pack of 4 (Bac) (list £36.80) **BARGAIN** £58
4F-016-013 Banana Van Tropical Fruit M42 (Dap) **NEW** £10
4F-016-014 Banana Van Tropical Fruit M42 Weathered (Dap) **NEW** £11



38-425 Megapack of 8 Bulk grain bogie hopper in VTG 'Traffic Services' - weathered (Bac) (list £479.60) **BARGAIN** £370
38-425 Single (Bac) £51.39
38-425 Pack of 4 (Bac) (list £239.80) **BARGAIN** £192



37-951B Pack of 4 Conflat wagon in BR bauxite BD container in BR crimson B709076 (Bac) (list £63.80) **BARGAIN** £50
37-951B Single (Bac) £13.50



R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard Buff - Flak 43 (Bac) (list £29.05) **BARGAIN** £19
4F-014-004 Fruit D van W2023 in BR maroon - weathered (Dap) £15
R6761 HAA hopper 356313 in BR coal sector (Hor) £18
R6761 Hornby 2016 PGA wagon - Exclusive to Hornby Collector's Club (Hor) **NEW** £15
R6689 Hornby Breakdown Crane (Hor) **NEW** £22



37-314 Intermodal bogie wagon 2 x 45ft containers in Salfmarine (Bac) (list £49.95) **BARGAIN** £29
37-314 Pack of 4 (Bac) (list £199.80) **BARGAIN** £108
38-210A JJA auto ballaster outer generator in Railtrack (Bac) £42.46
38-210A Pack of 4 (Bac) (list £199.80) **BARGAIN** £160
38-210A Megapack of 8 (Bac) (list £399.60) **BARGAIN** £310



38-212B JJA non-generator auto ballaster in ex-Railtrack curved top profile - weathered (4 per rake each Generator wagon) (Bac) **NEW** £46.71
B910C KQA KITA Pocket wagon & container (Dap) £23
B778h MCA Mini Monsterbox (cut down sides) 86 in EWS - 500240 (Dap) (list £17.95) **BARGAIN** £13
4F-046-001 Megafret Twin Pack - weathered - 2 x 45 Ft High Cube Containers (Dap) £31



38-553A Midland 20T brake van 134900 in LMS Bauxite (without Duckets) (Bac) **NEW** £23.76



38-552A Midland 20T brake van 357914 in LMS Grey (with Duckets) (Bac) **NEW** £23.76



38-550A Midland 20T brake van M357897 in BR Grey (with Duckets) (Bac) **NEW** £23.76



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) **BARGAIN** £12
38-287 Pack of 3 22 ton Prestios in BR bauxite - weathered (Bac) £68.73



37-097 Pack of 3 5-plank wagons - weathered (Bac) £39.06



37-095A Pack of 3 7-plank 'Coal trader' private owner wagons - weathered (Bac) £42.46
38-651A PCA Metalair Bulk Powder Wagon 10890 in Grey (Bac) £22.06
38-650A PCA Metalair Bulk Powder Wagon 11017 'Blue Circle Cement' (Bac) £22.06
R6760 PGA hopper wagon VTG14234 in CAB / Procor - weathered (Hor) £15
38-059 ZDA Bass dropside open wagon BR grey & yellow - weathered (Bac) £19.51



R8012 HM2000 High output power & speed controller, mains supply (Hor) £74
38-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54



DCC decoders



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



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) **BARGAIN** £70
36-557 Single (Bac) £14.50
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10
DC277 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) 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
BPDC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88



DCC accessory decoders



DCC controllers



36-500 EZ Command DCC controller - boxed (Bac) £76.46



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

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



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

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

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
36-036 Lamps (non working) - Pack of 12 (Bac) £12.71



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

Spares

36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61
SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2



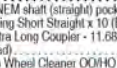
SL-110 Finescale rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline) For OO, HO & O gauge - Pack of 24 (Pec) £2

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

36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £9
36-061 Mk2 NEM Coupling Short Straight x 10 (Bac) £7.61
20KADEE NEM-362 Extra Long Coupler - 11.68mm (29/64") (two Draft Gear Boxes) (2 pair) (Kad) £2.90
TT4561 Tidy Track Foto Wheel Cleaner OO/HO Gauge (Woo) £21.75

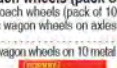


Wheel sets

R8218 14.1mm coach wheels (pack of 10) (Hor) £5
R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
R8007 Metal 3 hole disc wagon wheels on axles (10 axles) 12.0mm diameter (Hor) £5.50
36-015 Metal 3-hole disc wagon wheels on 10 metal axles - Pack of 20 (Bac) £7



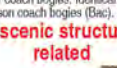
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
36-005A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) £6.76
36-006A Pair of Thompson coach bogies (Bac) £6.76



Man-made scenic structure - railway-related



LK-55 76ft Well type turntable (Pec) £38
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
R836 Double track level crossing (Hor) £18



R070 Electrically Operated Turntable (Hor) £59

44-129 Fuel Storage Tank (110 x 55 x 10mm) (Bac) £25.46
44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) £33.11
BF-HO-01 HO/OO Scale Buffer Stop DCC Wireless (Pro) £9
LK-85 Uniseal Flexible Field Fencing (1080mm) (replaces LK-45) (Pac) £3.50
DOCAT1 Overhead Mk2 High Speed Catenary Single Mast (Pack of 10) 5 long arm and 5 short arm easy-fit mounting system (Bap) £12
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
LC-110 Single Mast (Pec) NEW £7.95



LC-100 Start-up pack: 12 masts, 12 registration arms, 2 flags and 16-page Shows You How Guide (Pec) NEW £69
R460 Straight Platform (Hor) £3.50
R8614 Straight Platform x 2 - Skidplate (Hor) £9

Signals

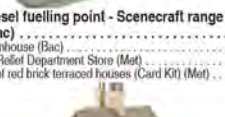
R169 Home Junction signal (Hor) £10
DS6 One Touch DCC Signal Dual Home (HO) (Tra) £32
DS3 One Touch DCC Signal Home Distant (R/Y/G) (Tra) £25

Buildings - general

R9818 Skeldeston High Brooms Station (Hor) £46.29
44-0046 Corner Store (Bac) £33.96



44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
44-0030 Farmhouse (Bac) £29.71
PO279 Low Relief Department Store (Met) £12.50
PO261 Pair of red brick terraced houses (Card Kit) (Met) £8



44-0021 Rural Workers Cottages (Bac) £38.21
PO263 Small factory kit (Met) £12
PO262 Stone Terraced Houses (Met) £12
44-0045 Suburban Station (Bac) £46.71
PO282 Warehouse - low relief or stand-alone (Met) £12
44-0028 Weighbridge (Bac) £33.96



Man-made scenic structure - non-railway
O068 Churnley Society Farm Barnyard Win Top Kit (240 x 25mm) (Anc) £12
44-505 Security fences x 10 - Scenecraft range (Bac) £5

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39
44-225 Low Relief Retaining Wall (168 x 10 x 85mm) (Bac) £14.41
R8641 Platform footbridge - Skidplate 'Raiside' range (Hor) £22
44-568 Quayside walls (Bac) £33.96
44-152 Railway Road Over Bridge (102 x 184 x 60mm) (Bac) £38.21
M0054 Red brick card sheets - 4 x thick, 4 x thin. Plus 1 sheet of roofing slates (Met) £5



PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11
PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11
R8744 Straight walls x 3 - Skidplate 'Gasworks' range (Hor) £11

People - civil

36-407 1950s Train Crew x 6 (Bac) £6.21
36-402 1960/70s Standing Station Passengers (Bac) £6.38
36-407 Locomotive staff x 6 (Bac) £6.21
36-045 Station passengers sitting 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 insultrug (Pec) £14
ST-244 Setrack curved double radius right handed point insultrug (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 insultrug (Pec) £9
ST-240 Setrack No.2 radius right handed point insultrug (Pec) £9
ST-225 Setrack No.2 radius standard curve (Pec) £2
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 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70



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-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

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

SL-90 Double slip insultrug (Pec) £31

SL-98 Large Y point (Pec) £11

SL-67 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 insultrug (Pec) £12

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

SL-E88 Right hand curved point electrofrog (Pec) £12.50

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

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

SL-95 Right hand medium point (Pec) £10

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

SL-89 Left hand large point insultrug (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-96 Right hand curved point (Pec) £12.50

SL-E88 Right hand curved point electrofrog (Pec) £12.50

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

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

SL-95 Right hand medium point (Pec) £10

SL-E95 Right hand medium point electrofrog (Pec) £10

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

SL-E91 Right hand small point electrofrog (Pec) £9.50

SL-80 Single slip insultrug (Pec) £28

SL-E97 Small Y point electrofrog (Pec) £9.50

Track - Code 75 Finescale Streamline

SL-102F 1 yard (91.5cm) length of finescale Nickel 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

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SL-E91 Right hand small point electrofrog (Pec) £9.50

SL-80 Single slip insultrug (Pec) £28

SL-E97 Small Y point electrofrog (Pec) £9.50

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

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

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

SL-90 Double slip insultrug (Pec) £31

SL-98 Large Y point (Pec) £11

SL-67 Left hand curved point (Pec) £12.50

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details

76ASV004 Austin Sovon HN Van LMS (Oxf) NEW	£4
76ASV005 Austin Sovon Van Daniel Doncaster (Oxf) NEW	£4
76CA003 Bedford CA Ice Cream Lyons Maid (Oxf) NEW	£4
76D2802 DAF 2800 Upper Alfred Hymas (Oxf)	£18



76STOB025 DAF FTGX105 Curtainside (Oxf)	£17
76STOB041 Eddie Stobart Scania Steady Eddie (Oxf)	£18
76FDE008 Ford 400E Van Southdown (Oxf) NEW	£5
76FTC006 Ford Transit Connect Stobart Air (Oxf)	£4
76FTC005 Ford Transit Connect White (Oxf)	£4
76FT3003 Ford Transit Mk3 British Rail (Oxf) NEW	£4

NEW



76FT3002 Ford Transit Mk3 Royal Mail (Oxf) NEW	£4
76FSR004 Fowler Steam Roller No 19053 Patricia B (Oxf)	£10

NEW



76SET45 Haydon Coulthard Centenary Set (Oxf) NEW	£40
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NEW



76SST005 Scammell Showtrac & Dodgem Trailer	
Anderton & Rowland - Gladiator (Oxf) NEW	£10
76S14002 Scania 113 Tipper Reids of Minishunt (Oxf)	£18
76SCL003 Scania Crane Lorry Eddie Stobart (Oxf)	£14

NEW



76SHL04WF Scania Highline Walking Floor Stobart Ascot	
Champions Day (Oxf) NEW	£17.80
76SCA04LL Scania R Series Topline low loader 'McAdams' (Oxf)	£19
76SHL15WF Stobart - William Buck (Oxf)	£18
76T1V008 Triptych Van Grand Union Canal Company (Oxf) NEW	£4

Farming & Construction

NEW



76KOM001 Komatsu PC340 standard (fully poseable)	
boom (Oxf) NEW	£17

Military ground vehicles

76AEC018 AEC Matador Wrecker British Army SCOC Brown (Oxf)	£11
76DL002 Bedford GLD 1st Armoured Division 1941 (Oxf)	£11
76DT001 Diamond 1980 Tank Transporter TRC Western Desert 1942	
GHQ Cairo (Oxf)	£20
76SV005 Standard Vanguard RAF Nicosia (Oxf) NEW	£4

Public Service vehicles

76FT1003 Ford Transit Mk1 London Fire Brigade (Oxf) NEW	£4
76MA005 Mercedes Ambulance Hong Kong (Oxf)	£8
76TN001 Thornycroft Nubian Major City of Birmingham AFS (Oxf)	£12

Underground vehicles

80403 1959 Piccadilly Tube Line Driving Car 'A' static model (EFE)	£45
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HO Gauge (1:87 Scale)

Electronic components

DCC40 Reverse loop control module (Gau)	£32
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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
372-312 Class 21C1 Merchant Navy 4-6-2 35028 "Clan Line" BR green	
late crest (Gra)	£135.95
25-009-004 Class 2804 2-6-0 3803 in GWR green GWR lettering (Dap)	£105
372-626 Class 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) 193.46	
25-015-001 Class 2MT Ivatt 2-6-2 1208 in LMS black (Dap)	£53



25-015-004 Class 2MT Ivatt 2-6-2 41310 in BR black early	
emblem - weathered (Dap)	£57
372-060 Class 4F 0-6-0 4324 BR black late crest & Fowler tender (Gra) 193.46	



372-138 Class 5 4-6-0 5190 in LMS Black (Gra)	£110.46
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2S-007-006D Class 5700 Pannier 0-6-0 3702 in BR black	
late crest - DCC Fitted (Dap)	£82
2S-007-012D Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap)	£81
2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC	
Fitted (Dap)	£82
2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shiributton	
emblem - DCC fitted (Dap)	£88
2S-007-010 Class 57xx Pannier 0-6-0 8700 GWR green shiributton	
emblem (Dap)	£81
2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shiributton	
emblem - DCC Fitted (Dap)	£82



2S-007-013 Class 57xx Pannier 0-6-0 9744 in British	
Railways green (Dap)	£81
2S-019-006 Class 6800 4-6-0 6803 "Buckebury Grange" in BR lined	
green late crest (Dap)	£100
2S-019-005 Class 6800 4-6-0 6837 "Forthampton Grange" in BR lined	
green early emblem (Dap)	£100
372-481 Class 6P Jubilee 4-6-0 45572 "Eire" in BR lined green late crest -	
weathered (Gra)	£118.96
2S-001-003 Class 7800 Manor 4-6-0 7805 "Broome Manor" in GWR green	
GWR late crest (Dap)	£100
2S-017-001 Class TMT Britannia 4-6-2 70006 "Robert Burns" in BR green	
early emblem (Dap)	£101
2S-017-005 Class TMT Britannia 4-6-2 70025 "Western Star" in BR green	
late crest - weathered (Dap)	£107
2S-017-005D Class TMT Britannia 4-6-2 70025 "Western Star" in BR	
green late crest - weathered. DCC Fitted (Dap)	£126
2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G	
tender - weathered (Gra)	£94



2S-013-004 Class 9F 2-10-0 92052 in BR black early	
emblem & BR1G tender (Dap)	£87
2S-012-008 Class A1X Terrier 0-6-0T 3644 Southern Railway green (Dap)	£83.66



2S-012-008 Class A1X Terrier 0-6-0T 3 "Bodiam" in Kent &	
East Sussex blue (Dap)	£83.66



2S-012-005 Class A1X Terrier 0-6-0T 32655 in BR black	
early crest (Dap)	£83.66
2S-012-007 Class A1X Terrier 0-6-0T 5 "Portsmouth" GWR green	
shiributton (Dap)	£83.66
ND129E Class A3 steam loco 60070 "Gladiator" BR lined green early	
crest (Dap)	£99



2S-008-005 Class A4 steam loco 60022 "Mallard" in BR	
green early crest & double chimney (Dap)	£119.80
372-400 Class J30 0-6-0T 1856 LNER Lined Black flat sided tender (Gra)	£80.71
2S-016-004 Class M7 0-4-4 30 Southern Railway green - weathered (Dap)	£53
2S-016-002 Class M7 0-4-4 30126 in BR black early emblem (Dap)	£53
2S-016-003 Class M7 0-4-4 30253 in BR black late crest (Dap)	£53
372-631 Class N 2-6-0 31844 in BR black early emblem (Gra)	£106.21
2S-021-002 Class Q1 0-6-0 33018 in BR black late crest (Dap)	£94
372-426 Class WD Austroly 2-6-0 90566 in BR black late crest (Gra)	£116.96
372-185 Princess Coronation Class 4-6-2 46236 "City of Bradford" in BR	
black early emblem (Gra)	£127.46

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

Diesel locos

371-015C Class 08 Shunter 08672 in BR Blue Wasp Stripes (Gra)	£76.46
371-021A Class 08 Shunter 03785 in BR Green Late Crest (Gra)	£76.46
2D-020-001 Class 153 DMU 15337 in Central Trains green (Dap)	£79
371-032 Class 20 20033 in BR Blue Indicator Diesel (weathered) (Gra)	£83.46
371-033 Class 20 D8011 BR Green Small Yellow Panel (weathered) (Gra)	£97.71



371-035 Class 20 Twin Pack 20904 "Nancy" & 20906 in	
Hunslet-Barclay Livery (Gra)	£178.08
2D-012-010 Class 22 diesel loco D6311 in BR green no yellow panels &	
disc headcodes (Dap)	£106
2D-012-013 Class 22 diesel loco D6315 in BR green (pre-TOPOs font	
numbering) - weathered (Dap)	£111
371-086 Class 25T 15222 in BR Green (weathered) (Gra)	£93.46

371-088 Class 25/2 25231 in BR Blue (weathered) (Gra)	£93.46
ND145JD Class 25 D6326 in BR green - DCC Fitted (Dap)	£99
2D-013-001 Class 27 diesel loco D5401 BR green small yellow panels (Dap)	£82
371-112 Class 31 31173 in BR Blue Full Yellow Ends (Gra)	£100.26
371-110 Class 31 31826 in BR Green Full Yellow Ends (Gra)	£100.26



371-111 Class 31 D5596 in BR Green Small Yellow	
Panels (Gra)	£100.26
2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap)	£85
371-455 Class 37 37251 in BR Blue (weathered) (Gra)	£106.21



371-166 Class 37/4 37408 "The Saltire Society" in	
Railfreight Distribution (Gra)	£89.21
371-168 Class 37/5 37506 Railfreight Red Stripe Livery (Gra)	£89.21
371-604 Class 42 Warship D832 "Onslaught" BR Green (as	
preserved) (Gra)	£100.26
372-244 Class 47/7 47711 Greyhairs Bobby BR Blue Large Logo (Gra) £101.96	
2D-003-008 Class 52 diesel loco D1009 "Western Enterprise" in BR	
maroon - weathered (Dap)	£94
2D-003-011D Class 52 diesel loco D1009 "Western Enterprise" in BR Blue	
full yellow ends - weathered. DCC Fitted (Dap)	£110
371-286 Class 55 Deltic D9002 "The King's Own Yorkshire Light Infantry"	
in BR Green Hall Yellow Ends (Gra)	£93.46
2D-004-008 Class 55 diesel 56056 in Construction (Doncaster built)	
DCC fitted (Dap) NEW	£116
2D-004-000 Class 56 diesel loco 56006 "Ferrybridge C Power Station" in	
Loadham black & orange (Dap)	£113.80
371-656 Class 57 57312 in Network Rail Yellow (Gra)	£93.46
371-356 Class 60 60X29 "Ban Nevis" Railfreight Metal Sector Livery (Gra) £93.46	
371-383A Class 60 60101 in DB Schenker Livery (Gra)	£103.66
371-387 Class 66 66343 in DBS Plain Blue Compass Logos (Gra)	£103.66
371-385 Class 66 66548 in Freightliner Livery (Gra)	£89.21
2D-007-002 Class 66 diesel 66504 in "Freightliner Powerhaul" (Dap)	£75
371-636 Class 70 PowerHaul 70003 Freightliner (Gra)	
(list £119.95)	BARGAIN £82.50



371-635 Class 70 PowerHaul 70006 Freightliner (Gra)	
(list £119.95)	BARGAIN £82.50

2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126,	
W43125 & two Mk3 coaches (Dap)	£135



2D-019-004 Class 43 HST Book Set in Intercity Swallow -	
43075, 43106 & two Mk3 coaches (Dap)	£135



371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96	
2D-009-002 Class 121 single car DMU Bubble car 55032 BR blue/grey (Dap) £90	
2D-009-000 Class 121 single car DMU Bubble car W55022 in BR green	
small yellow warning panel (Dap)	£90
2D-020-002 Class 153 DMU 15337 in London Midland grey & green (Dap)	£99
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
ND113b Class 156 2-car DMU 156411 Regional Railways (Unpowered	
Dummy) (Dap)	£44



371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96	
2D-009-002 Class 121 single car DMU Bubble car 55032 BR blue/grey (Dap) £90	
2D-009-000 Class 121 single car DMU Bubble car W55022 in BR green	
small yellow warning panel (Dap)	£90
2D-020-002 Class 153 DMU 15337 in London Midland grey & green (Dap)	£99
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
ND113b Class 156 2-car DMU 156411 Regional Railways (Unpowered	
Dummy) (Dap)	£44



371-558 Class 158 2-car DMU 158871 ScotRail (Gra)	
(list £144.95)	BARGAIN £89



371-741 Class 251 Blue Pullman 6-car Midland set in Nanking	
blue full yellow ends. (Gra) (list £269.95)	BARGAIN £171



371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra)	
(list £169.95)	BARGAIN £99



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London	
Midland (Gra) (list £169.95)	BARGAIN £99
372-677 Class 411 4 CEP 4-car EMU in BR blue & grey (Gra)	£137.02



372-675 Class 411 4 CEP 4-car EMU in BR green. (Gra)	£137.02
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374-902A BR Mk1 TPO Blue & Grey (Gra) NEW	£33.96
374-191 BR Mk1 BCK Brake Second Corridor ADB977109 Departmental	
yellow (Gra)	£24.61
374-256B BR Mk1 CK Composite Corridor in crimson & cream (Gra)	£24.61
374-255C BR Mk1 CK Composite Corridor in crimson & cream (Gra)	£24.61
374-258C BR Mk1 CK Composite Corridor M16153 Blue & Grey (Gra)	£25.46



374-220D BR Mk1 FK Pullman First Kitchen Car	
'Robin' Umber & Cream (Gra) NEW	£30.56



374-200E BR Mk1 FP Pullman First Parlour Car 'Pearl'	
Umber & Cream (Gra) NEW	£30.56



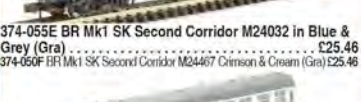
374-110A BR Mk1 RMB Mini Buffet Car Blue & Grey (Gra)	
NEW	£25.46



374-107A BR Mk1 RMB Mini Buffet Car Maroon (Gra)	
NEW	£25.46



374-051D BR Mk1 SK Second Corridor (SF) Green (Gra)	
NEW	£25.46



374-055E BR Mk1 SK Second Corridor M24032 in Blue &	
Grey (Gra)	£25.46
374-055F BR Mk1 SK Second Corridor M24407 in Cream & Cream (Gra) £25.46	



374-013C BR Mk1 SO Second Open Blue & Grey (Gra) £24.61	
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374-801B BR Mk1 TPO in Post Office red (Gra) NEW	£33.96
374-800A BR Mk2A BSO Brake Second Open in blue & grey (Gra) £24.61	
374-461 Bulleid CSR Composite Corridor BR crimson & cream (Gra)	£23.83
2P-011-102 Gnsley Teak 1st Class 31869 (Dap)	£19.50
2P-011-006 Gnsley Teak 3rd Class 60656 (Dap)	£19.50
2P-011-004 Gnsley Teak Brake 5535 (Dap)	£19.50
NLRT002 Leyland Royal Tiger Southdown (Oxf) NEW	£7



374-877 LMS 50ft Inspection Saloon Blue & Grey (Gra)	
NEW	£33.96



374-876 LMS 50ft Inspection Saloon BR Maroon (Gra)	
NEW	£33.96

Visit

www.ehattons.com/new

for new releases

- 377-875 25 Ton Queen Mary Brake Van SH Brown Small Lotioning (Gra) £22.91
 373-6260 31 Ton OBA Open Wagon Railright red & grey - weathered (Gra) £13.56
 NR-51 5-plank China Clay Hood wagon (Pec) £10
 2F-071-032 7 Plank Rusion 825 (Dap) NEW £9
 2F-071-033 7 Plank Rusion 825 Weathered (Dap) NEW £9
 377-1018 90 Tonne ghy JGA Bogie Hopper Bluton Line Industries (Gra) £19.98
 2F-036-025 Bulk Grain Hopper GWR 42303 (Dap) NEW £13.50
 2F-036-026 Bulk Grain Hopper GWR 42303 Weathered (Dap) NEW £14.50
 2F-013-027 Gunpowder Van LMS Grey 7004 (Dap) NEW £9
 2F-013-028 Gunpowder Van LMS Grey 7004 Weathered (Dap) NEW £10



- 377-365 Intermodal Bogie Wagon With Two 45ft Containers '2XL' (Gra) £30
 377-701 JJA M2 Auto-Ballast Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £39.96
 373-786 Triple Pack 45 Ton ghy 1TA Tank Wagon West Riding Train (Gra) £40.76
 377-235A Triple Pack of 16 Ton Steel Mineral Wagons BR grey - weathered (Gra) £36.51
 377-386A Triple Pack of Conflat Wagons BR crimson BD Container - weathered (Gra) £39.96
 377-278 Triple Pack of Steel Tippler Wagons BR grey 'Iron Ore' - weathered (Gra) £36.51

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
 DCC26 8-pin 4-function 1A (1.5A peak) small OPT decoder (Gau) £13

Lighting equipment



- NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) £8

Accessories

- HN601 Barrels, Stacked Horizontally (Hav) NEW £4.35

Spares

- 2A-000-006 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5
 SL-311 Insulated Rail Joiners/Fishplates for N & OOO 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 & OOO gauge (24 per pack) (Pec) £2

Wheel sets

- 379-412 Axles coach wheels - Pack of 10 (Gra) £5.74

Man-made scenic structure - railway-related

- 379-200 4 x Platform sections (red brick) (Gra) £9

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

Buildings - general

- PN184 Factory Entrance & Boiler House (Met) NEW £12

Bridges, Tunnels & Walls

- PN144 Retaining Wall (Stone) (Met) £7.50

Grass, Ground, Lichen, Hedges & Foliage

- NH100 150mm lengths of hedge x 6 (KSM) £11

Track - Code 80 Setrack



- ST-11 Double straight track (Pec) £1.50
 ST-19 N Setrack No. 4 radius double curve (Pec) £2.50
 ST-17 N Setrack No3 radius double curve (8 form a circle), 298.5mm/11.75' radius (Pec) £2
 ST-12 No.1 radius double curve (Pec) £1.30
 ST-3 No.1 radius single curve (Pec) £1.30
 ST-15 No.2 radius double curve (Pec) £1.50



- ST-6 Setrack left hand point insulfrog (Pec) £8.50



- ST-5 Setrack right hand point insulfrog (Pec) £8.50
 ST-1 Standard straight track (Pec) £1.30
 ST-300 Starter Track Set (Pec) £44

Track - Code 80 Streamline

- SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £4
 SL-302 Pack of 25 (Pec) £84
 SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
 SL-300 Pack of 25 (Pec) £84
 SL-389 Left hand large point insulfrog (Pec) £10



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



- SL-396 Left hand medium point insulfrog (Pec) £9
 SL-E386 Right hand curved point electrofrog (Pec) £10
 SL-388 Right hand large point insulfrog (Pec) £10

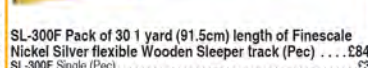


- SL-E395 Right hand medium point electrofrog (Pec) £9
 SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale Streamline



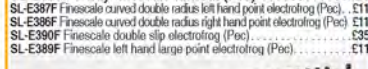
- SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £30
 SL-302F Pack of 30 (Pec) £31



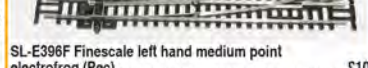
- SL-E399F 3-way finescale turnout (Pec) £26
 SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
 SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11
 SL-E380F Finescale double slip electrofrog (Pec) £25
 SL-E389F Finescale left hand large point electrofrog (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-E380F Finescale single slip electrofrog (Pec) £34
 SL-E397F Finescale Y Point, Electrofrog (Pec) £11
 ST-45 Setrack N Gauge Curved Turnout LHM (Pec) £14
 ST-44 Setrack N Gauge Curved Turnout RHM (Pec) £14

Track underlay

- GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18
 SL-350 Roll of Underlay (5 Metres) (Pec) £6

Railway publications



- 379-016 Graham Farish 2016/17 Catalogue (Gra) NEW £6

Commercial vehicles

- NAEC009 AEC Malador Royal Artillery Malta (Oxf) NEW £6
 NBSA003 Motorbike and Sidecar Royal Mail (Oxf) NEW £3

1:72 Scale Aircraft - civil

- 72DV001 De Havilland Dove 'Dan Air' (Oxf) £30

O Gauge (1:43 Scale) Diesel locos



- 5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) £550



- 5351 Class 53 D0280 'Falcon' in BR two tone green small yellow panels. (Hel) £550

Coaches

- 4922 BR Mk1 BSK brake 2nd corridor coach in blue & grey (Hel) £250
 4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250
 4914 BR Mk1 SO 2nd open in SR green (Hel) £250

Wagons

- 1050 100cc OAA in BR blue - early (Hel) £63
 1040 200cc VAA sliding door van in BR blue - early (Hel) £63
 5053 2797 589 IWB Cargowagon - GB-Continent (Hel) £145
 5051 2797 591 IWB Cargowagon (graffiti version) (Hel) £145

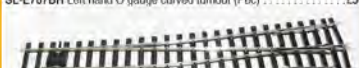


- 5050 2797 695 IWB Cargowagon (Hel) £145
 1002 33cc class B tank in Waste Oil Black (Hel) £63
 7F-051-019 5 Plank LMS 24361 (Dap) NEW £36.50

Track - Code 124 Bullhead Streamline



- SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver track (Bullhead Nickel Silver Rail) (Pec) £73
 SL-700BH Single (Pec) £6.50
 SL-E787BH Left hand O gauge curved turnout (Pec) £50



- SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £39
 SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £39
 SL-E797BH Y Point bullhead rail & electrofrog (Pec) £39

Cars



- 43AMB2001 Aston Martin DB2 MkIII saloon in British Racing Green (Oxf) £21
 43AH1603 Austin-Healey 100 BN1 Spruce Green Open (Oxf) £20



- 43DSP003 Daimler SP250 Hood Ivory/Red (Oxf) NEW £19
 43DSP004 Daimler SP250 Open Racing Green (Oxf) NEW £18.60
 VA10812 Ford Capri Mk3 2.8i injection, Forest Green and Crystal Green (Oxf) (list £22.99) BARGAIN £14
 VA11702 Ford Sierra RS Cosworth - Moonstone Blue (Oxf) £15
 VA10113 Ford Sierra Sapphire RS Cosworth 4x4, Smokestone (Oxf) (list £19.99) BARGAIN £16
 43JAGV12004 Jaguar V12 E Type Coupe British Racing Green (Oxf) NEW £19



- 43VF001 Vauxhall Firenza Sport SL in Bluebird blue (Oxf) £19
 43VA001 Volvo Amazon in light green (Oxf) £18

Military ground vehicles

- 43LAN188020 Land Rover Series 1 88 Canvas REME (Oxf) NEW £9

G Scale

Steam locos

- 91404 Errolly Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £219
 91401 Thomas the Tank Engine (with moving eyes) (Thomas the Tank range) (Bac) £179



- 90059 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac) £249

Train sets - analogue



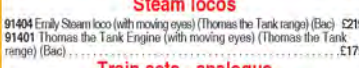
- 90068 Thomas Annie & Clarabel train set (loco moving eyes & Steel Track) Thomas the Tank range (Bac) £249

Track & Points

- 10600 Straight Track 600mm long (LGB) £11

Any or Multiple Scales

Analogue controllers



- COMBI Combi 12V 1Amp Single Track Controller Transformer (Gau) £30
 P8300 Digital 15V 4A Multi-purpose Transformer (Hor) £32
 DS Double power controller brake simulator (Gau) £119



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



- Q Quadraple 4 circuit power controller (Gau) £130
 W Walkabout circuit controller (Gau) £29

Analogue power supplies

- M1 Transformer Output 2 x 10v AC 1A (Gau) £37

Analogue point control

- PL-35 Capacitor Discharge Unit Mk2 (Pec) £14
 PCU1 Electronic points control unit (Gau) £90
 MCDU Mains Powered CDU Unit (Gau) £20



- PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £54
 PL-15 Twin Microswitch (Pec) £7

DCC decoders



- DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hal) £110
 DCR-21PIN-Direct Single (Hal) £12
 DCR-21PIN-Direct Box of 5 (Hal) £57
 8PinMicro 6-pin decoder 8-pin plug (ESU) NEW £99



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

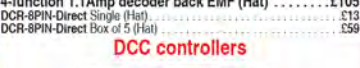


- DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hal) £105
 DCR-8PIN-Direct Single (Hal) £13
 DCR-8PIN-Direct Box of 5 (Hal) £59

DCC controllers



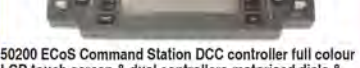
- 50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509
 36-508 EZ Command Dynamics Pro Box to allow up to 4 36-507 wireless handsets (Bac) £163.29



- DCC49 Prodigy 8 Amp booster unit (Gau) £144
 DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99
 DCC13 Wireless Walkaround unit for the Prodigy Advance 2 DCC system (DCC03) (Gau) £159

Point motors

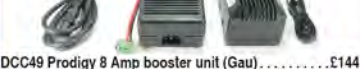
- PL-9.5 Mounting Plates for use PL-10E (Pec) £2.50
 PL-10WE High performance turnout point motor extended pin (Pec) £6
 PL-10 Point Motor (Switch Machine) (Pec) £34
 PL-10 Bag of 6 (Pec) £34



- PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
 PL-10E Single (Pec) £5
 BPMM10 Sleep Classic solenoid point motor - Pack of 5 (Gau) £26
 PM-2 Sleep point motor (Gau) £3.50
 PM-4 Sleep point Motor Self Latching Switch (Gau) £5



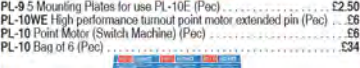
- PL-10E Single Point Motor (Pec) £5



- PM-1 Sleep point motor accessory switch (Gau) £4
 PL-11 Side/surface mounted point motor (Pec) £7.50

Switches & Levers

- PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
 PL-22 Lever Operated On/Off Switch (Pec) £5



- PL-26B Passing Contact Switch - Black Lever (Pec) £5.50
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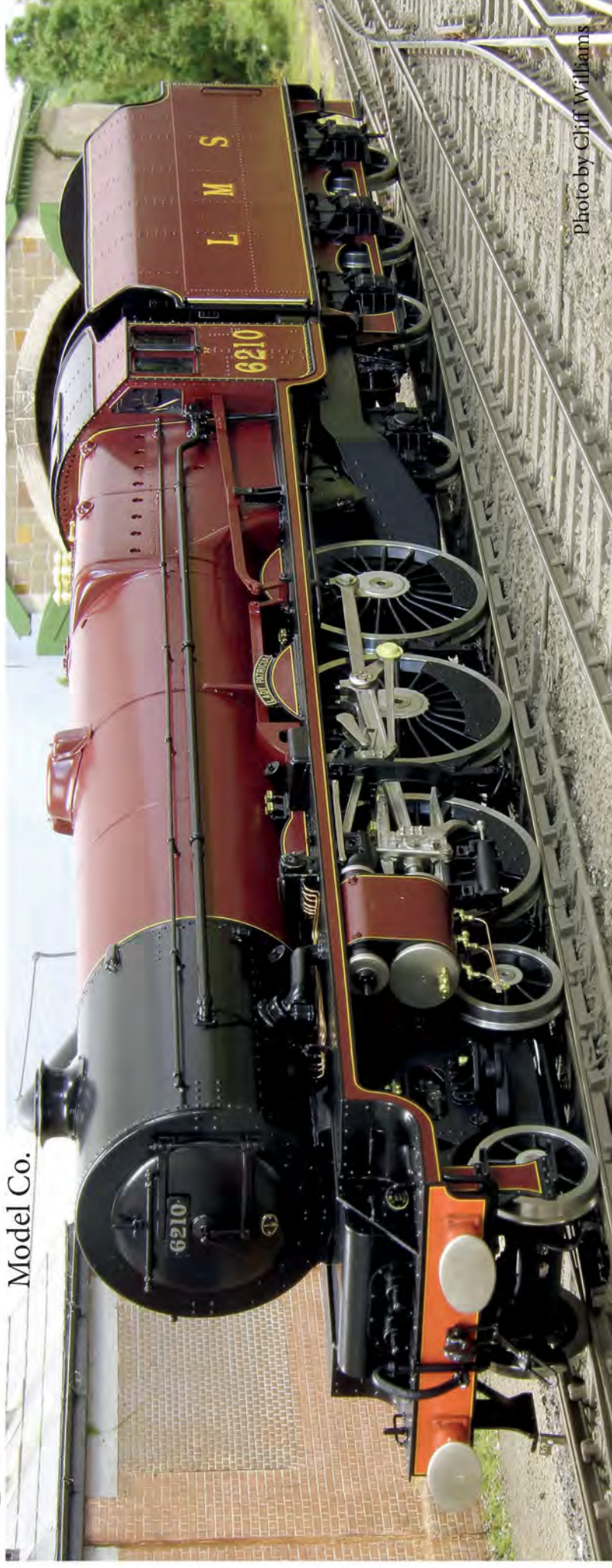


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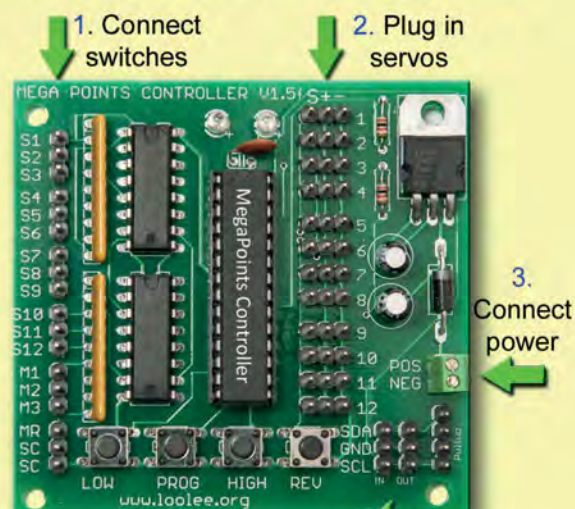
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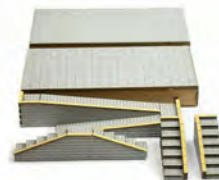
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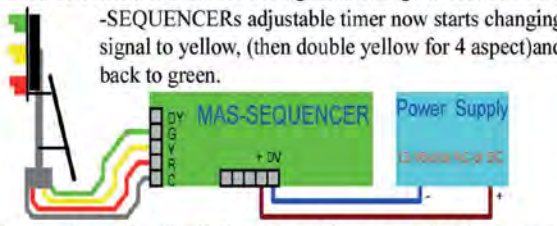
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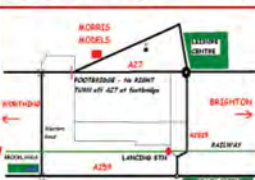
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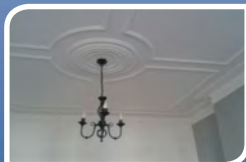
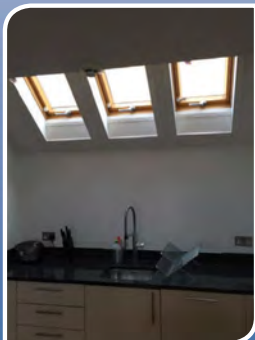
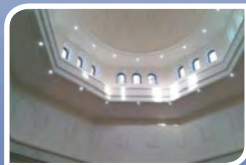
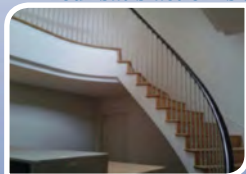
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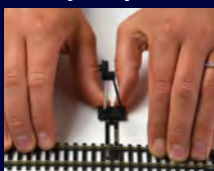
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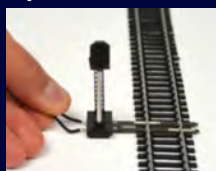
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Haydock Park Sunday 22nd May 2016, 10.30 – 3 Haydock park racecourse The exhibition centre, WA12 0HQ – M6 Junction 23 – 1 mile Up to 80 tables Admission adults £2.00 Children 50p. Contact: Barry Stockton on 0151-334 3362

RUGBY EVENING TOY & TRAIN COLLECTORS FAIR, The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN Tuesday 24th May 2016 80 stalls 7pm – 9pm Adults £1.50 Seniors £1.20 Children 50p www.bpfairs.com Tel 01604 846688

SANDOWN PARK TOY & TRAIN COLLECTORS FAIR Europe's No1 Toy Collectors Fair Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Rd, Esher, Surrey, KT10 9AJ Saturday 28th May 2016 10.30am-3pm Adults £6 Seniors £5.50 Children £2 www.bpfairs.com Tel 01604 846688

STAFFORD SHOWGROUND TOY & TRAIN COLLECTORS FAIR The Prestwood and Argyle Centres, Stafford Showground, Weston Road, Stafford ST18 0BD Sunday 12th June 2016 10.30am-3pm 280 stalls Adults £3.50 Seniors £3 Children £1 www.bpfairs.com Tel 01604 846688

TEESIDE TOY & TRAIN FAIR, Sunday 29th May 2016. 10.30 – 3pm. Thornaby Academy, Baysdale Rd Thornaby, Stockton on Tees, TS17 9DB. (3 mins off A19, next to A174), opposite McDonalds. Adults £3 Children £2 Senior Citizens. £2. Jim Corr 0750 4035955, Email: jim_corr73@hotmail.co.uk

TOY & TRAIN COLLECTORS FAIR, 2nd July (Sat) & 3rd July (Sun) 10:00am – 5:00pm LOCOMOTION, NATIONAL RAILWAY MUSEUM, SHILDON, CO. DURHAM. DL4 2RE Trade stands, working and static layouts. Admission Free. Tel: 07804 586477 email: nedcc1985@outlook.com

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May 14 - PORTSMOUTH Victory M/Rail Ex, Ad Lord Nelson Sch, Dundas Lane, **P03 5XT**. Sat 10-4.
May 21 BOGNOR REGIS South Downs 7mm NGA Group SWING M/Railway Ex, Felpham Community College, Felpham Way, Bognor Regis, **P022 8EL**. 10 - 4.30. www.swing.model-railway.org.uk.
May 21/22 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, **TS1 5NQ**. Sat/Sun 10 - 5.
May 28/29 - GLASGOW 'O' Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Rd, Glasgow, **G43 1NE**. Sat 10 - 4, Sun 11 - 4. *Free Parking - Close to Station - *NOTE Change of Date*
Jun 4 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Rd, Doncaster, S/Yorks, **DN4 7PD**. Sat 10-4. *NOTE - New Venue & New Date* - Interested in Model Boats?? See us at Doncaster Model Boat Show - a short walk from Guild Show!!
Jun 4/5 - DONCASTER NORTHERN MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster. **DN2 6AY**. Sat 10-5/Sun 10-4 Free Parking - Camping on Site (Chargeable) & Restaurant
June 4/5 - SHILDON, Model Railway Ex, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5pm.
June 25/26 - PERTH M/Rail Ex, Dewars Ice Rink, Perth, **PH2 0TH**. Sat 10-5.30, Sun 10-5
July 2/3 - GUILDFORD 49th Model Steam Rally & Exhibition, Guildford Model Engineering Society, Stoke Park, London Rd, Guildford Surrey, **GU1 1TU**. Sat 10-6, Sun 10-5.
July 9 - HAILSHAM Scale Model Show, The Civic Community Hall, Vicarage Ln, Hailsham, East Sussex, **BN27 2AX**. Sat 10-4. Inc Dolls Houses, M/Boats, M/Rlways, M/Planes & Scale Plastic Models
Aug 6/7 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold. **IP18 6SD**. Sat 10 - 5pm Sun 10-4.30pm. **Plenty of FREE Parking**
Aug 13 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Rd, Bexhill-on-Sea, East Sussex, **TN40 1SE**. Sat 10 - 5 **Plenty of FREE Car Parking**
Aug 13/14 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, **BD23 1UQ**. Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk
Sept 3/4 - TELFORD GUILDEX 2016, O Gauge Ex & Trade Show, The Telford Ex Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10 - 5, Sun 10 - 4. Coming to Telford? - Why not try Sunday? - the show is less busy - see more of the layouts AND a lot easier to get to our stand!!! :-)
Sept 10/11 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Ave, Swindon, **SN2 2EY**. Sat/Sun 10 - 5 Tel 01793 466646, steammuseum@swindon.gov.uk
Sept 17 - CRAWLEY Seaboard Southern American Model Railroad Show Charis Centre, West Green Drive, Crawley, W/Sussex. **RH11 7EL** Sat 10-5
Sept 17/18 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB**. *Modern Venue with easy access & FREE car parking.* Saturday 10 - 5 / Sunday 10 - 4
Sept 24/25 - HALIFAX M/Railway Ex, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10-5.
Sept 24/25 - WORTHING M/Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, **BN13 1LA** Sat 10 - 4.30 **Enlarged show this year - Extra Hall of Exhibits and layouts**
Oct 1/2 - FAREHAM Fareham & District M/Rail Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Saturday 10-5.30, Sunday 10.00 - 16.30. ***50th Anniversary***
Oct 1/2 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. **CT20 2DZ**. Saturday 10 - 5.30, Sunday 10.00 - 5.
Oct 8/9 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Rd, Aldershot, Hants. **GU12 4AS**. Sat 10 - 5, Sun 10 - 4.30
Oct 8/9 - SHILDON, M/Rail Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm.
Oct 15/16 - DUNDEE M/Rail & Model Show Sports Centre, Mains Loan, Dundee, Angus **DD4 7AA**.
Oct 15/16 - UCKFIELD M/Rail Exhibition, Uckfield Civic Centre, Uckfield. **TN22 1AE**. Sat/Sun 10-5.
Oct 15/16 - CARDIFF Model Railway Exhibition, Ysgol Gyfun Gymraeg Glantaf (Former Glantaf High School), Bridge Road, Landaf North, Cardiff, **CF14 2JL** Sat 10-5/Sun 10-4.
Oct 22 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. **PO19 8AE**. 10-5.
Oct 29/30 - HAZEL GROVE STOCKPORT Hazel Grove & District M/Rail Society Exhibition, Hazel Grove Rec. Centre, Jacksons Ln, Hazel Grove, Stockport, Cheshire, **SK7 5JX**. Sat 10-5, Sun 10-4. ***50th Anniversary - larger show with an extra hall - plenty of FREE parking** - www.hgdmrs.org.uk
Oct 29/30 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar Sch, Alwoodley Gates, Harrogate Rd, Leeds, **LS17 8GS**. Sat 10 - 5, Sun 10 - 4.30
Oct 29/30 - ABERDEEN M/Rail Exhibition RGU, Garthdee, Aberdeen, **AB10 7GE** Sat 10-6/Sun 10-4.
Nov 5 - HIGH WYCOMBE - WYCRAIL 16 Model Railway Exhibition, Cressex Community School, Cressex Rd, High Wycombe, Bucks **HP12 4UD**. Sat 10 - 5
Nov 5 - ANGMERING W.Sussex Area Group N Gauge Society Model Railway Exh, Angmering School, Greenwood Drive, Station Rd, Angmering, **BN16 4HH**. Sat 10 - 5 *Short Walk Angmering Station*
Nov 5/6 - CREWE Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd, Sunnysbank Road, Crewe, Cheshire, **CW2 8WD**. Sat 10-4.30, Sun 10-4 ***NEW VENUE**
Nov 12/13 - TELFORD IPMS SCALE MODEL WORLD 2016 The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10-6, Sun 10-4.00 Free Entry for IPMS Members.
Nov 12/13 - SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, **PE12 6ET**. Sat 10-5, Sunday 9.30 - 4.30.
Nov 18 - 20 - WAKEFIELD 55th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Fri 5.30-9. Sat 10-6, Sun 10-5
Nov 19/20 - WORKINGTON Model Rail Show, University of Cumbria, Energus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, **CA14 4JW**. Sat 10 - 5, Sun 10 - 4.
Nov 26/27 - BIRMINGHAM - Warley National M/Rail Ex Hall 5, NEC Birmingham **B40 1NT** Coming to Warley? - Why not come on the Sunday?? - the show is much quieter!!! See more of the layouts and a lot easier to get to our stand!! Centre Piece Locomotive Attraction + Junior Modeller Sponsored by Squires.
Dec 3 - ISLINGTON - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Saturday 10.30 - 4pm www.guidelinepublications.co.uk - for more info.
Dec 4 - ISLINGTON - The London Plastic Mod Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Sunday 10.30 - 4pm www.guidelinepublications.co.uk

EXHIBITIONS & SHOWS IN 2017

Jan 14/15 - BOGNOR REGIS M/Rail Ex, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **P022 8EL** Sat 10 - 5, Sun 10 - 4.30 **Plenty of Free Parking**
Jan 21/22 - CALNE MODEL RAILWAY EXHIBITION Calne Leisure Centre, White Horse Way, Calne, Wilts. **SN11 0SP** Free parking, Sat/Sun 10-5 - **Enlarged Show for 2017**
Jan 28/29 KENDAL M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5
Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, **G3 8YW**. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. Coming to Glasgow? Why not try Saturday?? or Sunday??? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!! :-)
Mar 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fulwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm
Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, **PE29 2NH** Sat 10 - 5, Sun 10 - 4 **Plenty of FREE Parking**
April 22 - NORWICH M/Railway Exhibition, Hellesdon High School, Norwich **NR6 5SB**. Sat 10 - 4.30pm.
May 14 - STAFFORD G Rail 2017 G-Scale Society Show, Stafford County Showground, Weston Rd, Stafford, **ST18 0BD**. Plenty of FREE Parking. Sun 10-5. Features Normal Squires Stand for all Scales

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Low Yard Junction

Gary Atkinson sought something different from his latest 'N' gauge exhibition layout with greater operational potential and multiple routes. The result is Low Yard Junction – a 16ft long layout which has a double-track main line, two branch lines, carriage sidings and a depot all ready for action.



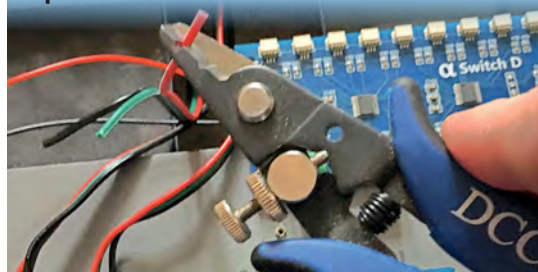
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PROJECT**

**TESTING,
TESTING...**

We've always got a new project in store, but this time we are taking our testing facilities to a new level with development of a brand new 'O' gauge test track in the *Hornby Magazine* office. Read the full story of this new diversion in an extended Staff Projects next issue...

Digital control panel

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- 2P-000-158** - Collett Coach GWR Crest Choc & Cream 3rd Class 1096
- 2P-000-281** - Collett Coach GWR Crest Choc & Cream Brake Comp 6541
- 2P-000-282** - Collett Coach GWR Crest Choc & Cream Brake Comp 6532

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- 2P-011-009** - Gresley LNER Teak 3rd Class 60655
- 2P-011-303** - Gresley LNER Teak Buffet 9115

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- 2F-027-008** - Silver Bullet - Ermewa 33 87 789 8013-0
- 2P-003-000** - B Set Coach Twin Pack GWR Cities Crest 6447 & 6448
- 2F-003-003** - B Set Coach Twin Pack Great Western 6894 & 6895
- 2F-003-005** - B Set Coach Twin Pack BR Crimson 6975 & 6976
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- 2S-002-04D** - Schools Merchant Taylors 910 SR Maunsell Olive Green Lined DCC
- 2F-034-027** - 21T Hopper - Doncaster Coalite 576
- 2F-034-028** - 21T Hopper - Doncaster Coalite 576 Weathered
- 2F-038-041** - 20T Steel Mineral - GWR 33250
- 2F-038-042** - 20T Steel Mineral - GWR 33250 Weathered
- 2F-060-010** - Grampus - BR Black DB990488
- 2F-060-011** - Grampus - BR Black DB990412
- 2F-060-012** - Grampus - BR Black DB990653
- 2F-060-013** - Grampus - Taunton Concrete Olive Green DB986708

OO GAUGE

IOA



- 4F-045-005** - IOA Network Rail Ballast Wagon 3170 5992 118-7
- 4F-045-006** - IOA Network Rail Ballast Wagon 3170 5992 107-0
- 4F-045-007** - IOA Network Rail Ballast Wagon 3170 5992 091-6
- 4F-045-008** - IOA Network Rail Ballast Wagon 3170 5992 115-3

Stanier Coach



C106D 57 FT Stanier Corridor Brake BR Carmine & Cream M5532M

Also released this month include;

- 4F-027-005** - Silver Bullet NACCO/ECC 33 87 789 8047-8
- 4F-027-006** - Silver Bullet NACCO/ECC 33 87 789 8102-8
- 4F-027-007** - Silver Bullet NACCO/ECC 33 87 789 8119-5 Weathered
- 4F-027-008** - Silver Bullet NACCO/ECC 33 87 789 8057-7 Weathered
- 4F-031-027** - 6 Wheel Milk Tank - SR United Dairies
- 4F-031-028** - 6 Wheel Milk Tank - SR United Dairies Weathered
- 4F-080-110** - 8 Plank - Monckton
- 4F-080-111** - 8 Plank - Monckton Weathered
- 4F-040-017** - 4 Plank - H Hotson 22
- 4F-040-018** - 4 Plank - H Hotson 22 Weathered

All product release dates correct at time of going to press

APPROVED

DAPOL GOLD
STOCKISTS

The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel: 01420 542244

ARUNDEL: **Gaugemaster** tel: 01903 884321

BARROW IN FURNESS: **Crafty Hobbies** tel: 01229 820759

BIDEFORD: **Osborn's Models** tel: 01237 423453

BURTON-ON-TRENT: **The Tutbury Jinny** tel: 01283 814777

CARLISLE: **C & M Models** tel: 01228 514689

CHELTHENHAM: **Cheltenham Models** tel: 01242 523117

HEREFORD: **Hereford Model Shop** tel: 01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel: 01562 750076

LIVERPOOL: **Hattons** tel: 0151 733 3655

NANTWICH: **Trident Trains** tel: 01270 842400

NORTH LANCING: **Morris Models** tel: 01903 754850

SHEFFIELD: **Rails of Sheffield** tel: 01142 551436

STROUD: **ANTICS** tel: 01453 825381

SHEPTON MALLET: **East Somerset Models** tel: 01749 880651

WORCESTER: **DCC Supplies** tel: 01905 621999

YORK: **Monk Bar Model Shop** tel: 01904 659423

Wickham Trolley Car

OO Scale Model Permanent Way Vehicle

32-993 BR Engineers Yellow with Wasp Stripes

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

ERA
7



32-992 Wickham Trolley Car
BR Engineers Yellow

ERA
6



32-991 Wickham Trolley Car
BR Maroon

ERA
4/5



Detailed windows with wipers



Canvas sides 'rolled up'



Static turntable on rear

Era 4/5 = 1948 - 1966

Era 6 = 1967 - 1971

Era 7 = 1971 - 1982