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REVIEWED!

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Hornby's latest Maunsell carriages



HORNBY magazine

Issue 111 Sept' 2016

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FIRST FOR NEWS

» Hornby wagons » Little Loco Class 15
» Heljan Class 45 » DCC Concepts track

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Cobalt Alpha

By DCCconcepts



α-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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CE and FCC approved and usable with mains voltages from 100 to 240v AC, Alpha Power is suitable for use in most parts of the world.

The natural partner for Alpha-Box, Alpha-Power has both DC output plug and screw terminal connections, so it is also an ideal choice for most DCC systems as well as DC users needing more power.



α-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!

We really wanted maximum cross-brand compatibility so Alpha-box is very versatile ... as a result it's perhaps best described as the "Swiss Army Knife" of DCC power boosters because it offers so much more than ANY other power booster you can buy anywhere.

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.

α-Central



It just does NOT get any easier than this!

Cobalt α 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.

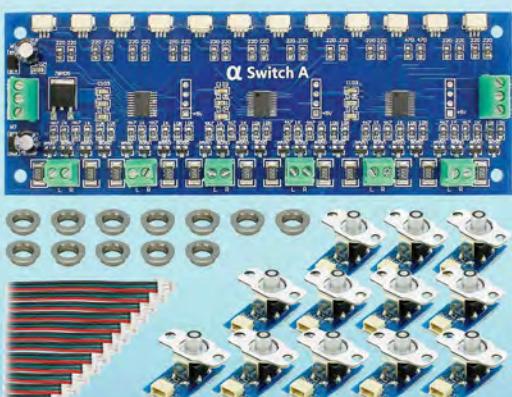
Alpha α

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!



α-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 α Alpha
makes the wiring
of control panels
quick and easy!

DCC thinking outside the square
concepts

HORNBY

magazine

September 2016

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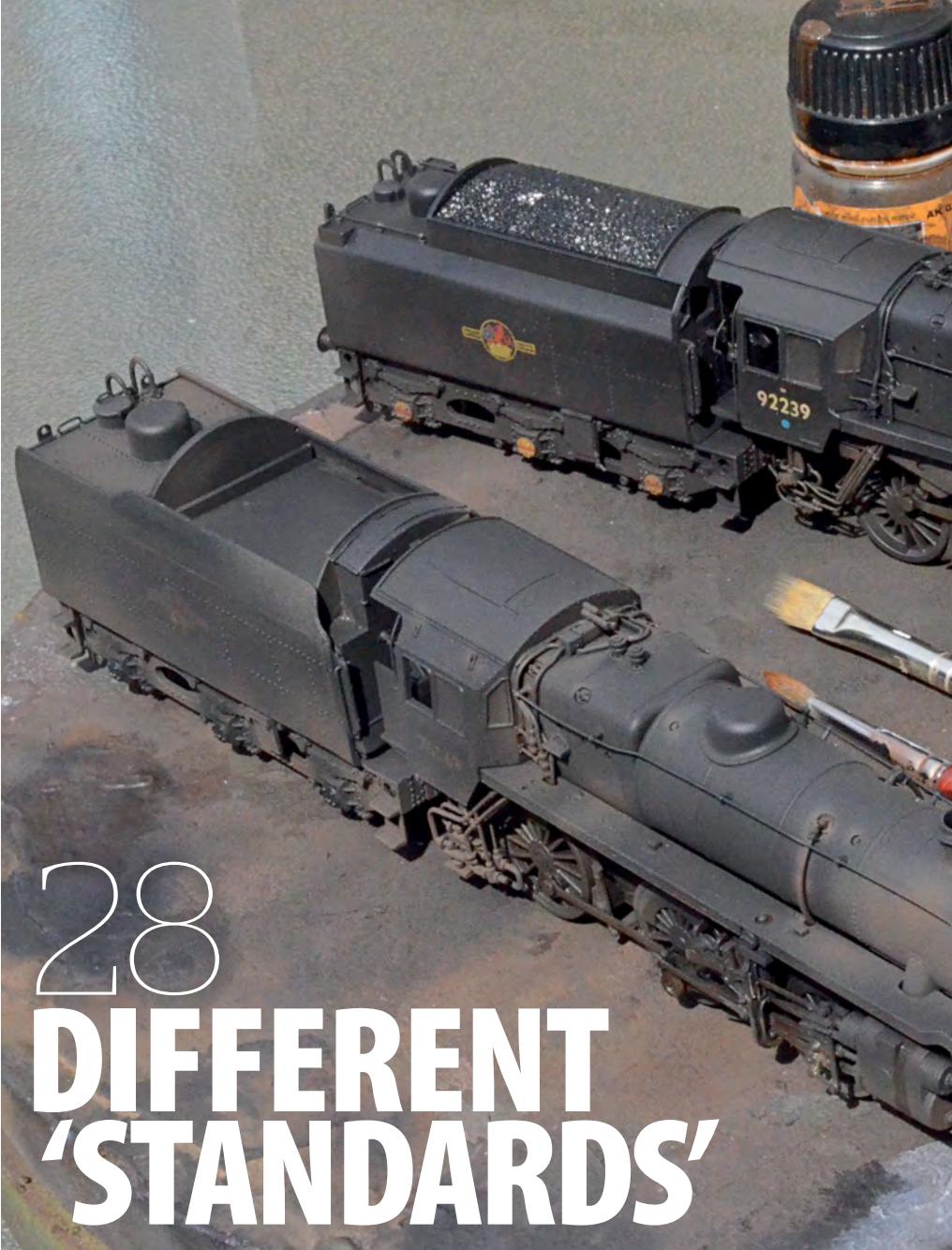
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LATEST OFFERS

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WE SHOW YOU HOW!

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Applying a few subtle details and weathering techniques can make all the difference to a model, as Tim Shackleton explains while transforming a pair of 'OO' gauge BR 'Standards'.

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With buildings taking shape on the Loch Dhu Distillery project, Nigel Burkin guides you through the basics of structure modelling using plastic sheet, a selection of solvents and a steady hand.

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Building a control panel doesn't have to be complicated. Mike Wild shows you how with exciting new products from DCC Concepts.

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News on the Great Electric Train Show, Hornby's forthcoming 'OO' gauge Cattle and Coke wagons, a new ready-to-run wagon announcement from the N Gauge Society, progress updates on forthcoming Dapol and Heljan 'O' gauge projects, our latest competition and much more.

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RETURN TO WHITBY WEST CLIFF

Since our last visit to the Yorkshire coast, Brad Seaman's incredible 45ft x 10ft 'OO' gauge exhibition layout has grown significantly, with new locations added and a set of imposing iron viaducts.



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HORNBY POST

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

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ABBOTS BARTON

Set on the outskirts of London during the 1960s, Dennis Prior's stunning 'OO' gauge BR Southern Region branch line witnesses much activity, ranging from steam-hauled or Electric Multiple Unit commuter services, to freight and the occasional excursion too.

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Stalwarts of the North East, Vincent Raven's 'Q6' 0-8-0s were strong and reliable heavy freight locomotives, as Evan Green-Hughes recounts.

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Welcome

THE EDITOR'S PAGE



Hornby Magazine is developing its online presence with the launch of a brand new look to our website. Allied to the magazine's social media channels we are now better placed than

ever before to deliver informed and useful content on the internet.

The new look to our site is just part of the story. Regular website visitors will be aware of our video posts as well as the highly valuable online version of the Show Guide. However, what you might not know about is the new news service which brings you up to date with the latest model railway news - no more waiting, the news will always be online at www.hornbymagazine.com when it happens.

July also saw the launch of new blogs for the editorial team with Assistant Editor Mark Chivers and myself opening up new columns online exclusively on the magazine website. You'll be able to read new blogs from each of us once a month - Mark's blog will go live on the first Friday of the month

followed by mine on the third Friday.

We've got lots of content in store for the blogs including behind the scenes features, project updates and more. Plus, with the new format to the website there is more to come for the whole package making the site a valuable resource for British modelling.

Our social media channels are developing too and you can now follow the *Hornby Magazine* team on Facebook, YouTube, Instagram and Twitter too. We hope it makes your experience of the magazine all the more exciting and, as with the magazine itself, we welcome feedback on all our outlets.

Naturally the magazine you are reading now is the centrepiece to all of this - and it won't be changing. Inside you will still find all the latest model railway news and reviews, show listings, features, layouts, projects and much more.

This issue we are keenly focused on hands-on tutorials with guides from Tim Shackleton, Nigel Burkin and myself highlighting a significant range of skills. These include locomotive detailing, structure modelling, painting and digital control too - all of which we hope you will find interesting and useful.

The review section is full and bursting too with more than 35 new

products being tested by the team in a bumper 16 page section.

Top of the list is Sutton's Locomotive Workshop's (SLW) stunning 4mm scale model of the BR Sulzer Class 24 - an ordinary locomotive which has been modelled to an extraordinary standard by SLW. Its features, both physical and operational, are stunning and you can read the full story on this exciting ready-to-run diesel this month. We've also got reviews of Bachmann's first 'N' gauge sound fitted model, the new chassis for Bachmann's 'OO' gauge Ivatt '2MT' and Hornby's non-corridor Maunsell carriages.

Better still, you can watch videos of all these models in action online at www.hornbymagazine.com or, if you are a digital subscriber, you will find the videos embedded into your app.

It's an exciting time here at *Hornby Magazine* HQ and we hope you enjoy the results.

Happy modelling.

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE THIS MONTH

COMPETITION

12

Your chance to win more than £250 worth of model railway accessories in our latest free-to-enter prize giveaway.

WE SHOW YOU HOW

Expand your modeling skills with our special features...

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Using new products from DCC Concepts Mike Wild shows how to build a digital control panel.

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Tim Shackleton explains how BR 'Standards' can be made to stand out with subtle detailing.

34

Structure modelling is a great way to expand your skills. Nigel Burkin explains how in his latest step by step guide.

THE LATEST NEWS

08

Hornby Magazine rounds up the latest news from the model railway scene across 'OO', 'N' and 'O' scales keeping you up to date.

35 NEW PRODUCTS REVIEWED

A bumper crop of new releases including Sutton's Class 24, Hornby's Maunsell carriages and Bachmann's Ivatt 2-6-2T in 'OO' and the first sound fitted 'N' gauge ready-to-run model for the British market.

STARTS ON PAGE 70

FEATURED THIS ISSUE

The Golden Line: Brad Seaman's epic 'OO' gauge model of the North Yorkshire coast line has been expanded to cover 45ft x 10ft and now includes three stunning viaducts as well as the original Whitby West Cliff station. We revisit to see the extension in full.

Abbots Barton: Dennis Prior and friends set out to recreate a small slice of suburban London in the 1960s by building this terminus station. Featuring steam, diesel and electric traction it has a rich variety of operation.

SEE PAGES 16 AND 54

UPDATE

Hornby Magazine prepares for the Great Electric Train Show





THE GREAT ELECTRIC TRAIN SHOW 2016

When:	October 8/9 2016
Where:	British Motor Museum, Gaydon, Warwickshire CV35 0BJ
Times:	Sat 10am-5pm, Sun 10am-4pm (9.30am entry for advance tickets)
Advance tickets:	Adult £9, child £7
Tickets on the day:	Adult £14, concession £12, child £9, children under 5 free, family (2+2) £39
Highlights:	25 layouts, 30 trade stands plus demonstrations, redeveloped museum
Facilities:	Refreshments, disabled access, free parking plus free courtesy bus from Leamington Spa station (Saturday only).
Contact:	01780 755131
Website:	www.greatelectrictrainshow.com

PREPAREDNESS are in full swing in the final run up to the fourth annual Great Electric Train Show sponsored by *Hornby Magazine* on October 8/9 2016 at the British Motor Museum in Warwickshire.

25 layouts, 30 traders and a group of demonstrators will assemble to make this a busy weekend of railway modelling with many magazine favourites from the past and present being arranged for the event.

Advance tickets sales for the event are still open, offering up to £5 off adult tickets and early entry to the show. All tickets include full access to the newly refurbished British Motor Museum, its new collection centre, free parking and use of the free shuttle bus from Leamington Spa railway station (Saturday only).

Newly announced for the line up are Barnhill Model Railway Club's busy 'OO' gauge Western Region layout Kingsfield (HM30), Network SouthEast suburban terminus Croydon North Street now owned by Darren Johnson (HM93) plus Bob Farrell's new 'OO9' narrow gauge layout Penhalig Quay, Franwood TMD by Neil Woodbine and a Tri-ang TT display by David Lyon.

These new additions enter the show alongside Soar Valley MRC's

stunning Charnwood Forest Branch (HM99/HM100), Bodmin and District MRC's Old Elms Road (HM105), Max Fowler's Maxwell Colliery (HM105), Tom Couling's Poole-in-Wharfedale (HM104), Allan Cromarty's Oulton TMD and more. The *Hornby Magazine* team will be presenting Western/Southern Region layout St Stephens Road for its final exhibition outing at the event too – it has been in storage since February 2014. See Table 1 for the full list of announced layouts so far.

Demonstrators confirmed for the event include Alan Butler from ModelU offering his laser scanning demonstration, *Hornby Magazine* contributor Paul Chetter on the subject of digital sound and weathering regular Mick Bonwick.

In total 30 traders have been confirmed for the event including Bachmann Europe, Cheltenham Model Centre, Digitrains, Grimy Times and many more.

- Visit [greatelectrictrainshow.com](http://www.greatelectrictrainshow.com) for the full list of attending traders.
- The final additions to the layout line-up for the 2016 Great Electric Train Show will be announced in HM112 in our full preview of the event.

TABLE 1 - GREAT ELECTRIC TRAIN SHOW LAYOUT 2016

Layout	Scale	Exhibitor	Featured
Bigbury	'OO'	City of Canterbury MRS	HM99
Charnwood Forest Branch	'O'	Soar Valley MRC	HM99/HM100
Croydon North Street	'OO'	Darren Johnson	HM93
Dentdale	'N'	Dentdale Group	HM95
Durston	'OO'	Brian Woolrich	HM106
Franwood TMD	'OO'	Neil Woodbine	
Goathland	'OO'	Simon and Hannah Denham	HM99
Gweek North Quay	'O-16.5'	Falmouth and District MRC	HM71
Haymarket Cross	'OO'	Ian Harper	HM59
Kingsfield	'OO'	Barnhill MRC	HM30
Low Yard Junction	'N'	Gary Atkinson	HM109
Maxwell Colliery	'OO'	Max Fowler	HM105
Old Elms Road	'OO'	Bodmin and District MRC	HM105
Oulton TMD	'OO'	Allan Cromarty	HM107
Penhalig Quay	'OO9'	Bob Farrell	
Poole-in-Wharfedale	'OO'	Tom Couling	HM104
St Stephens Road	'OO'	<i>Hornby Magazine</i>	HM48
Tri-ang TT display	'TT'	David Lyon	
Watermill Halt	'OO'	Peter Midwinter	HM105

CATTLE AND COKE WAGONS FOR 'OO'

HORNBY has released images of the first engineering samples for its new 'OO' gauge models of the Southern Railway (SR) cattle and London Midland & Scottish Railway (LMS)/BR coke wagons.

Both were announced in the manufacturer's 2016 range plan with the SR cattle wagon modelling both the 1930-introduced diagram 1529 Maunsell and 1947 diagram 1530 Bulleid 10ton wagons.

The coke wagon models the LMS diagram 1729 20ton wagons with wooden raves as well as the BR diagram 1/151 wagons which had wooden side raves but full steel plated ends.

All four wagons feature metal buffers, injection moulded plastic bodies and a new split-spoked turned metal wheelset which is also set to be made available as a spare part.

● Visit www.hornby.com for more information on these new wagons.



Heljan 'Prairie' first look



Heljan has revealed a glimpse of its 'O' gauge Great Western Railway (GWR) 'Large Prairie' 2-6-2T with the first images of a hand decorated body. The model is under development.

The 2-6-2T is the manufacturer's first steam outline 'O' gauge locomotive for the British market and is expected to be released in 2017. The price per model will be £649 with five versions covering GWR and BR liveries to be produced initially numbered in the '61XX' series.

● Visit www.heljan.dk for more information.



Heljan reveals Class 45 first sample

The first pre-production sample of Heljan's new 'O' gauge Class 45 1-Co-Co-1 was revealed in July along with the latest engineering sample of its under-development centre headcode Class 37/0. Both are due for release in 2017.

The Class 45 is expected to

be available in mid-2017 with a retail price of £699. Features will include twin motors, directional lighting and Digital Command Control (DCC) compatibility. It is planned for release in BR green with small yellow warning panels and BR blue.

Meanwhile, nine liveries are now proposed for the Class 37/0 which is due to be released in early 2017 for £599. Liveries will be BR green with small yellow warning panels (Cat No. 3710), BR green with full yellow ends (3711), BR blue with full yellow ends

(3712), large logo blue (3713), Railfreight 'red stripe' (3714), 'Dutch' grey and yellow (3715), Railfreight coal sector (3716) Railfreight Distribution (3717) and Railfreight petroleum (3718).

• Visit www.heljan.dk for more information.

KMRC WEATHERS DJ CLASS 71



Kernow Model Rail Centre (KMRC) has commissioned DJ Models to produce three weathered versions of its forthcoming crowd-funded 'OO' gauge Class 71 electric locomotive. Exclusive to the Cornish retailer, these

limited edition models will be available as E5002 in BR plain green (Cat No. OO71-097), E5019 in BR green with red stripe (OO71-098) and 71008 in BR blue (OO71-099), each with a factory-weathered finish using masters

supplied by detailing specialist Mercig Models. Limited to 150 examples of each in BR green and just 100 in BR blue, they are priced at £144.95. Delivery is anticipated later this year.

• Visit www.kernowmodelrailcentre.com

Tower commissions Class 25 and minerals

Tower Models has commissioned a limited edition plain green Class 25/1 in 'O' gauge using the soon to be released Heljan model as well as three triple packs of Lionheart Trains 'O' gauge 16ton mineral wagons.

The Class 25/1 will be limited to 100 units and is expected to arrive in September. Priced at £475 from Tower the retailer also offers a numbering service for £25 and a numbering and weathering

service for £65 per model. The Lionheart mineral wagons will be made available in four triple packs – all with different running numbers. Single triple packs are

priced at £120 with discounts for multiple purchases. Only 100 of each set are being produced.

• Visit www.tower-mmodels.com for more information.

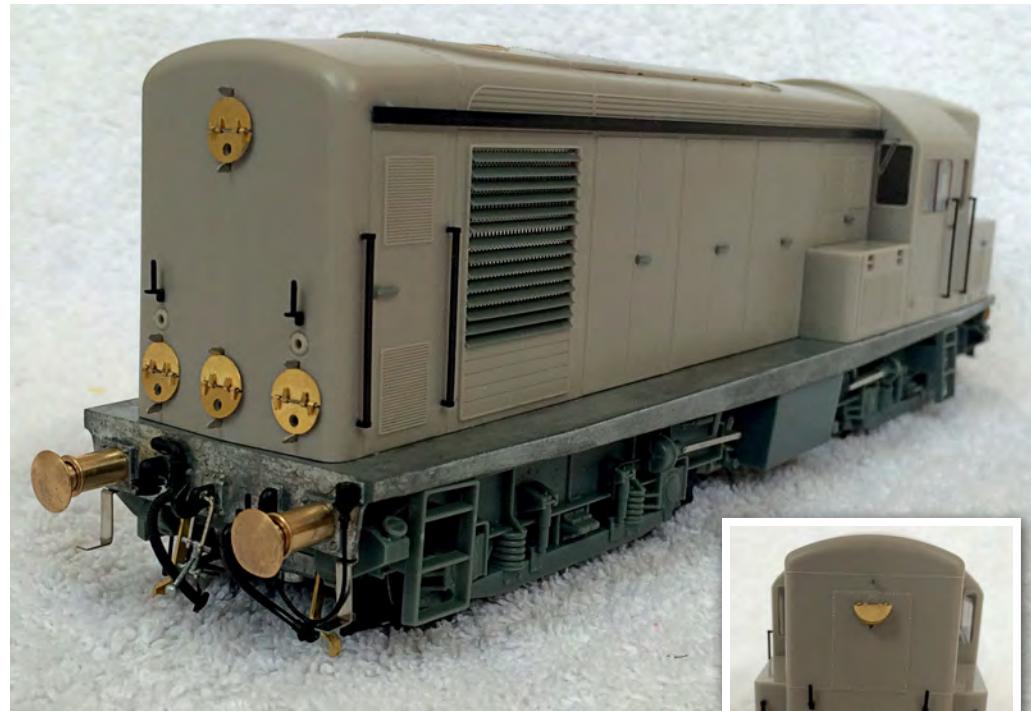


LITTLE LOCO COMPANY CLASS 15 EDGES CLOSER

FIRST ENGINEERING samples of the Little Loco Company's new 'O' gauge British Thompson-Houston (BTH) Class 15 Bo-Bo diesel (HM107) have been received for evaluation, while the first decorated samples are also promised within weeks.

Developed with help from the Class 15 Preservation Society, the model's specification calls for a high-torque low-profile drive-system, flywheels, all-wheel pick-up, die-cast chassis, sprung metal buffers, directional illuminated headcodes, detailed cab and see-through engine room interior.

Fitted with a PluX22 compliant Digital Command Control (DCC) socket, five standard models are being produced in BR green with duck egg blue cab panels (Cat No. BTH15-GDB), BR green with duck egg blue cab panels and small yellow warning panels (BTH15-GDS), BR green with duck egg blue cab panels and full yellow ends (BTH15-GDF), BR plain green with small yellow warning panels (BTH15-GSY) and BR green with full yellow ends (BTH15-GFY). In addition, two fully decorated limited edition models depicting



the Liverpool Street station pilot (BTH15-LSP) and preserved D8233 (BTH15-CPS) will also be available.

Prices are set at £375 for standard models and £395 for

the two limited edition models.

Delivery is anticipated during September 2016.

• Visit www.littleloco.co.uk for more information.



Ready-to-Run Carflat for NGS



The N Gauge Society's (NGS) next ready-to-run 'N' gauge model will be a Carflat wagon in celebration of BR's Motorail service, launched 50 years ago.

Announced at the NGS Annual General Meeting in July, the specification for the Bachmann produced models includes BR1 or B5 bogies and vacuum, air or dual brake arrangements and is based on one of 40 vehicles converted at Swindon Works in 1964.

Currently at the design stage, six models will be available as B745601 in original BR freight

brown, FVX B745080 in BR bauxite, FVV B745623 in BR blue, FVV B745629 in BR blue with Motorail branding, NGV B745645 in BR blue with Motorail branding and PFB RLS94412 in Raillease yellow.

Packs of 'N' gauge road vehicles to accompany the wagons are also being produced by Bachmann for the society.

Prices are estimated at £28 per wagon with pre-orders for society members being taken now. Delivery is anticipated during 2017.

• Visit www.ngaugesociety.com for more information.

HM108 COMPETITION WINNER

■ The winner of HM108's competition for Kernow Model Rail Centre's 'OO' gauge limited edition Police liveried Class 47 is Mr J Whiteing of Huddersfield. Congratulations!

First 'Victory' for Minerva

Minerva Model Railways (MMR) has received the first engineering prototype sample of its forthcoming 'O' gauge ready-to-run Kerr Stuart 'Victory' 0-6-0T for evaluation.

Announced earlier this year (HM107), this latest addition to the MMR range will feature an injection moulded body, die-cast chassis, slow speed gearbox, finescale wheels and more than 200 separately fitted parts.

Available in lined light green, lined red and unlined black, models are priced at £270 for standard analogue, £320 Digital Command Control (DCC) fitted and £390 for DCC sound-fitted examples. Discounts are available for pre-orders received before September 5. Delivery is anticipated during December 2016.

• For further details visit www.minervamodelrailways.co.uk.



Bullhead track by DCC Concepts

DCC Concepts has delivered the first stock of its new 'OO' gauge bullhead code 75 track to retailers, offering a new choice of ready to use permanent way.

The initial release is 960mm lengths of the bullhead rail track and bulk packs of 12 lengths. The track features scale sleeper spacing and fishplates are available separately. The track is flexible and the retail price is £5.25 per 960mm length or £62.95 for a box of 12.

Ready-to-install points are also being produced by DCC

Concepts with matching bullhead rail profile for future release.
• Visit www.dccconcepts.com for more information.



MRC REVEALS AUTUMN LECTURES

■ This autumn, The Model Railway Club is hosting a selection of lectures at its Keen House clubroom in Calshot Street, London.

Held on the second Thursdays in September, October

and November at 7.30pm, subject matter includes the Nuremberg Toy Fair, Digital Command Control basics and Victorian coaching stock.

• For more detail visit www.themodelrailwayclub.org

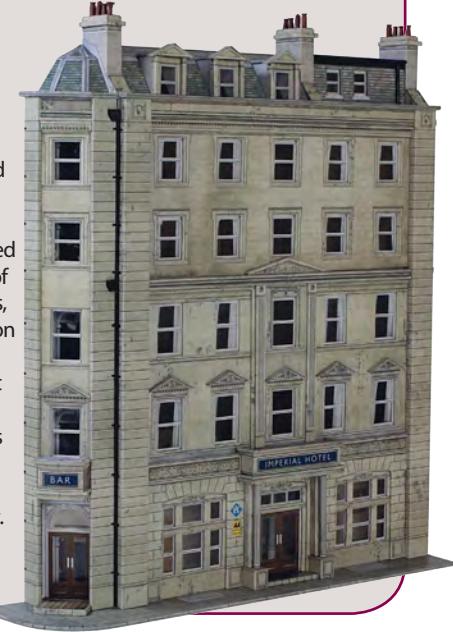
Scalescenes Low Relief hotel opens for business

Scalescenes' has released a new downloadable low-relief Victorian hotel kit for 'OO' and 'N' scales.

Measuring 218mm x 42mm x 265mm in 'OO' and 112mm x 21mm x 136mm in 'N', this latest kit (Cat No. T006c) includes fully detailed exterior textures, a choice of corner module orientations, interior detail and a selection of hotel signs suitable for all eras. An interior detail kit (TX00a) containing beds, wardrobes and armchairs is also available separately.

Priced at £5.99, it is available to download now.

• Visit www.scalescenes.com for more details.



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a. 15mm

b. 16.5mm

c. 18mm

HORNBY MAGAZINE'S latest competition offers a star prize of £250 worth of 'OO' scale model railway accessories including a FMR static grass applicator, Bachmann Scenecraft buildings, road vehicles, scenic details, tools and more! Plus we have two runner-up prizes of a bundle of books and DVDs worth £50 each! All you have to do to enter the competition is answer the following simple question above by September 25 2016.

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Alternatively, visit www.hornbymagazine.com and fill in the entry form or e-mail the same information to competitions@keypublishing.com with 'Hornby Magazine Accessory Competition' in the subject field.

Closing date for entries is September 25 2016 at 12:00 GMT and winners will be notified no later than October 1 2016. There is no cash prize alternative and Editor's decision is final.

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On the **GOLDEN LINE**

BRAD SEAMAN'S stunning Whitby West Cliff layout has been expanded to further recreate this much-missed line. Here he explains the latest developments to create this tremendous 45ft double-sided model.

PHOTOGRAPHY, MIKE WILD



STATISTICS

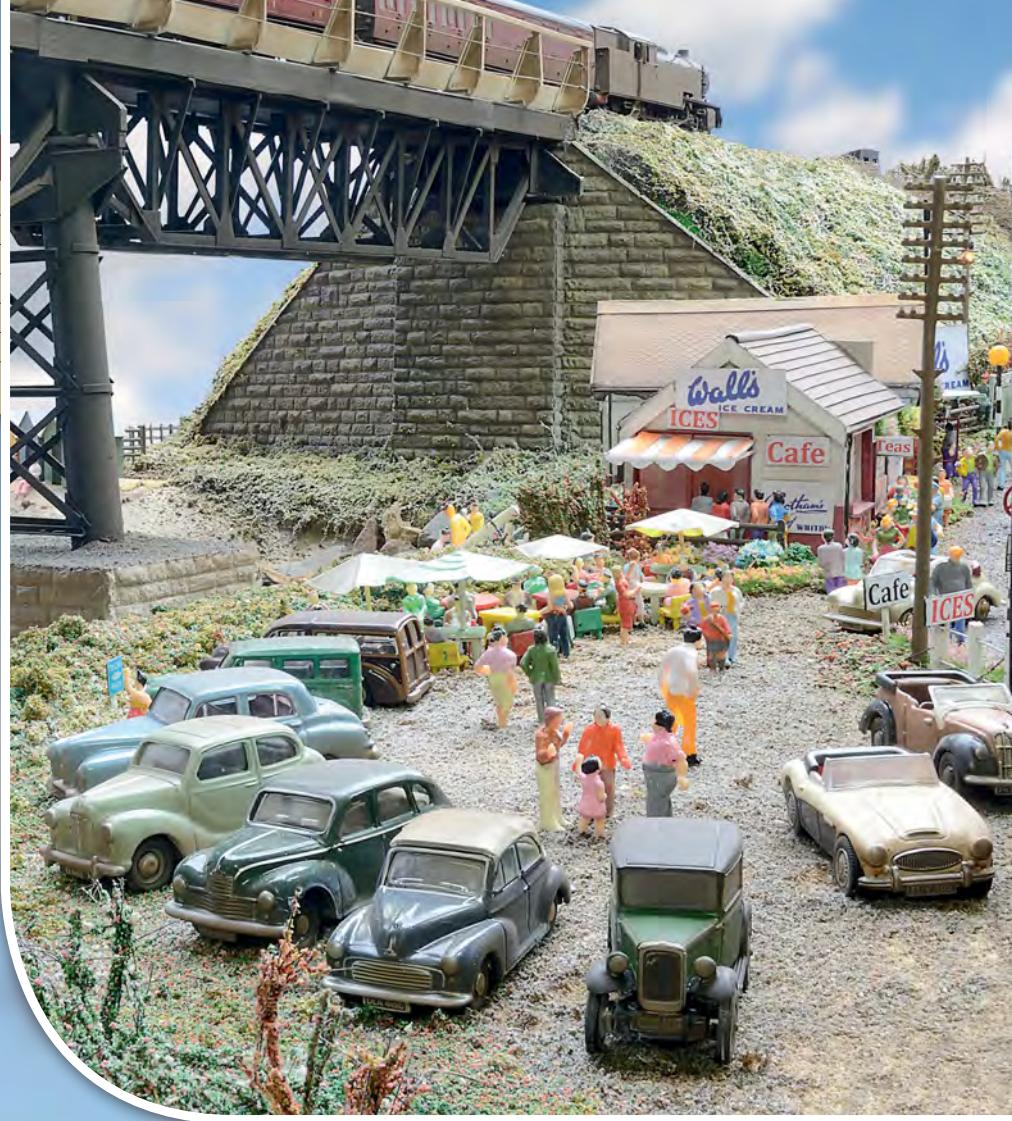
Owner:	Brad Seaman
Scale:	'OO'
Length:	45ft
Width:	10ft
Track:	Handbuilt with C&L components
Control:	Analogue
Period:	BR North Eastern Region, 1950

CHILDHOOD MEMORIES inspired the construction of the Golden Line. Stretching along the North Yorkshire coast from Whitby north towards Middlesbrough, this stunning line had challenging gradients, tunnels, high viaducts and dramatic scenery.

The project began with construction of Whitby West Cliff station together with one of the wrought iron viaducts at Upgang. This was carried out between 2012 and 2014 when the layout reached the point where it could be exhibited as a 40ft (plus storage yards) end-to-end scene. However, that was only phase one as the full plan would see two more viaducts and a beach scene built to expand the layout still further.

Many additions have been made to the original Whitby West Cliff layout (HM85) over the past two years. Two new locations have been modelled and are now included on the new format.

Whitby West Cliff is sandwiched between Prospect Hill Junction and a triple viaduct section. The whole layout is U shaped and »

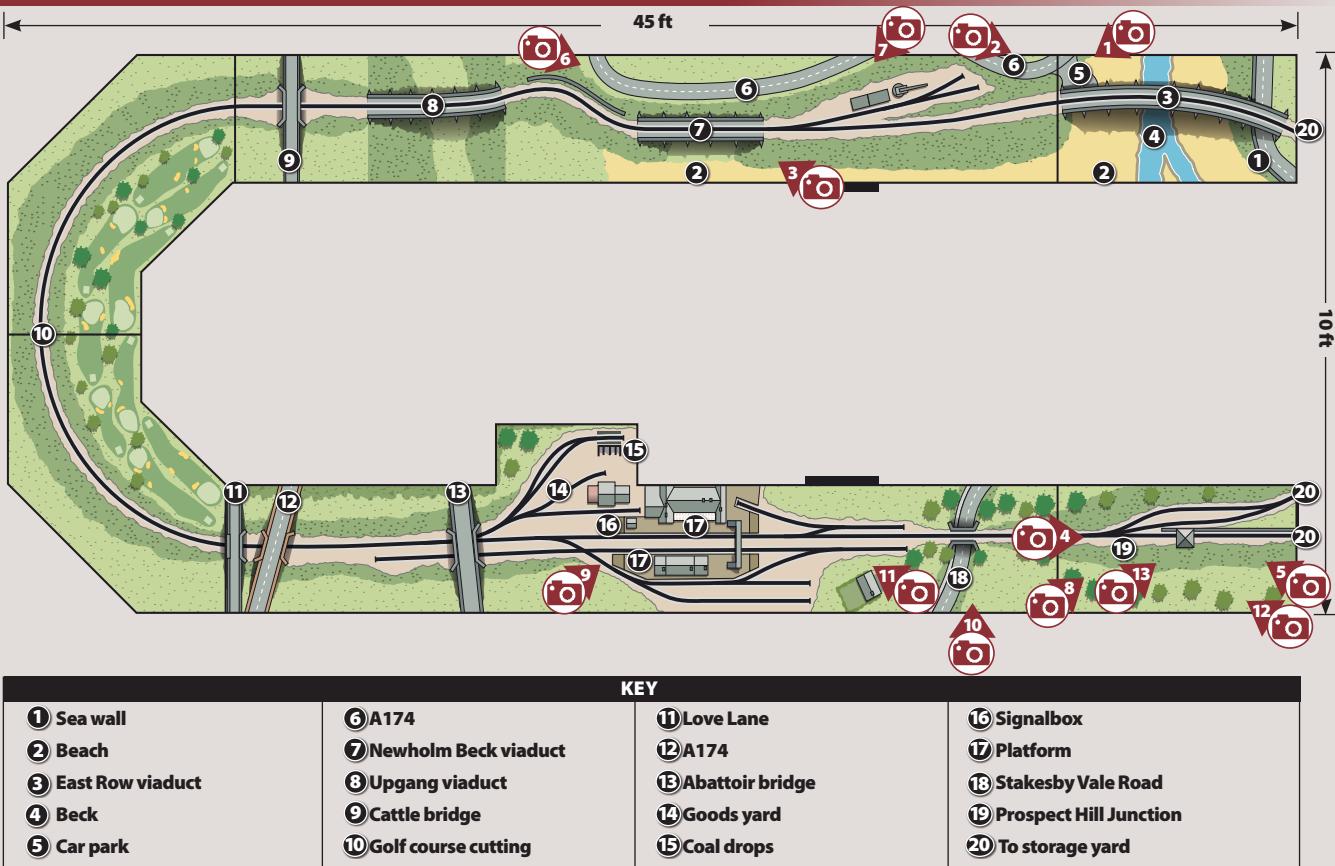


 **At East Row viaduct**
holiday makers enjoy
the sunshine as an
'L1' passes above.

 **An 'L1' 2-6-4T crosses**
East Row viaduct
heading south of
Whitby West Cliff.



WHITBY WEST CLIFF TRACK DIAGRAM (NOT TO SCALE)



not L shaped as originally proposed as this is easier to operate. This configuration brings both off-scene storage yards side by side and two of the control panels back to back – a big boon at exhibitions.

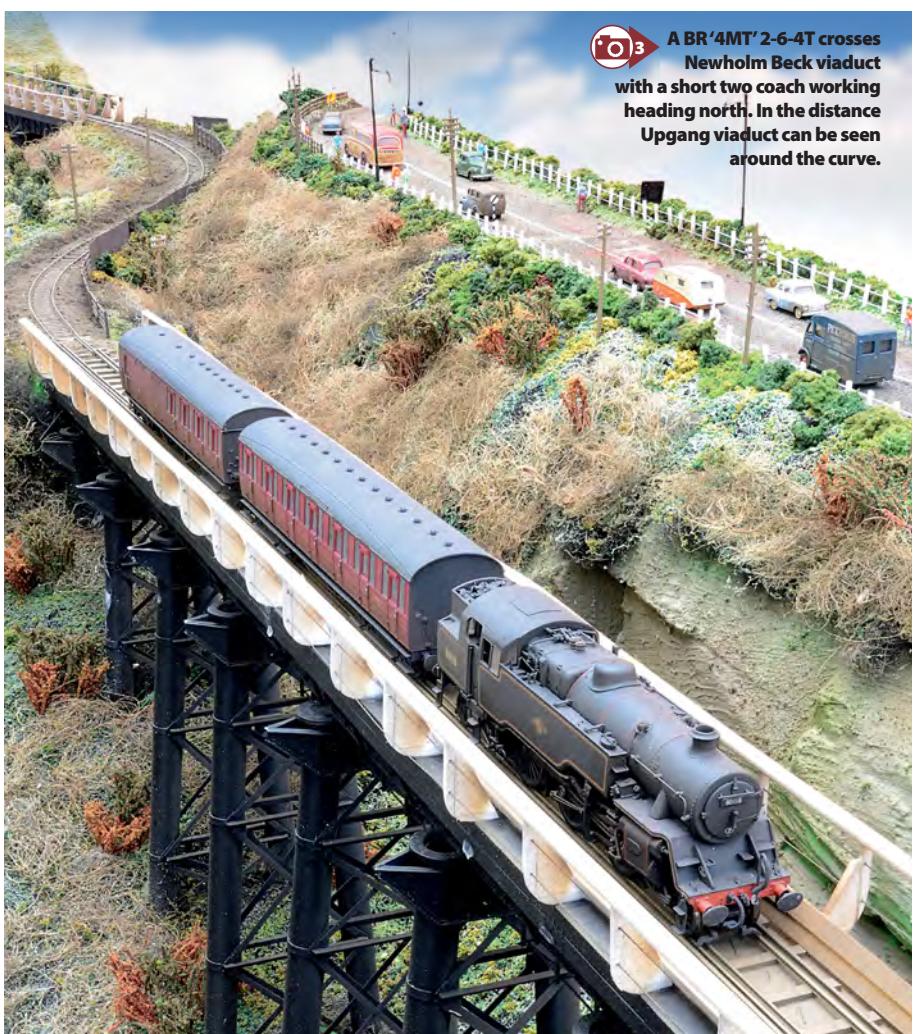
Two additional baseboards have been added to replicate a cutting in a semi-circular configuration. This is somewhat true to form as at this point on the line there was a curve up to Upgang viaduct and it was in a cutting.

In its new format the layout features Prospect Hill Junction and Whitby West Cliff station on one side of the U and the three imposing iron viaducts on the other, recreating this spectacular and now long-lost route along the North Yorkshire coast line.

PROSPECT HILL JUNCTION

The layout starts at Prospect Hill Junction. This is the southerly point of the modelled section and was the junction where trains would diverge to either Scarborough Central or Whitby Town stations. One striking feature of the junction was the unique signalbox that straddled the Whitby branch. It was perched high to allow the signalman to see the Scarborough lines. A passing loop was also provided at this point for reversals and run rounds.

Once Scarborough bound trains had left the junction, heading further south, only a couple of hundred yards away was the imposing Larpool Viaduct. Standing at 125ft tall with its 13 arches it was the largest structure on the line. It carried the line over the Esk Valley and on to Scarborough. It is believed five million bricks were used in its construction. »





A Thompson 'B1' 4-6-0 works hard on the steep gradient from Whitby Town with a through working to Middlesbrough at Prospect Hill Junction.



WHITBY WEST CLIFF TO SANDSEND (EAST ROW)

To the north of Prospect Hill Junction stood Whitby West Cliff station. As northbound trains departed West Cliff, the first of the viaducts was approached. These were built by the Skerne iron company of Darlington and designed by John Dixon. However they were not without problems. An engineer's report of 1883 concluded that the viaducts had been inadequately constructed and the Board of Trade inspector ordered an immediate upgrade. Cleveland Bridge & Engineering company was contracted to carry out the works.

The first of the viaducts, Upgang, spanned the two halves of Whitby golf course and was 70ft high. It ran for 330ft across the ravine. From there the line dropped a further 20ft and crossed Newholme Beck Viaduct

midway between Whitby and Sandsend. This structure was 50ft high and also 330ft long. On the approach to the first of two bays at Sandsend (East Row) the line dropped further still, to only 30ft above sea level.

At this point East Row Viaduct was crossed. It differed in construction from the others in having concrete filled wrought iron stanchions together with a complex lattice array to support the 528ft span across the beach. Some of the best views along the coast could be gained from this point and as the line climbed up and down the shore line there were dramatic scenes along the clifftops.

At East Row just before the viaduct there was a goods yard. All goods were handled there for Sandsend as there were no facilities at the station. Three camping coaches stood in the siding at the goods

yard in the post-war era too offering holiday accommodation at this picturesque location.

History is silent concerning the viaducts until the announcement by British Railways in September 1957 that the line would close. BR claimed the 'uneconomical nature of the line' would require £57,000 worth of maintenance to all viaducts and tunnels. The line subsequently closed between Whitby West Cliff and Loftus on May 3 1958 and the viaducts were demolished two years later.

Prospect Hill Junction remained open to allow reversals for trains to Scarborough but was closed in 1965 along with the Whitby-Scarborough section. The last trains ran on March 6 that year. Today most of the old trackbed is a footpath and cycle track. Railway Realism on pages 94-97 looks further into the history of this challenging coastal route. »





Prospect Hill Junction's distinctive signalbox stands guard as a Fairburn 2-6-4T descends towards Whitby Town and a 'Q6' 0-8-0 waits in the loop on the Scarborough line.



A Thompson 'B1' 4-6-0 crosses Newholme Beck viaduct with a busy summer working destined for Whitby West Cliff and Scarborough.

BUILDING THE EXTENSION

Open frame baseboards were used in order to replicate the gradients on the line but it was important not to affect the operation of the layout and not to make them too obvious and over scale. In the case of Prospect Hill, a 3in fall over 8ft was used. This would allow smooth operation without overtaxing any models and incurring slippage.

The viaduct sections also had gradients which had to be replicated. The trackbed was formed of 9mm plywood and supported by 2in x 1in timbers. A provision for the beach was created by including a step down in the board frame. This created an impression of lower relief without affecting the gradients, but gave the appearance of a long drop to the beach. Obviously the board leg heights would differ.

All bar one of the baseboards are 4ft x 2ft and are connected by 6mm roofing bolts and wing nuts. The East Row viaduct board is in one piece and measures 8ft x 3ft. Diagonal braces have been fitted to all legs to provide greater stability.

All track is built from C&L finescale components and is handbuilt in place. Check rails have been included on all

tight radius curves and there are double check rails on the viaducts, as per the originals. All rails are laid on a cork bed and bonded with a contact adhesive.

Ballasting was carried out by using a smooth Javis scatter. This would replicate the ash ballast on the line and it was held in place with a traditional 50:50 mixture of PVA wood glue and water. Painting with my air brush followed and my track colour ingredient applied.

SCENERY

Most of the terrain is like a sawtooth in the area and to replicate it layers of expanded polystyrene have been bonded together and carved to shape. This was then covered in a light layer of finishing plaster. A good tip at this point is to add some green emulsion to the mix. When dry if the plaster gets damaged or chipped it won't show. A good shot of PVA should be added to the plaster mix when wet to give a little flexibility and reduce the cracking effect to a minimum.

When dry the whole surface was covered in hanging basket moss teased out and glued into position with a spray adhesive. Several grades, textures and shades of flock

were then applied. At this point it was very important to use the same materials and methods as the original layout. It was also important that the new sections looked exactly the same and didn't look like it was a fix on extra at a later date.

The beach section at East Row was especially challenging. Fine sand was selected for this held in position by the 50:50 PVA and water mix. The shingle came from my garden in which I was having a patio built at the time. The beck was created by painting layers of PVA on a painted bed of light brown matt coats. This took several weeks and eventually produced a realistic effect.

THE VIADUCTS

All the viaducts have been constructed from 9mm plywood, plasticard, brass, steel and nickel silver. Each pier was marked out on a template and the plastic tubular sections placed on top with the other component parts also laid on and bonded into position. This was then allowed to dry and the process repeated a further 25 times to complete all of the support piers. Each one differs in length

 A 'G5' 0-4-4T makes light work of its stopping train. The roads are becoming more popular with visitors to the area.



so they were all bespoke constructions.

Each viaduct was constructed upside down – the logical way of doing it to ensure accuracy from the trackbed down. Once fitted to the baseboards the track bed was laid and rails fixed into position. When electrically tested the handrail stanchions were added. There are a total of 250 of these and consist of 14 separate component parts. Once affixed the double wire rails were threaded through. Halfords undercoat and matt black were used to finish the paint scheme. Hidden braces have been fitted under each viaduct track bed to prevent warping.

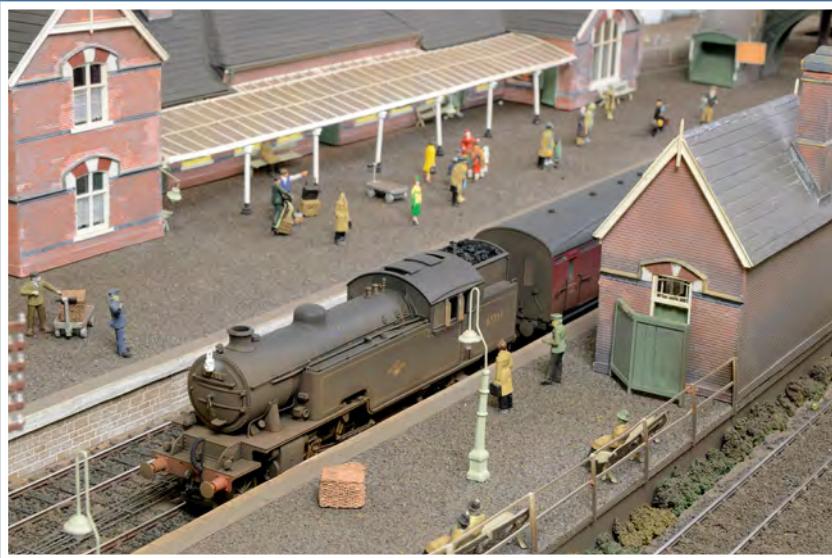
DETAILING

There are a few items that have not been mentioned previously including the fishing boats. These are a mixture of Yorkshire cobles, sailing cobles and double-ended beach boats. They were constructed over a carved plug. A keel and transom stern were added and the clinker planking applied. The planks were made from 10 thou plasticard. All internal details were then fitted. The boat was then inverted and keels applied along with rudder. Once dry each »



A graphic featuring a red camera icon with the number '8' inside it, pointing to the right. The text to the right of the icon reads: 'A 'B1' tackles the gradient at Prospect Hill with a through working to Middlesbrough.'

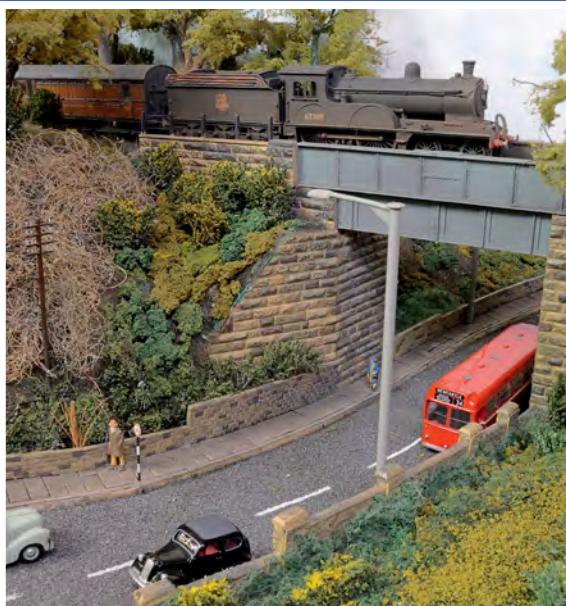
Whitby West Cliff... as featured in HM85



109 Above: An 'L1' stands between the platforms at West Cliff following arrival from Whitby Town.

110 Right: A Worsdell 'D20/1' 4-4-0 crosses Stakesby Vale Road as it departs Whitby West Cliff.

111 Below: The layout originated as a model of Whitby West Cliff station and Upgang viaduct, as featured in HM85. Here an Ivatt '4MT' 2-6-0 departs West Cliff with a mixed goods.



boat was painted accordingly. The boats have been finished in pristine condition as they tended to be very well looked after.

More than 500 figures have been used to create a busy scene and a selection of period vehicles completes the area around the railway. Lighting has been added to buildings and roadsides. The zebra crossing is also operational. Buffer stop beams have been illuminated too.

The whole layout has a weathered look. This includes all structures, buildings and all rolling stock. Road vehicles have been appropriately weathered too. In my humble opinion the effect creates realism and portrays a real scene as it would have been - especially with all those sooty steam engines traversing through the landscape.

FUTURE DEVELOPMENTS

For the time being Sandsend Viaduct and station are definitely on the horizon. However, space is an issue at the



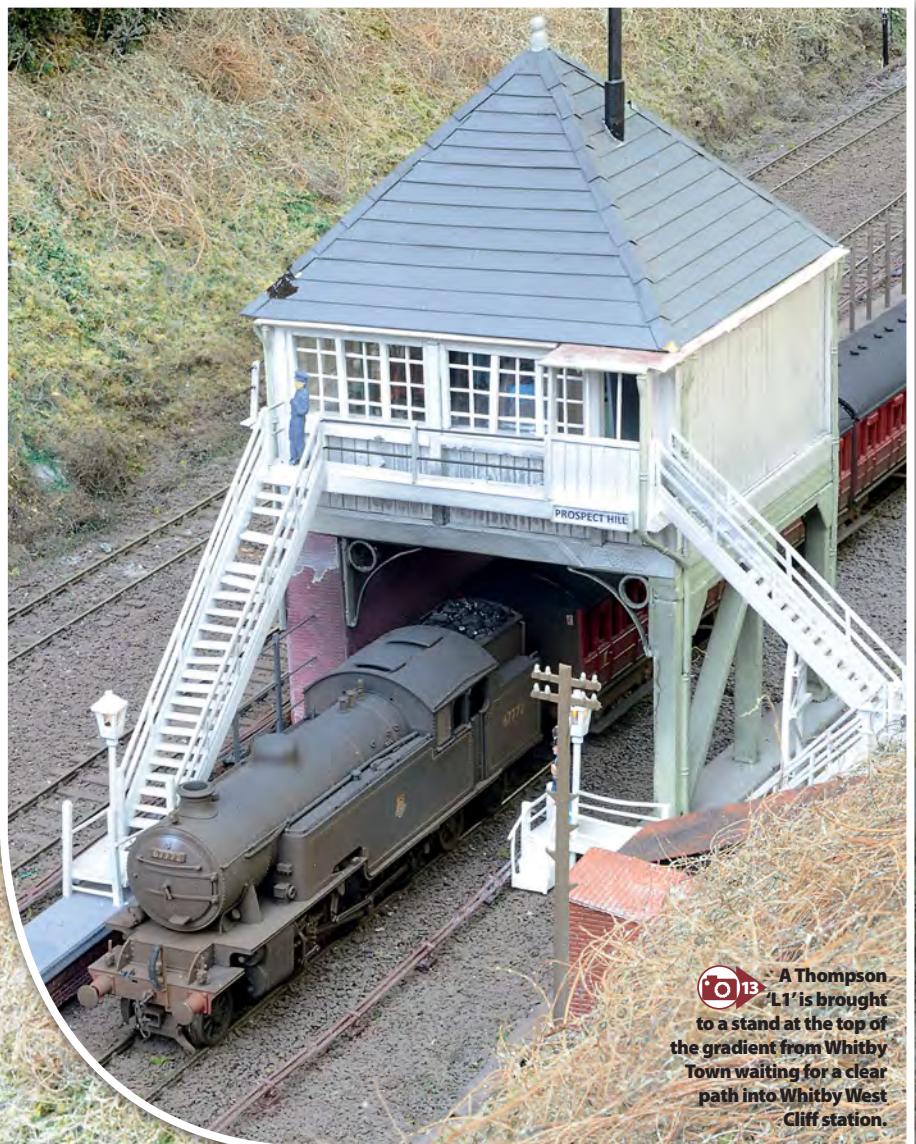
112 An 'A5' 4-6-2T takes the Scarborough line at Prospect Hill Junction.

moment. Presently I'm concentrating on improving rolling stock. The forecourt to West Cliff station and surrounding houses is underway adding an extra 12in to the board width.

A lot of people have asked why the layout isn't digital and the answer is simple - I'm set in my ways. Being an analogue layout just means operators have to concentrate a little more and to me it's more fun.

Whitby West Cliff and the Golden Line has been a thoroughly rewarding layout to construct. Its massive 45ft x 10ft size means that it only really gets operated fully at exhibitions, although with a good weather forecast it will just fit onto my driveway for a running session.

More developments are planned together with exhibition appearances for the future and as the layout continues to develop we'll keep *Hornby Magazine* readers updated in future issues. [Hornby Magazine](#)



13 A Thompson 'L1' is brought to a stand at the top of the gradient from Whitby Town waiting for a clear path into Whitby West Cliff station.



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IN A DIFFERENT LIGHT

WHEN IT COMES TO CHOOSING motive power, many modellers share my taste for the unusual. And yet in steam days, the staple diet on my local lines – which in later years would become my prime modelling interest – consisted almost exclusively of unglamorous 'WD' and '8F' 2-8-0s, 'Black Fives', 'Crabs', 'B1s' and Fowler or Fairburn 2-6-4Ts, not forgetting a plethora of Diesel Multiple Units. You'd see ten of these to one of anything else, although more exotic engines such as 'Jubilees' and '9Fs' would turn up occasionally and once in a blue moon you might see a 'Britannia'.

Even so, this hasn't stopped me acquiring all manner of exotica that I had about a 500:1 chance of actually seeing in my neck of the woods – a 'Grange' (though one materialised in 1964), a Stanier 'Mogul' (every couple of years), a 'G2' 0-8-0 (saw one at Huddersfield c.1960), an unrebuilt 'Patriot' (45517 was the regular engine for a while on the 10.30am Liverpool–Newcastle), a 'V2' (Mirfield, 1963), an 'L1' (Low Moor, 1961), 'B16s' (1961–1963) and an 'A3' class 'Pacific' (enthusiasts' special, 1964).

A parallel tendency (which I think is more to do with one-upmanship) is to model locomotives from relatively common classes that are inherently different to any other – a double-chimney 'Jubilee', the solitary unnamed 'Britannia' (70047), the Stephenson valve gear 'Black Five' (44767), a '4F' with snowplough tender, the one and only named 'WD' 2-8-0 (90732 *Vulcan*, which I never saw).

I've always been interested in the Southern Region because it did things differently and some of its BR 'Standard' locomotives were anything but. In this piece we're going to look at two engines that at first glance seem indistinguishable from others of their kind but, on closer inspection, are very unusual.

One is a common-or-garden BR '4MT' 2-6-0 76069. I saw and photographed this engine a number of times in 1967 (I even rode behind it) but it wasn't until 40-odd years later that I realised that somewhere along the line it had acquired one of the massive BR1F tenders from a withdrawn '5MT' 4-6-0. No other 'Mogul' had such a tender, and I've not seen this unique swap recorded in the many books

I have on the BR 'Standards', including the Railway Correspondence & Travel Society's monumental five-volume study *British Railways Standard Steam Locomotives*.

The second project features one of a batch of five '9F' 2-10-0s (92205/92206/92011/92031/92039) transferred from the Western Region (WR) in 1961 to work oil tank trains out of Fawley on the Southern Region (SR). At Eastleigh they acquired a number of modifications to equip them for their new role – their WR Automatic Train Control (ATC) equipment, for instance, was replaced by the BR Automatic Warning System (AWS), while the WR-pattern lamp irons were duplicated by Southern-style brackets so the engines carried no fewer than 24 lamp brackets front and rear.

In time they were transferred to York on the North Eastern Region but they retained many of their individual features, and could always be told apart from other '9Fs'. The modifications needed to convert standard Bachmann models aren't complicated and as usual I'll take you through them step by step so you can see how these subtle differences are built up incrementally.

The 'Mogul' is in a very different external condition to the '9F', reflecting how things were on the Southern in the final months of steam. I copied the weathering from contemporary photographs of this and similar engines. 92239 is based on photographs of how it had looked a few years earlier, when it was at Eastleigh for the Esso oil trains between Fawley and Bromford Bridge. Note the lack of overhead warning flashes – being well removed from such things, this was a Southern characteristic right up to the end of steam.



Small touches often make the biggest difference. **TIM SHACKLETON** transforms a pair of BR 'Standards' with some subtle detailing work.

STANDARD STEAM LOCOMOTIVES

STEP BY STEP DETAILING A PAIR OF DIFFERENT 'STANDARDS'

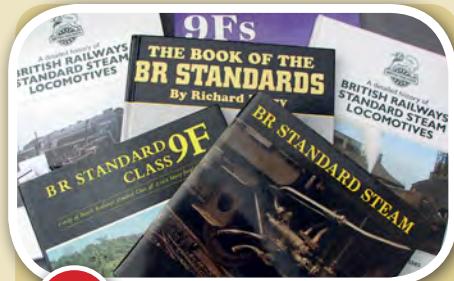
Intermediate
Skill Level
Beginner Advanced

1



I based this project around two out-of-the-box Bachmann models. Although it lacks many characteristic Western Region features such as WR lamp irons and ATC equipment, and has the single chimney that was unusual on its '9Fs', 92002 has the correct BR1G tender and was thus an excellent starting point. The '4MT' at least had the correct number, 76069, which saved a job even though the tender body would need replacing. This locomotive had a BR1B tender – as per the model – for most of its life but in 1967 lost it in favour of the high-capacity BR1F. I was pleased to see the locomotive already has SR-pattern lifting rings on the cab roof.

2



Some enjoy the process of research, while others just like to be told what they should do. I'm very much in the former camp, endlessly leafing through my library in the search for inspiration and enlightenment.



STEP BY STEP DETAILING A PAIR OF DIFFERENT 'STANDARDS'

Intermediate
Beginner SKILL LEVEL Advanced

3

The unique BR1F-fitted '4MT' 76069 – the locomotive I was modelling – rolls into Bournemouth Central with an afternoon stopping train for Southampton on May 9 1967. Note the extra smokebox brackets for SR-pattern route indicator discs. The depot, with its usual complement of Bulleid 'Pacifica' and 'Standard' 2-6-4Ts, is on the right.



4

A closer view of the BR1F tender. It is not the best shot I ever took but I was in a hurry to get on board. The 'Moguls' were nippy engines and as I recall we made good time on the 50-minute dash to Southampton.



USEFUL LINKS

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5



Lamp irons are an idiosyncratic detail that's often overlooked or even omitted altogether. They come in various configurations and reflect the preferences and operating methods of the pre-nationalisation companies involved. On the left are Southern lamp brackets, on the right is a set from the GWR. These invaluable etches from the Martin Finney range are now available from Brassmasters.

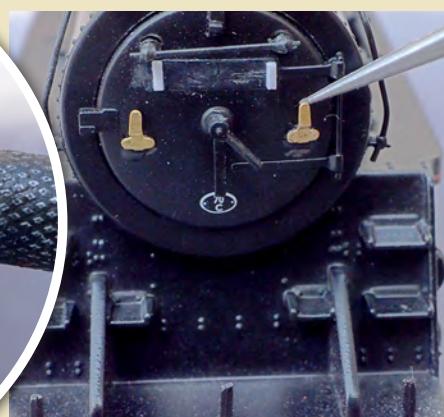
6

By the time 76069 acquired its BR1F tender it had, like many BR steam locomotives, lost its front numberplate. The moulding can be carved off with a series of light passes with a sharp blade. Don't force it, or the knife will skip and damage something.



7

The surviving numberplate brackets are represented by slivers of Slater's Microstrip. The extra brackets carried by all Southern Region locomotives (for mounting route-indicator discs) have been formed to shape from Martin Finney etches, then glued in place with cyano. I opted not to replace Bachmann's excellent but firmly rooted BR-pattern lamp irons (straight) with the very subtly different SR type (double kink).





8
The extra wiring conduit for the AWS equipment is made from 0.33mm and 0.45mm wire from Alan Gibson. The Smith-Stone speedometer comes from the same stable, mounted on a little block of styrene. I fashioned the operating crank out of brass, glued to the crankpin nut. It isn't actually connected to the speedometer cable but it looks as if it is when the locomotive is in motion. The AWS battery box is still to go on.



9
Not a lot more wants doing to the 'Mogul' itself but to model 76069 as running in 1967 the tender needs replacing with the BR1F pattern. Bachmann offers one but they're as rare as hen's teeth on the spares/second-hand market and I decided to build a new one using Dave Alexander's white metal castings. They go together well and clip neatly on to the Bachmann tender chassis.



10
White metal quickly dogs up needle files so I prefer to file flash off castings using disposable emery boards. Unlike decent files these cost pennies and are readily available from Boots, Superdrug and similar outlets.



11
I assembled the tender body using cyano adhesive – specifically Loctite PowerFlex which I use because, as a gel, it is far more viscous than the usual type and less prone to get everywhere. There is no need to solder white metal unless the parts will be taking stress.



12
The tender sides are quite thin – this helps give them that 'sheet metal' look around the exposed edges – and I felt it might be wise to brace the tender body internally with 30 thou styrene. Rather than modelling the coal space I made a false tender top from Evergreen sheet.



13
I've checked the tender body for fit on the Bachmann chassis and, other than having to shave a whisper off the top of the buffer beam, it's all reassuringly snug. There is plenty of room for decoders, speakers and suchlike if you're so inclined.



14
The Southern fitted many of its engines with water softening equipment to try and counter the high alkali content of the local supply. Small tablets or briquettes were placed in a sieve mounted below the small filler cap, which I concocted from washers and brass tube. I have no idea what the half-round fitting to its left is for – Eastern Region BR1F tenders don't have it, so I assume it's related to the water softening equipment. I made it from plastic sprue.



15
This high-angle view gives an idea of the fundamental differences between the BR1B (right) and BR1F tenders. The chassis, however, is common to both types so I reused the one that came with the Bachmann model.



16
A lot of '9Fs' were pretty well identical but odd locomotives had minor and seemingly random variations. 92239, at Barrow Hill on March 14 1965 after its transfer to the North Eastern Region, bears the marks of an itinerant career – Western and Southern lamp irons and BR-pattern AWS gear (note the reservoir behind the rear coupled wheels). It has finally acquired the electrification flashes it lacked when based 'down south'.



17
All '9Fs' (apart from one) were plain black and had either a single or double chimney. Apart from the 'Crostis' and the Tyne Dock-Consett locomotives that was about as far as the major detail differences went but at least one batch of Bachmann '9Fs' carries a steam-heating valve (ringed). No real '9F' had this in BR days so a bit of surgery is called for if you're fastidious about points of detail. If you wish to model the unique features of a Southern Region '9F', I imagine you would be.

STEP BY STEP DETAILING A PAIR OF DIFFERENT 'STANDARDS'

Intermediate
Beginner SKILL LEVEL Advanced



18

I needed to change the chimney – a separate fitting – from single to double. A couple of lugs anchor the chimney in place on the smokebox. On a good day, you can probably pry it loose.



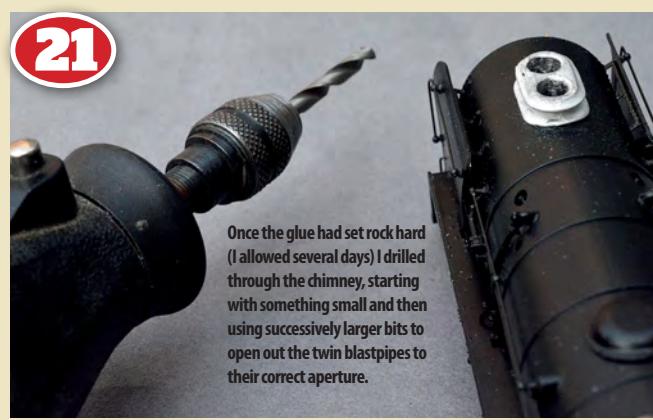
19

This wasn't such a day. The chimney moulding was solidly glued in place and, after considering my options, I took it off with a circular saw attachment in my Dremel tool. I removed it in slices, working very gingerly to avoid damage to the surrounding area.



20

The replacement double chimney is a snug-fitting white metal casting from Gary Wells at 247 Developments. At the time of writing, I don't think anyone else does one. It is glued in place with cyano gel, being careful not to let any adhesive seep out on to the smokebox.



21

Once the glue had set rock hard (I allowed several days) I drilled through the chimney, starting with something small and then using successively larger bits to open out the twin blastpipes to their correct aperture.



22

The '9F' has now acquired additional lamp irons of WR and SR pattern. Once again, a quality gel-type superglue is as good as anything for fixing them firmly in place. Once it's set they'll need to be tweaked into their final alignment. Most '9Fs' eventually acquired a large triangular step on the front platform beneath the smokebox door but as far as I've been able to ascertain only 92211 of the Southern batch was so modified, and then only after it had reached the North Eastern Region.

23

Something had befallen the front steps supplied with the Bachmann model, so I made replacements from a useful etch by Comet Models, now available from Andrew Hartshorne at Wizard Models. The prominent AWS conduit is assembled from Alan Gibson 0.33 wire, suitably kinked and glued to mounting brackets cut from 10 thou styrene.



24

AWS fitted '9Fs' were never very numerous and the arrangements differed from the Western Region ATC-fitted engines. The large battery box (made from scraps of plastic) was mounted diagonally on the triangular drawbar bracing, while the small vacuum cylinder that operated it (a short length of moulding sprue) was hung on the frames behind the rear wheels.



25

Most '9Fs' had a front coupling with an additional top link – as did the Bulleid 'Pacifica's. Its purpose is probably academic since, of the 225 '9Fs' I saw in BR service (many of them several times) I never once saw one working a train tender first.

**26**

The added detail stands out on these locomotives by being made from etched brass or cast whitelmetal. All the items are subtle improvements which acknowledge the physical differences that these two, otherwise, 'Standards' displayed in service.

27

The bulk of the detailing work on both engines relates to the driver's side, while the offside stays largely untouched. Once the '9Fs' number has been changed and the various bits of bufferbeam pipework added, I'm ready to start on the weathering. Note how much bigger the 'Mogul' tender looks next to the '9Fs'!

28

Basic airbrush weathering on the two BR 'Standards', using techniques and materials that have featured many times in these pages. It's not what you use that counts so much as how you use it.

29

After allowing the acrylic base to dry, further tones have been hand-brushed on to the models using some equally familiar enamel paints and washes. This helps create the all-important impression of layers of dirt and grime building up over a long period. Weathering is a cumulative process.

30

Finishing touches, again all hand work. The blue route-availability dot is a personal indulgence – the five Southern '9Fs' lost these fairly promptly when they arrived from the WR but I liked the splash of colour.

Loch Dhu **BUILDINGS**

The basics of building work in styrene is described by **NIGEL BURKIN** using the Loch Dhu Distillery project as the basis.

The completed structures awaiting detailing beyond the usual features together with painting. The structures have been faced with embossed stone card and finished with lintels, corner stones and guttering.



PLASTIC CARD is wonderfully dynamic material. Easy to work with the most basic tools, to glue together and to cut into an amazing variety of shapes - there is hardly a modeller that does not take advantage of it from time to time. Its flexibility allows a wide range of items to be modelled.

Being a real styrene card enthusiast, there was no other material that I would consider for modelling the bulk of the buildings for Loch Dhu Distillery. The real building challenge of this layout arrived in the form of five of the key distillery structures - the malt house, still house, mash house, office for the 'Revenue' together with the distinctive kiln house complete with pagoda ventilator.

Distilleries are very large and complex industrial sites which in the 1960s were not always maintained to such a high standard as they are today. The constrained dimensions of the layout (a micro-layout measuring no more than eight square feet) called for a degree of compression in the design of the buildings. In deciding how to model the buildings, I drew inspiration from real life locations, primarily the Dallas Dhu

distillery which is now a heritage site managed by Historical Scotland and easily accessible for photography. It was time to dig the graph paper out and sketch some plans with scale dimensions to see how the buildings will fit the space.

The choice of structures to represent the Loch Dhu Distillery was made with care and for two good reasons. Firstly, they have to be recognisable as distillery structures, including the iconic kiln house with the distinctive pagoda top (many distilleries lost their pagoda kiln houses as part of modernisation of the industry). Secondly, a rail-served distillery will have specific places at which wagons would be positioned for loading and unloading.

For example, barley and malt arrives in vans, coal in mineral wagons and malt draff, a by-product of the distilling process, is removed in covered hoppers. Some distilleries produce raw spirits for other purposes and this was transported away in small tank wagons. Finished whisky in casks was despatched in open shock wagons and vans. Clearly defining the loading and unloading points for various commodities gives the layout purpose, making operations more enjoyable whilst also becoming realistic.

PLASTIC PURPOSE

The plain styrene card, or plasticard if you prefer, used in all of the buildings of Loch Dhu distillery included 80 and 100thou for the main building cores or shells. 10, 20 and 40thou card was used for smaller parts of the structure including the kiln house pagoda, brackets for rain water goods, cornerstones, roof details and ridges - indeed, any location where appearance »

TOOLS & MATERIALS

- » Steel ruler
- » A cutting board with rulers fitted at right angles to each other
- » Marker pen and pencils
- » Engineers square
- » Tweezers
- » Modelling knife and spare blades
- » Stanley knife and spare blades
- » Pin vice and twist drills from 0.3mm to 2.0mm
- » Self-healing cutting mat
- » No. 1 paintbrush for applying solvent cement
- » A flat needle file
- » Razor saw
- » Grade 600 and 1200 wet and dry paper
- » Grade 240 sandpaper
- » Superglue (CA adhesive) for plastic such as Plasti-Zap
- » Putty style filler such as Squadron
- » Solvent cement such as Plastic Weld



LAYOUT PROJECT

was more important than strength.

When working with thick card such as 80thou, remember to allow the thickness of the card in the dimensions of the building. As a rule of thumb, 80thou is roughly 2mm thick and 40thou is 1mm thick.

Do not discount the use of embossed card to finish structures with the correct surface texture. I used a great deal of 'random stone' embossed card by South Eastern Finecast (FBS416) finished with cornerstones cut from 10thou card. Roofing was initially completed with slate tile card from Slaters and South Eastern Finecast – it will be replaced in time with individual roofing slates. Doors, window shutters and other similar details were completed with scribed wood planking card. Once again, when completing a structure, remember that a veneer of embossed styrene will add from 0.5mm to 1mm to the overall dimensions of your exterior walls.

Strip and styrene section from the Evergreen range was used primarily on this project and it has many applications in structure modelling. 2mm half-round is perfect for representing guttering, whilst downpipes can be modelled with plastic rod. Square section strip including 40 x 40thou and 60 x 40thou was used for window frames, window sills and other small

details. I have a drawer full of the stuff and will rifle through the packs until I find the size and shape I need to complete a small detail. I restock on certain sizes every time I visit an exhibition.

SCORE AND SNAP

There is a particular technique for cutting plastic card sheet called 'score and snap' – a more successful way of cutting pieces of styrene card accurately than cutting right through the card. One mistake that newcomers to styrene card construction techniques make is to try and chop through the stuff in one hit. Unless it's 10 or 20thou card you are cutting, that method is doomed to failure.

To cut styrene card well, start by accurately measuring the cut line. Mark the measurement with the tip of a scalpel blade. Do this in two

or three places, marking them with pencil.

Line up the steel ruler against a scalpel or knife blade inserted in the card at the measured marks and bring the ruler up to them. Once happy, gently score the card with light pressure to start the cut line. Increase pressure with successive passes until you are about halfway through the card thickness.

Lift the card and, by applying gentle pressure with both hands, snap it along the cut line. Sometimes, 100thou and 120thou card will give with a bit of a bang – be ready. Also, the corners can be sharp. Finish the edge by rubbing it along a piece of 240grade wet and dry paper or sand paper placed on a flat surface.

TEMPLATES

I love making templates when making a large number of identical parts for a model. Templates have another use too and that is to test the dimensions for a given part of a building before committing to cutting styrene card. The curved roof sections of the kiln house were challenging to cut accurately to shape four times and have them meet along the edges at all four corners. After several experiments, I hit upon the correct shape and was able to cut four paper card templates which could be





Basic tools including the all-important engineers square, cutting mat for small pieces and a variety of modelling knives for various trimming and paring tasks. The Stanley knife is an old campaigner of many a modelling project but has a blade strong enough to score thick card without breaking.



Glues and adhesives: Solvent cements are important but do not disregard the value of special CA glues designed to stick plastic materials together. Putty fillers are ideal for filling small gaps in styrene materials.



One of the most damaging things you can do is knock the solvent cement bottle over! Make a stand to fit the bottle when the lid is removed and do not allow any more than the ferrule of the brush to become immersed in solvent. Use a clothes peg to prevent the brush from dropping into the bottle and contaminating the solvent with melted paint from the handle.



A cutting board with rulers arranged at right-angles is used to cut the main wall sections for each building – accurately and square.

The main buildings for Loch Dhu Distillery were constructed entirely from styrene card including plain and embossed card together with styrene sections such as rod, half-round and machined corrugated board.

used to test the final shape. The templates were then used to cut out the styrene roof sections.

A word about glues and solvent adhesives before getting down to the cutting and shaping of sheet material. I do not exclusively use solvent cement such as Plastic Weld to construct styrene buildings. Whilst the core of the building is put together using solvent cement, which works by effectively melting or welding styrene parts together, cyano (CA) glues have a role to play too.

Solvent fumes can become trapped inside a building shell, so whatever glue you use, leave each building for a couple of hours at least between construction stints before continuing – give solvents and glues time to do their job and harden properly. Always use glues and solvent adhesives in a well-ventilated place and take frequent breaks.

STRUCTURE MODELLING

The key to successful structure modelling is to make accurate right angled cuts and to assemble the core of the structure as true as possible. In this regard, the cutting board with its rulers is the simplest but most essential tool I use alongside an engineer's square. Brace each structure as well as you can – some ingenuity may be required should you plan to model the interior.

Once the essentials of the distillery buildings were complete, I cut some long strips of styrene from a sheet of 100thou card 4mm wide. 4mm is the measurement from the baseboard top to just below the top of the rail of the distillery sidings.

This was used to demarcate the bottom of all of the buildings' walls to form a former for a concrete mix of plaster, white glue and pigment which would form the distillery yard pavement. Most of the siding track is recessed in the concrete pavement and this would be laid right up to the base of the buildings. The mix was liberally spread over the track and

along the styrene strip shuttering, being finished as it set when possible. Once fully hardened, it was smoothed down and further levelled with 600grade sandpaper. The track flangeways were cut through with a modelling knife.

The areas to be occupied by the buildings were left clear, creating a 4mm deep recess into which the structures would fit neatly – foundations, in effect! By providing foundations, the appearance of buildings sitting on top of the land surface is avoided, together with any unsightly gaps between baseboard top and the walls.

SMALL DETAILS

Having completed the building cores, worked out how to fit them together and then completed the exteriors by gluing on the embossed stone work and roof tiles; the long job of completing basic detailing commences.

Stone buildings have large cornerstones which are important structural elements. I added these with individually cut stone blocks from 10thou styrene strip. Lintels and sills for doors and windows were added in the same manner. Rainwater guttering consists of 2mm half-round rod for gutters and 2mm round rod for the down pipes. Small pieces of rod and square section are used to make brackets and other small fittings.

Windows are recessed into what would be thick stone walls. Clear acetate was taped to the inside of the walls and the outside window frames of 40thou square styrene section glued in place with solvent cement, which should not affect the clear acetate. The inner frames were made up of strips of coloured (white in this case) insulation tape cut to a width of 0.75mm.

With buildings made from styrene there are no limits to what can be produced – only the time you have available. The end result will always be unique structures like no others which will help to make your layout stand out from the crowd.



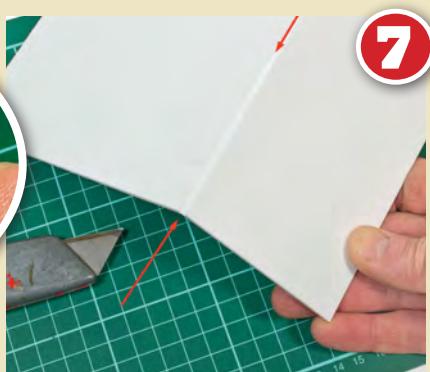
STEP BY STEP AN INTRODUCTION TO STYRENE BUILDING CONSTRUCTION



Card thicker than 60thou is best cut with a strong blade such as a Stanley knife rather than a smaller modelling knife or scalpel.



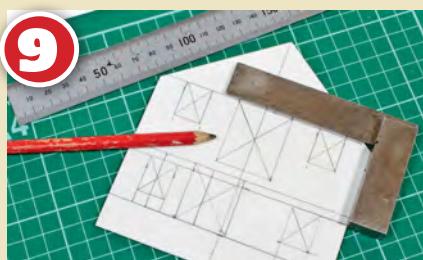
Do not cut right through the card, especially in one go! The ridge of plastic that builds up along the cut line should be pared away.



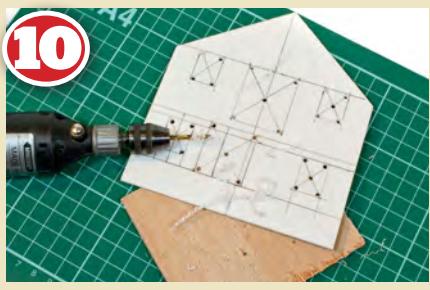
100thou card cut partway through is finished by snapping in a process called 'score and snap'.



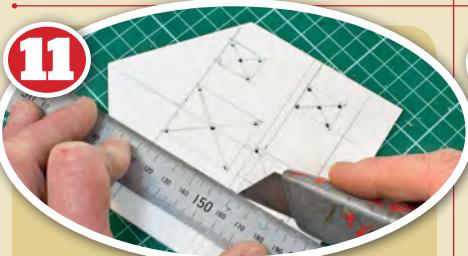
Rough edges are gently cleaned up by rubbing along a piece of 240grade sandpaper placed on a flat surface.



Each building is made up of a core or shell of thick section styrene card. After cutting the wall section to size, the position of door and window openings are drawn in with a pencil or marker pen.



Cutting out the openings is made considerably easier when a hole is drilled at each corner and in the middle of the openings.



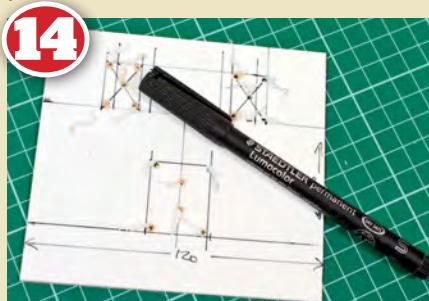
A sharp knife is used to gently cut between the holes on both sides of the wall section until the unwanted piece of styrene can be pushed out – a long and time-consuming job.



Alternatively, if you are in a hurry, slip a metal cutting disc and mandrel into your mini-drill and blast away! It's messy, however, and a slip could ruin a lot of work. Clean up the openings with a file. You will also end up with much more cleaning up to do on each aperture.



The shell or core of the first structure, the malt house, is coming together after fitting of the end and side walls. Offcuts from the gable end are used to start the interior bracing – secured with solvent cement applied with a small modellers paint brush.



The end wall of the kiln house takes shape with a loading door and upper storey windows for the drying floor level.



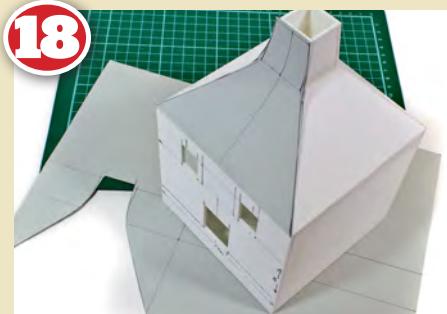
Large structures such as a distillery are best built in manageable sections for easier handling. Care has to be taken to ensure they fit together neatly.



The start to creating the distinctive pagoda roof structure of the kiln house using 100thou styrene.



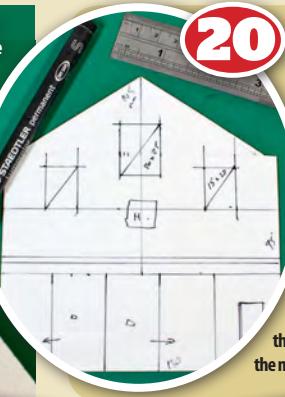
To ensure a tidy fit with the top of the walls of the kiln house, the edge of each roof section is planed to around 50degrees by rubbing gently along a piece of sandpaper.



The curved profile of the upper kiln house roof section was tricky to model without the assistance of paper templates. They can be used to adjust the size and shape of the roof sections before styrene card is cut.



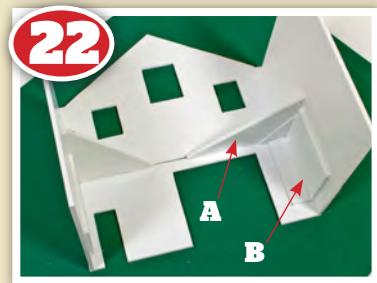
19 Topping out with the pagoda ventilator which, on the full-size kiln houses, allows moisture to escape from the drying malt and barley.



20 The next structure is the mill and mash house, a compressed model to fit the layout dimensions. Normally, the building housing the mash tuns and washbacks would be considerably larger. I can give the impression of further distillery workings by adding a building flat to the rear of this structure for the mash tuns and still house.



21 Cutting of door and window openings – the same process as any other styrene building. It becomes a methodical process.



22 Internal bracing is demonstrated with the assembly of the mash house.



23 The angled offcuts from the gable ends of the buildings are perfect for internal bracing if the interior is not to be modelled. Joins at the corner of the building may also be fitted for strength.



24 A building takes shape with plenty of interior bracing. If an interior is to be modelled, use features of the building such as floors and ceilings as interior bracing.

CREATING A ROAD SURFACE



To further create the impression of large and solidly built structures, provide a foundation for the building to sit in. This was done on Loch Dhu Distillery by building up the adjacent road pavement to rail level.

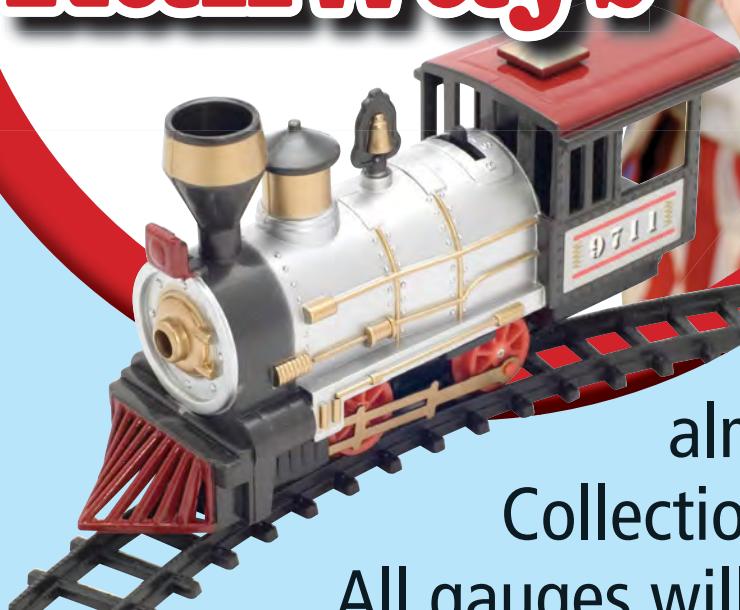


A former of styrene card strips cut from a sheet of 100thou card was fitted around the base of the buildings before a mix of plaster, poster paint and white glue was applied to make the road surface.



Rubbing down the now dried and hardened plaster and glue mix. The rail flangeways have to be cleaned out to allow trains to run again.

WE WANT YOUR Model Railways



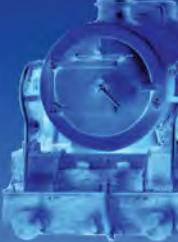
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DIGITAL panel

Building a control panel used to mean reams of wiring and soldering, but DCC Concepts has created a system which changes that and allows a complex control panel to be connected to a layout with one six wire cable. **MIKE WILD** uses the Alpha system to build a new point panel for Barrenthorpe.

ONE OF THE GREAT CHALLENGES with Digital Command Control (DCC) is point control. Using the same handset for train and point control isn't impossible, but there are situations where it can be frustrating. Big layouts call for lots of points and remembering their addresses can be tricky too.

DCC Concepts Cobalt Alpha system is a game changer for digital layouts as it solves both of these problems while also making assembly of a quality control panel much more accessible and simple.

Perhaps its most impressive feature is that it requires just one six-wire cable to connect a panel of any size into a DCC control system to operate the layout's points. This is a great boon as it allows a panel to be repositioned easily and the amount of wiring required - both in the panel and on the layout - is radically reduced.

The Alpha system consists of two main components: Alpha Control units (Cat No. DCD-AEU) and Alpha Switch units (DCD-DSG and DCD-DSR). Combined with DCC Concepts' own three-wire RGB ribbon cable they take a lot of the fuss and hassle out of building panels and also allow a fully digital system to be created. The components have been designed to be as close as possible to 'plug and play' devices. The Alpha Control units feature sprung tabs to hold wires in place while the Alpha Switch units have screw terminals for the wires linking from

the control boards. Best of all is that the actual switches are joined to the Alpha Switch circuit boards by pre-terminated plug in cables.

The Alpha Control units are the brains of the operation. They act like a DCC handset with each one being given its own cab address and being capable of operating a range of 12 accessories. This range can be custom set - it might be 1-12 or it could be 26-37, the choice is yours. It is these control units which communicate digital instructions through the six-wire cable into the layout which in our case is through DCC Concepts Alpha Box - a sophisticated 5amp booster which provides a number of outputs for both track and accessory control.

On the other side of the Alpha Central units are the Alpha Switch boards and switches. These are the physical interfaces with the operator which activate the Alpha Central units to communicate with the layout's accessories. They feature illuminated LED buttons and have cables pre-fitted with connectors to make them straightforward to connect to the Alpha Switch boards.

DCC Concepts produces a comprehensive range of accessories and equipment for development of an Alpha-based control panel including illuminated switches with red, green and blue lights. For big layouts under DCC operation they have significant advantages and in the step-by-step guide here we show you how we went about creating a panel for Barrenthorpe. [Find out more](#)

TOOLS

- » Wire strippers
- » Wire cutters
- » Jewellers flat blade screwdriver
- » Crosshead screwdriver
- » Electric screwdriver
- » Handsaw
- » 7mm hole punch
- » Hammer

WHAT WE USED

Product	Cat No.	Price
Alpha Control Unit	DCD-AEU	£59.95
Alpha Switch D pack (green LEDs)	DCD-DSG	£39.95
Alpha Switch D pack (red LEDs)	DCD-DSR	£39.95
RGB three-wire ribbon cable	DCD-RGB	£8.95
Alpha Box	DCD-AUX	£125.00

STEP BY STEP BUILDING A DCC CONCEPTS ALPHA CONTROL PANEL



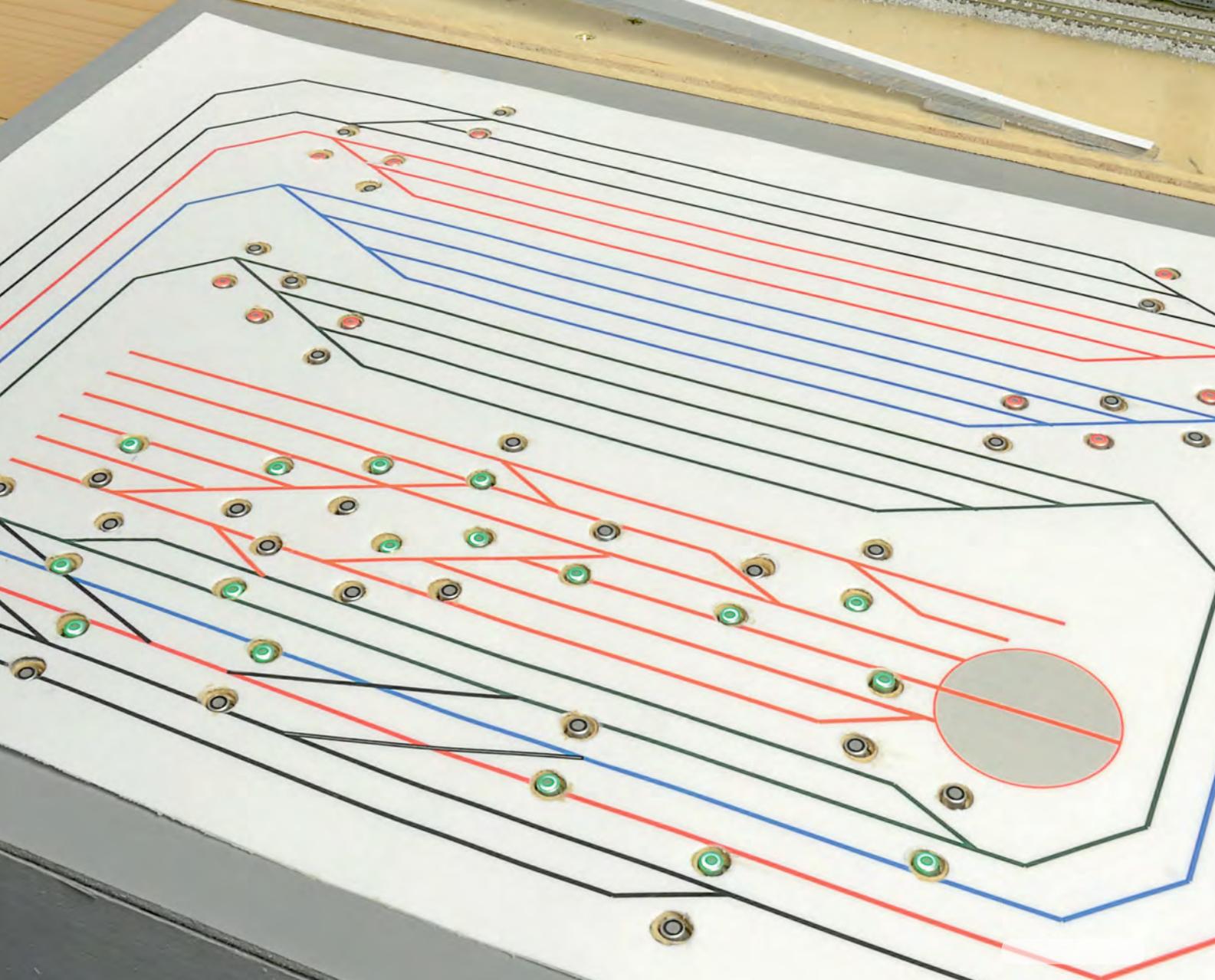
The starting point for the project was to create a box to house the electrical components and to support the panel fascia. 9mm plywood was chosen with a slight slope from back to front to make it easier to operate.



Blocks of 28mm x 28mm planed timber were cut to support the corners of the panel box. The ends and sides were then screwed onto them to create the structure.



A single six-wire cable is all that is required to connect this 60 switch panel back to the layout via DCC Concepts Alpha Box booster.



STEP BY STEP BUILDING A DCC CONCEPTS ALPHA CONTROL PANEL



To ensure the box was rigid, and also to provide a mounting point for the circuit boards, two supports were added across the box. These were cut from 9mm plywood and secured in place with 4.0 x 20mm wood screws.



The whole panel box was then painted grey inside and out for a smart and clean appearance. Two 6mm diameter holes were also drilled in the rear face so that the panel can be mounted onto the layout frame.



The panel surface is made from 3mm thick MDF. Its smooth facing on both sides makes it a good choice for this purpose. The panel was cut to size to match the box beneath with a handsaw and all the edges cleaned up.



To give the panel fascia a neat appearance the outer edges were painted in the same grey as the box. The centre didn't need to be painted as it will be covered with a laminated trackplan.



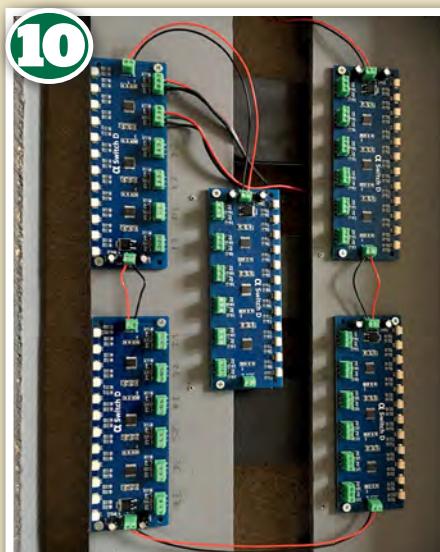
7 Having built the structure of the panel, the next step in the process is to mock up the position of the circuit boards. There are two levels to the board: the Cobalt Alpha control boards (as shown here) and the Alpha Switch boards which will be located above.

8 The Alpha control boards are linked together with the supplied four-wire cable prior to having their cab address (essentially a digital handset number) and address ranges set. Each one can power 12 accessories via the Alpha Switch boards.



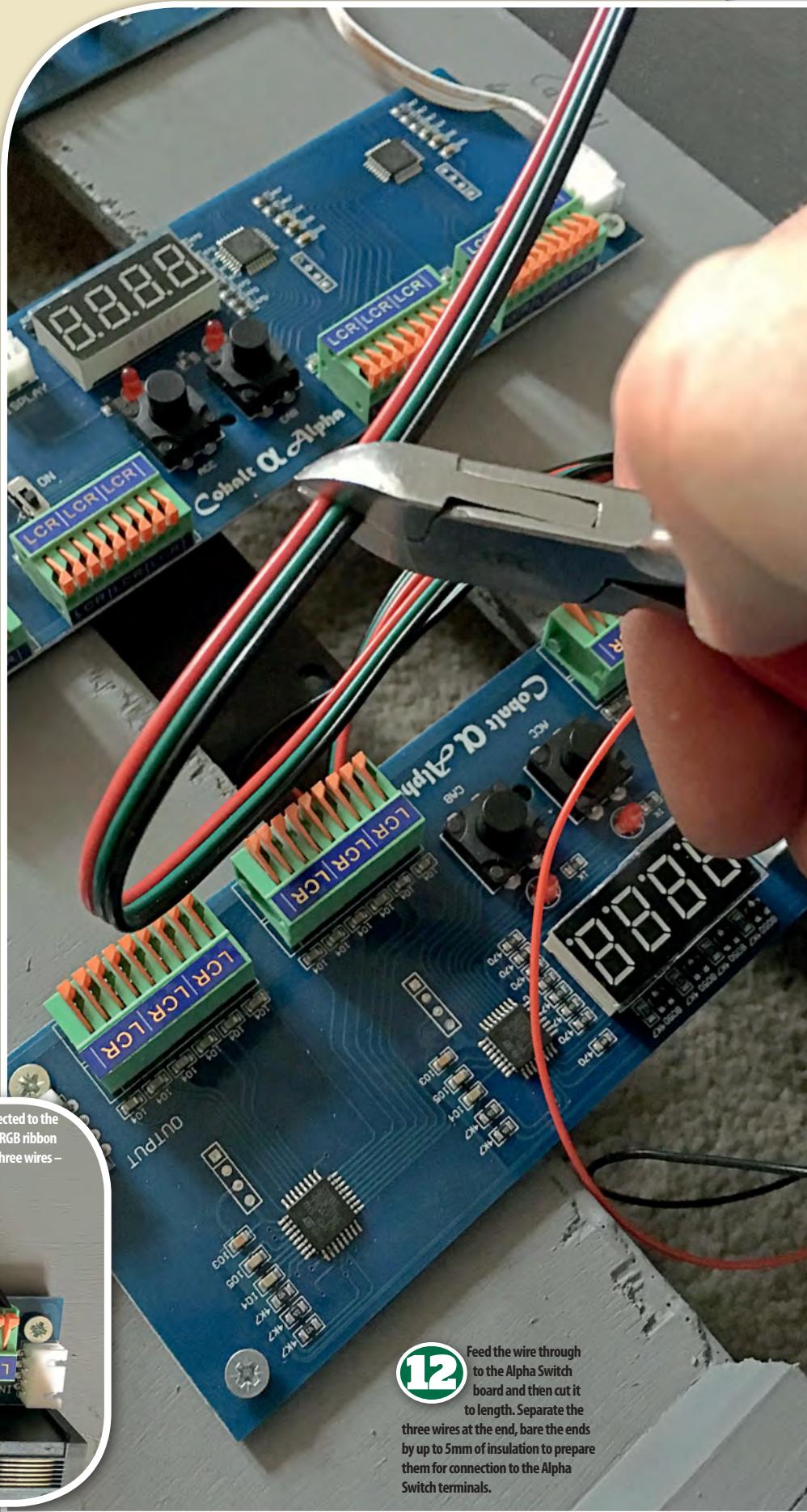


On the level above the Alpha control boards, the Alpha Switch circuits are installed. These provide the connection between the physical switches and the control boards. Ultimately we installed six of these to take control of the points on Barrenthorpe.



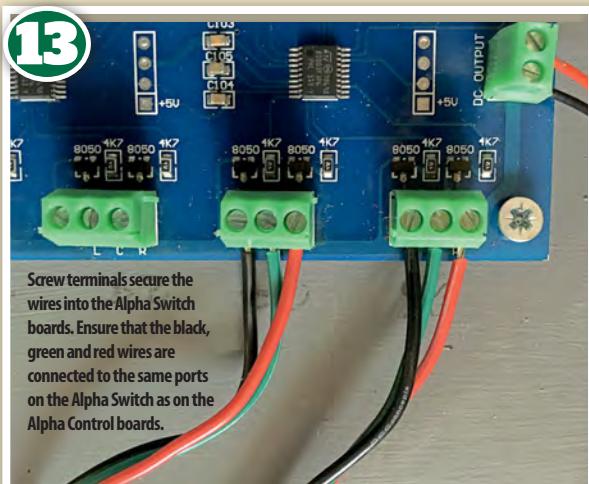
The Alpha Switch boards now need to be connected together so that a separate 12V power supply can be connected to them. The Alpha Control boards below are powered separately – either from a separate 12v power supply or DCC Concepts Alpha Box.

11 Now each output of the Alpha Control board needs to be connected to the selected input on the Alpha Switch board. Using DCC Concepts RGB ribbon cable makes this a simple process. Bare the end of each of the three wires – black, green and red – connect them into the ports.



12 Feed the wire through to the Alpha Switch board and then cut it to length. Separate the three wires at the end, bare the ends by up to 5mm of insulation to prepare them for connection to the Alpha Switch terminals.

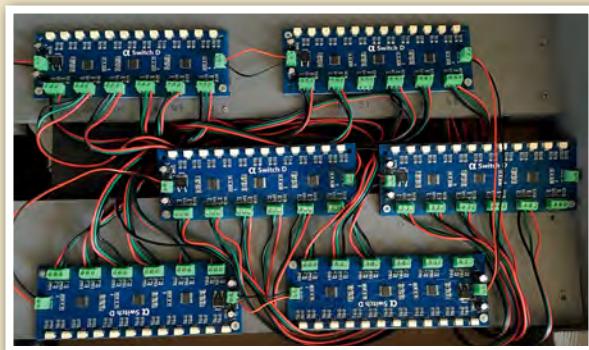
STEP BY STEP BUILDING A DCC CONCEPTS ALPHA CONTROL PANEL



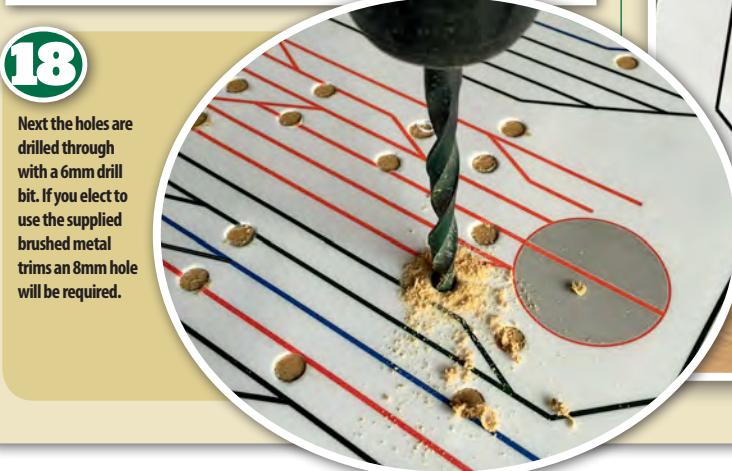
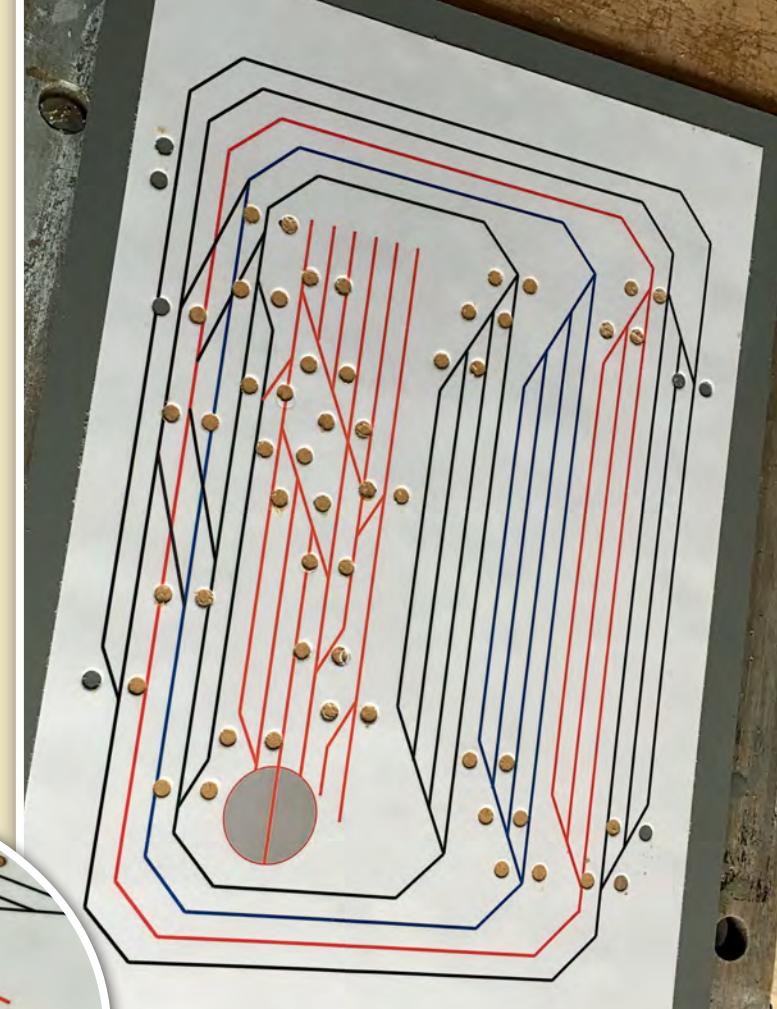
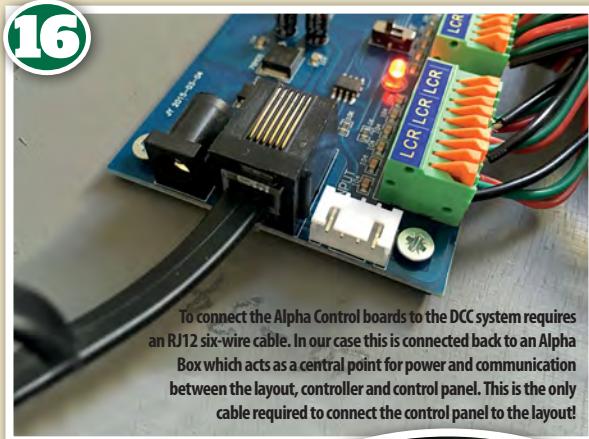
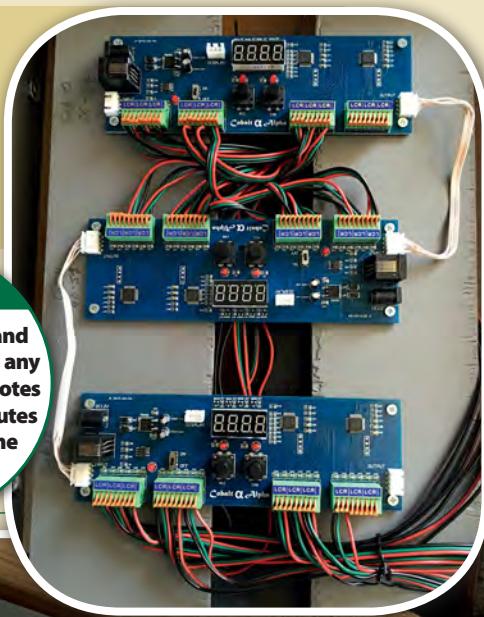
14 The process is then repeated for all the remaining connections. It looks complex, but with clear numbering for each board and a methodical approach it is simple repetition of the same process.

TIP

Work methodically and carefully when wiring any control panel. Make notes for the connection routes to help you along the way.



17



To complete the panel we now need to build up the fascia. First a laminated trackplan with holes cut out using a 7mm punch has been glued to the MDF panel top using spray adhesive.

19

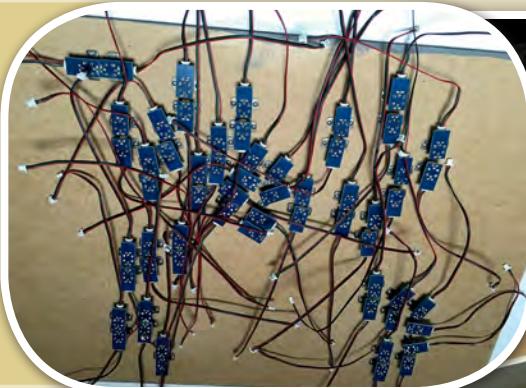
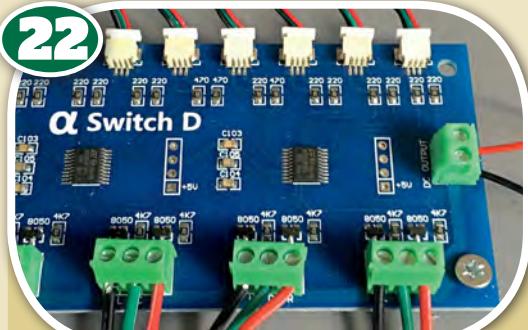
Having cleaned up any debris from the rear, the switches supplied with the Alpha Switch panel can be mounted. They have a self adhesive front mount and screws of the correct size are in the pack too.

**20**

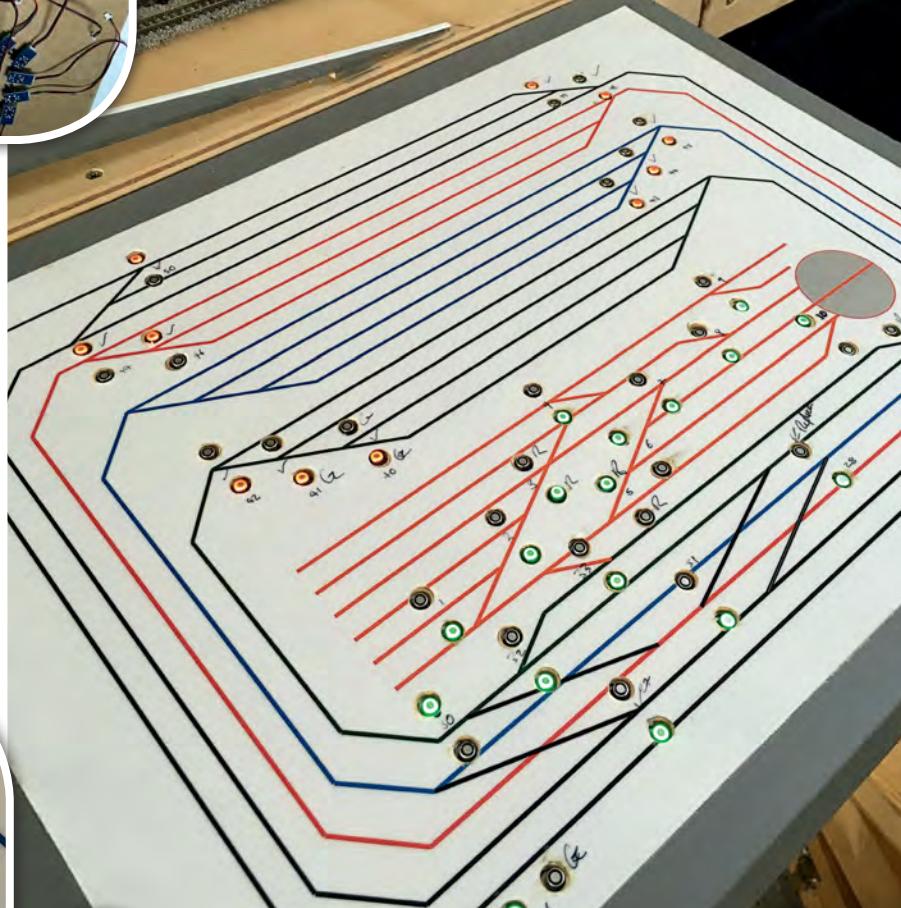
Mounting all of the switches takes time and patience to ensure each has adequate clearance, but it is a straightforward process. 120 screws were fitted on this panel to secure all 60 switches in place.

21

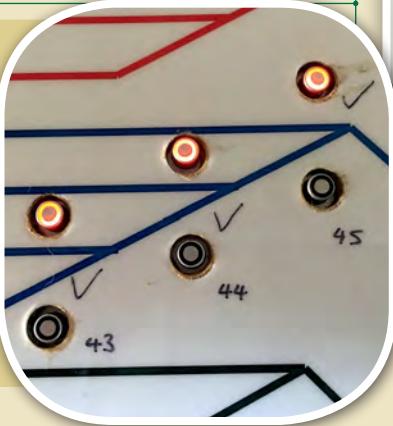
With all the switches in place on the panel back, the next stage is to add all the connecting cables which join the switches to the Alpha Switch circuit boards. These are pre-fitted with connectors on each end so they are plug-in connections.

**22**

The other end of each connector from the switches is now plugged into the relevant terminal on the Alpha Switch board, bringing the construction phase to a close. The advantage of this method is that should any connections be reversed you can simply unplug them and change them round.

**23**

Connections complete and panel fascia in place it is time to test the full panel. We chose to replace the laminated panel front at the end of the build, meaning that we could make notes on the original during the build – helpful to show which elements had been tested and checked.

**24**

The finished panel operates all of the points on Barrenthorpe – our 'N' gauge test track – with 60 switches taking care of all movements on the layout. Through the design of the Alpha system the control panel behaves like an additional handset and can easily be moved to alternative locations as only a single RJ12 six-wire cable is required to connect it to the layout.

WANT TO KNOW MORE?

- Visit www.dccconcepts.com to view the full range and find out more.



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Wiring confusion over ring circuits

With regard to the feedback provided in HM110 on ring circuits, I feel it's worth pointing out that the reply is incorrect.

It reminds me of the days (not so long ago) where the sale of a 'snubber' was touted as essential for success with DCC and so should be fitted to every electrofrog turnout and at each end of the bus. It was stated that should the bus be formed into a ring, a black hole would likely form and the end of civilisation quickly follow! Oh, and don't forget to buy the extra snubbers for each end of the bus!

DCC works very well with any bus formation; linear, star, ring or spaghetti!

There is of course 'good practice' which just means neat, tidy and correct wire sizing.

To illustrate my point, when stating the bus should not be closed, consider the track; on many layouts this is formed in an electrically closed circle, of course we could use plastic rail-joiners to insulate both rails forming a horseshoe, thereby avoiding the loop being 'electrically' closed. Then what happens when a locomotive or rolling stock with pickups crosses the break? Any vehicle with multiple pick-ups will at many points make electrical contact across the break, and so, chaos will ensue. Yet for some reason, it doesn't. Why?

Without detailing the physics, the fallacy came about from the fact that electrical signals do not degrade immediately - they decay due to resistance. In theory, a signal injected into the bus (or track) would whizz round and round, although almost indetectably, unless at a temperature of absolute zero. However, equally ignored is the fact that signals also get reflected at the termination of a bus or wire, meaning

that linear buses also suffer from a similar effect of multiple passes by the same signal. In fact reflections are worse, as distortion is more likely to occur to the signal. Regardless, looped and linear buses are in the same boat. Thankfully, this all happens at near the speed of light. From the decoder's point of view it is a bit of a non-event, as the reflection, or 'packet', will be discarded if corrupt, even if it is understood and acted upon. Due to the speed at which data packets travel it is likely to be the same instruction that is currently being acted on (for example forward, speed step 12). Even if the instruction has been superseded by a new one, then the most current instruction will be along literally at the speed of light, overriding the outdated one.

In summary, even the largest layout is too small to worry about this. Some may state that loops act as antenna picking up interference, however, so do linear arrangements. I have observed a layout with a (measured) line level of 70 volts present on the rails that was induced from overhead fluorescent lamps. The layout worked successfully, with only minor glitches later found to be unrelated. Equally I have observed the largest UK fixed layout which runs flawlessly with a looped bus seven days per week, eight hours a day.

As many, many other layouts demonstrate, DCC works well with any type of wiring, it does not need anything 'special' - just keep the wiring size above the maximum rated output of your controller (2.5mm² works very well) to avoid fire hazard.

Andrew Forty, Director, DCC Supplies.

Use whichever measurements are best!

I read with interest John Howard's letter regarding metric and imperial measurements in our hobby. 'OO' is a mix of metric and imperial as it is 4mm to the foot!

I see no problem with using imperial when it is best. 4ft x 3ft is much easier when describing a larger area. I use metric when I am modelling in card because it is easier and allows for more accuracy rather than 16ths or 32nds of an inch but I'd build my baseboards in feet and inches. I remember the old joke when metric first came into use in the timber industry and someone was buying timber and asked for it in imperial lengths and widths but was told it was now in metric, he then asked how much it was and was told a shilling a foot!

No, please stick with the system we have.

David Beck, Waterlooville, Hampshire

IMPERIAL MEASUREMENTS ARE MORE MEMORABLE

I have subscribed to *Hornby Magazine* for a number of years, and love the mixture of modelling and reality. *Hornby Post* in HM110 caught my attention. I can only strongly disagree with John Howard, and his gripe about the use of imperial measurements.

Having been brought up with both systems, and I don't think I will be alone in this, one and two digit figures are far more memorable than the four he used in his example! 1,219mm x 606.6mm is meaningless, whilst 4ft x 2ft has far more area meaning!

Long may *Hornby Magazine* measure layouts in English measurements!

Gary Burford, by e-mail.

CAN ANYONE ADVISE ON LIGHT COLOURS?

● I have recently received some of the excellent brake van lights from Lanarkshire Models but am having difficulty finding out what colours the side lights were painted. I don't seem to be able to find any good photographs of the lamps in service. Can you help?

Mark Hamlin, Christchurch, New Zealand.

Different 'Radials' have varied strengths

I was very interested to read your review in the August magazine of the new Hornby Adams 'Radial' tank. I have both the Oxford Rail and Hornby versions.

Each has a departure from the prototype. The Oxford Rail model is missing the 'daylight' under the boiler whilst the Hornby model has a non-prototypical pony truck instead of a radial axle at the rear. In other respects, there is not a lot to choose. The Oxford Rail model has finer lining and a gear ratio enabling more realistic running speeds and I think I slightly prefer it but it is a shame about the boiler!

Richard Allen, by e-mail.

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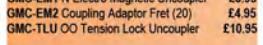
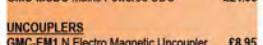
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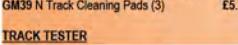


GMC-PM60 Solenoid Point Motor Decoder £12.95



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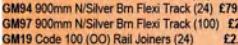
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The set also includes five ballast stickers which come with a pre-cut slot, which allow you to hide the hole in your baseboard created when you drill a hole in your baseboard for your point motor lead.

GMC-PM53 Harnesses for PM10 (2) £3.95
GMC-PM60 Solenoid Point Motor Decoder £12.95

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STRUCTURES



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COMING SOON...

GM409 Fordhampton Pub/Bistro TBA

GM410 Fordhampton Rest Home/Doctors TBA

GM411 Fordhampton Farmhouse/Cottage TBA

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GM410 Fordhampton Rest Home/Doctors TBA

GM411 Fordhampton Farmhouse/Cottage TBA

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GM603 A5 Cutting Mat	£2.95	GM512 Push to Break Black (5)	£5.95
GM604 Round Nose Pliers	£6.95	GM513 Push to Make Black (5)	£2.85
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GM606 Side Cutters	£6.95	GM515 Push to Make Green (5)	£2.85
GM607 Half Round Pliers	£6.95	GM516 Push to Make Red (5)	£2.85
GM608 Bent Nose Pliers	£6.95	GM517 Push to Make White (5)	£2.85
GM609 S/Steel Tweezers (4)	£7.95	GM518 Push to Make Yellow (5)	£2.85
GM610 Double Ended Pin Vice	£5.95	GM519 Rotary Switch 1 Pole 12 Way	£2.85
GM611 Sawset 1 w/ Scalpel Handle	£9.95	GM520 Rotary Switch 2 Pole 6 Way	£3.75
GM612 Hole Saw & Arbor for Point Motor Fitting	£3.50	GM521 Rotary Switch 3 Pole 4 Way	£3.75
GM613 Trim-away Knife	£3.75	GM522 Rotary Switch 4 Pole 3 Way	£3.75
GM614 S/S Scalpel & Blades	£5.50	BPGM501 Slide Switch DPDT (25)	£12.95
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GM617 Pick-up Tool	£6.50	BPGM503 Toggle Switch SPST (25)	£34.95
GM618 Magnifier Tweezers	£3.95	BPGM504 Toggle Switch DPDT (25)	£42.95
GM621 Locking forceps Curved	£6.95	BPGM505 Mini-Toggle DPDT (C/off) (25)	£44.95
GM622 Hole Saw for Scenic Modelling	£19.95	BPGM506 Mini-Toggle DPDT (25)	£42.95
GM624 Swivel Top Pin Vice	£6.75	BPGM507 Mini-Toggle SPST (25)	£34.95
GM625 Curved Tweezer Reverse Action	£4.50	BPGM508 Mini-Toggle SPDT (25)	£34.95
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GM629 Cutting Discs (10)	£4.95	BPGM514 Push to Make Blue (25)	£9.95
GM630 Screw Top Mandrels (3)	£4.50	BPGM515 Push to Make Green (25)	£9.95
GM631 Slitting Discs (10) & Mandrel	£5.25	BPGM516 Push to Make Red (25)	£9.95
GM632 Budget Needle File Set	£6.95	BPGM517 Push to Make White (25)	£9.95
GM633 Glass Fibre Pencil 4mm	£4.75	BPGM518 Push to Make Yellow (25)	£9.95
GM634 4mm Fibre Refills (10)	£7.50	WIRE	
GM635 2mm Glass Fibre Pencil	£9.95	GM909B Twinned Wire Red/Black (10m)	£4.95
GM636 2mm Glass Fibre Refills (5)	£9.95	GM910 Wire Red/Black/Green (10m of each)	£5.95
GM638 Cutting Broaches 0.6-2.0	£9.95	GM911BK Wire Black 7 x 0.2mm (10m)	£2.15
GM640 Archimedean Drill Stock	£9.95	GM911BL Wire Blue 7 x 0.2mm (10m)	£2.15
GM641 HSS Jbbs Drills 0.5 (5)	£3.95	GM911BN Wire Brown 7 x 0.2mm (10m)	£2.15
GM642 HSS Jbbs Drills 0.8 (5)	£3.95	GM911GN Wire Green 7 x 0.2mm (10m)	£2.15
GM643 HSS Jbbs Drills 1.0 (5)	£3.95	GM911GR Wire Grey 7 x 0.2mm (10m)	£2.15
GM644 HSS Jbbs Drills 1.2 (5)	£3.95	GM911O Wire Orange 7 x 0.2mm (10m)	£2.15
GM645 HSS Jbbs Drills 1.5 (5)	£3.95	GM911P Wire Pink 7 x 0.2mm (10m)	£2.15
GM646 HSS Jbbs Drills 1.8 (5)	£3.95	GM911R Wire Red 7 x 0.2mm (10m)	£2.15
GM647 HSS Jbbs Drills 2.0 (5)	£10.95	GM911W Wire White 7 x 0.2mm (10m)	£2.15
GM648 Microbox Drills 0.3-1.6	£10.95	GENERAL ELECTRICAL ACCESSORIES	
GM649 Microbox TWIST Drill Bits 61-80	£10.95	GM14 Pair Connecting Leads (Pin/Bare Wire)	£4.65
GM650 HSS Jbbs Drills 0.3 (5)	£3.95	GM141 Crimped Pin Terminals (6)	£2.95
GM651 HSS Jbbs Drills 0.4 (5)	£3.95	GM15 Ring Terminals (6)	£1.95
GM652 HSS Jbbs Drills 0.6 (5)	£3.95	GM16 Pair Connecting Leads (Pin/Pin)	£4.95
GM653 HSS Jbbs Drills 0.7 (5)	£3.95	GM28 Crocodile Clips Red/Black/Pair	£1.75
GM654 HSS Jbbs Drills 0.9 (5)	£3.95	GM29 Knob for Rotary Switches & Pots	£2.85
GM655 Spare Blades for GM614	£2.75	GM40 1.5A Rectifier	£4.95
GM660 Pick n Place Twin Pack	£2.75	GM41 Thermal Cut-Out 1 Amp	£3.95
GM664 Economic Spline/Plastic Cutter	£2.75	GM42 Thermal Cut-Out 2.5 Amp	£3.95
GM666 Clip on Magnifying Eye Glass	£2.75	GM75 PS6 6-Way Plug/Socket	£3.15
GM669 Pin Pusher with Depth Stop	£2.75	GM89 Pack of 5 Amp Fuses (5)	£2.75
GM670 Deluxe Paintbrush Set	£12.95	LIGHTING	
GM683 Soft Grip Knife Set with Blades	£6.95	GM61 Micro LED White (4)	£7.95
GM684 Spare Blades for GM683	£1.50	GM62 Micro LED Red (4)	£7.95
GM685 Value Model Railway Drill	£9.95	GM63 Micro LED Blue (4)	£7.95
GM695 Model Railway Screwdriver Set	£16.95	GM64 Micro LED Orange (4)	£7.95
GM696 Masking Tape 6mm x 18m (2)	£2.75	GM65 Grain of Wheat Bulb 12v Yellow (5)	£3.95
GM697 Masking Tape 10mm x 18m (2)	£2.75	GM67 Grain of Wheat Bulb 12v Red (5)	£3.95
GM698 Masking Tape 18mm x 18m (1)	£2.75	GM71 Grain of Wheat Bulb 12v Clear (5)	£3.95
RAZOR SAWS		GM72 Grain of Wheat Bulb 12v Green (5)	£3.95
GM672 Razor Saw Superfine		GM73 Grain of Wheat Bulb 12v Orange (5)	£3.95
GM673 3 in 1 Saw Set		BPGM69 GOW 12v Yellow (100)	£49.95
GM674 Razor Saw Fine		BPGM70 GOW 12v Red (100)	£49.95
GM675 Razor Saw Medium		BPGM71 GOW 12v Clear (100)	£49.95
GM676 Aluminum Mitre Box		BPGM72 GOW 12v Green (100)	£49.95
GM677 Fine Woodcraft Saw		BPGM73 GOW 12v Orange (100)	£49.95
GM678 Flushing Cut Saw		BPGM74 GOW 12v Yellow (100)	£49.95
GM679 Universal Razor Saw		BPGM75 GOW 12v Red (100)	£49.95
SOLDERING IRONS & BITS		BPGM76 GOW 12v Clear (100)	£49.95
GM680 15W 230V Soldering Iron		BPGM77 GOW 12v Green (100)	£49.95
GM681 25W 230V Soldering Iron		BPGM78 GOW 12v Orange (100)	£49.95
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GM685 15W No. 5 Tip		BPGM80 LED Green 3mm 12v (5)	£2.25
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GM687 25W No. 6 Tip		BPGM82 LED Yellow 3mm 12v (5)	£2.25
GM688 25W No. 7 Tip		BPGM83 LED Green 5mm 12v (5)	£1.95
GM689 25W No. 8 Tip		BPGM84 LED Red 5mm 12v (5)	£1.95
GM690 40W No. 6 Tip		BPGM85 LED Yellow 5mm 12v (5)	£1.95
GM691 40W No. 7 Tip		GM76 Resistor 1K Ohm for LEDs (10)	£1.65
GM692 40W No. 8 Tip			
SOLDERING ACCESSORIES		MAGNETS	
GM01 Low Melt Solder 70 degrees (20g)		GM86 Small Magnets (10)	£5.50
GM02 Solder 180 degrees (20g)		GM87 Medium Magnets (10)	£5.75
GM03 White Metal Flux		GM88 Large Magnets (10)	£6.00
GM04 Brass Flux		GM89 3v Bulbs (10) & Capacitors (5)	£5.95
GM05 Non Acid Safety Flux		GM99 Pack of Reeds & 5 Magnets	£13.95
GM06 Solder 145 Degrees			
SWITCHES		UNIVERSAL RELAY SWITCH	
GM501 Slide Switch DPDT		GM500 Universal Relay Switch	£5.50
GM619 Precision Lubricator		BPGM500 Universal Relay Switch (3)	£14.50
GM667 Superfine Oil Pen w/Teflon Particles		GM500D CDDC Fitted	£5.75
GM668 Electrical Contact Oil Pen			
SWITCHES			
GM501 Slide Switch DPDT	£1.70		
GM502 Slide Switch DPDT (C/off)	£1.70		
GM503 Toggle Switch SPST	£2.35		
GM504 Toggle Switch DPDT	£2.65		
GM505 Mini-Toggle DPDT (C/off)	£3.15		
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GM502 Slide Switch DPDT (C/off)			

Abbots Barton

A Southern Region branch line in the transition era is the scene for **DENNIS PRIOR'S** latest 'OO' gauge layout, which captures the period to beautiful effect.

PHOTOGRAPHY, TREVOR JONES

 Maunsell 'Schools'
30934 St Lawrence

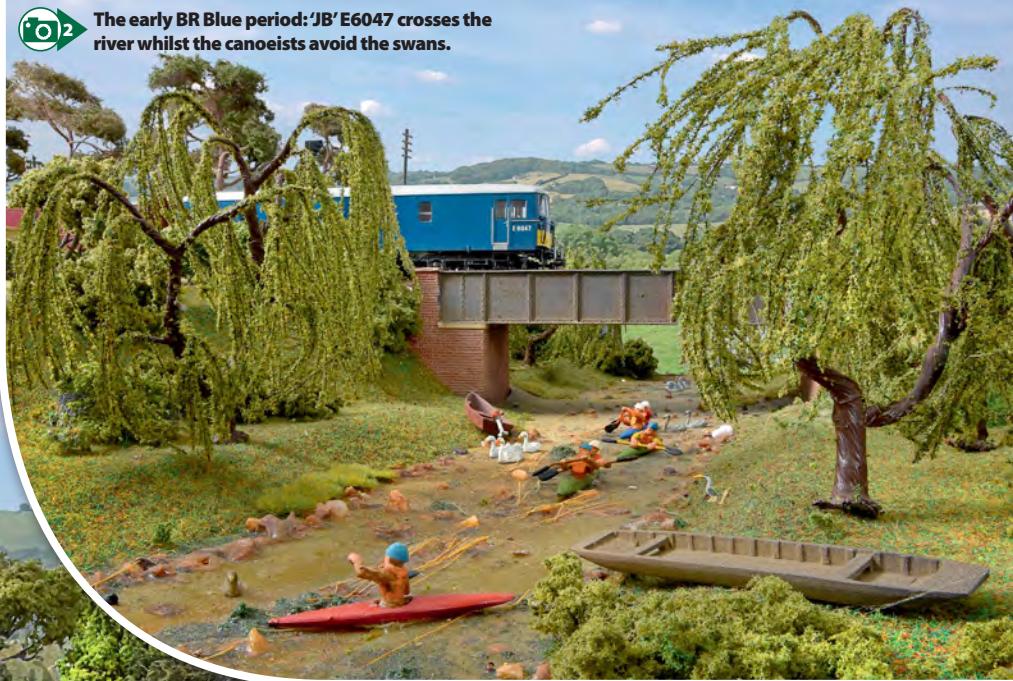
heads a special working back to
the South Coast – is it a mystery
tour to Chessington Zoo?



STATISTICS

Owner:	Dennis Prior
Scale:	'OO'
Length:	16ft
Width:	2ft
Track:	Peco code 75
Control:	Analogue
Period:	BR Southern Region, 1960-1968

 The early BR Blue period: 'JB' E6047 crosses the river whilst the canoeists avoid the swans.



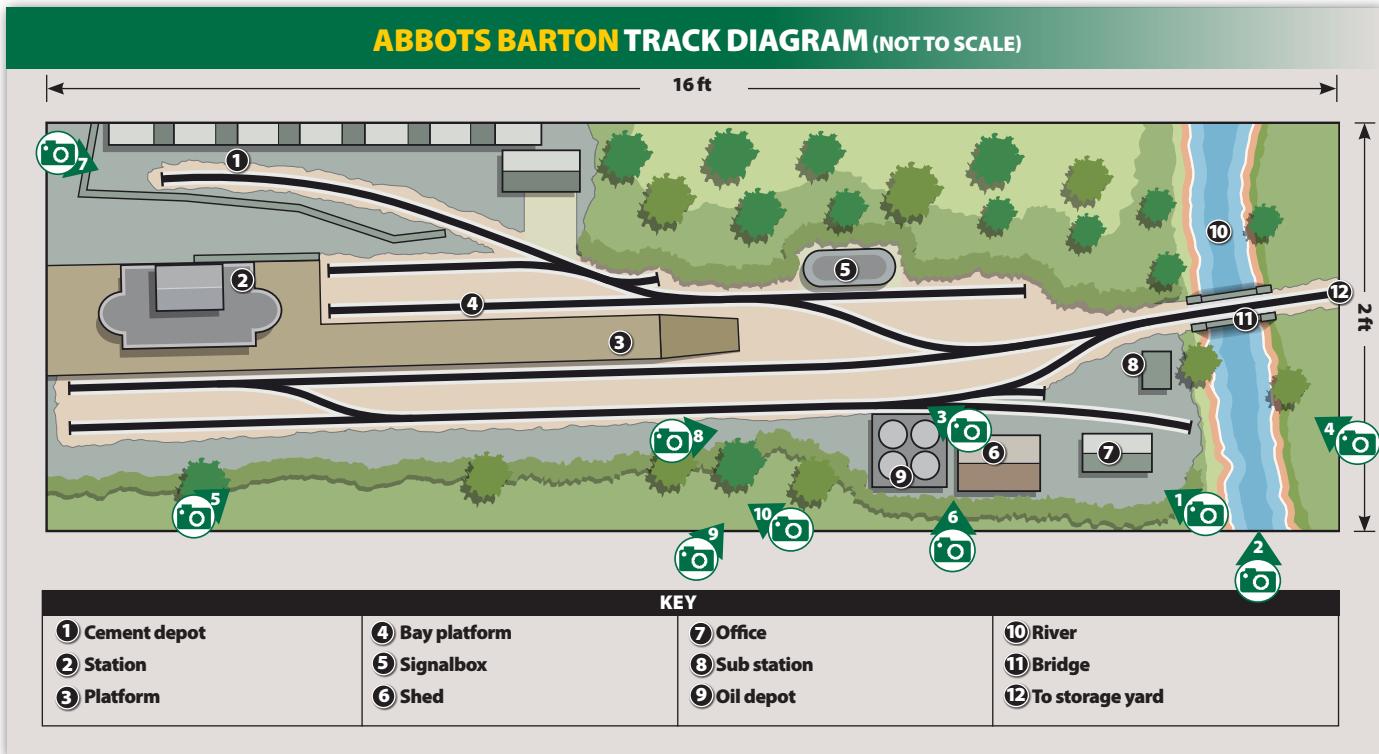
I AM A SOUTHERN MAN at heart. My father worked for the Southern Railway and BR Southern Region at Eastleigh Works and railways are definitely in the family blood. I didn't work on the railway but my son does, carrying on the tradition. I have always been interested in Southern Region operation and the transition from steam to diesel and electric.

Abbots Barton was initially inspired by Swanage in Dorset. It is a small branch line terminus with a run round, bay platform, small goods yard and a locomotive shed. The layout was started by Chris White (who built Chillingbourne, HM91) and I purchased it part completed when Chris found it would not fit into his new flat. My dining room was just about the right size for the layout but we did have to slightly reduce the length. Being able to put the layout up in the house enables me to operate the layout in the warmth.

The initial plan was to complete the layout as Swanage. However, with the release of Bachmann and Hornby's recent Electric Multiple Units (EMUs), Andy Hopper of Manston Airport (HM85) and I decided that it would be a good idea to add third-rail electrification to operate the EMUs realistically. Therefore the setting changed. The question was where to?

South West London seemed to be in a good location to model in the early-1960s. The railway was electrified but main line services were still in the hands of steam locomotives. My son Chris did a bit of research into railways which were planned but never built. Originally it was intended to extend the Southern Railway Chessington branch as far as Leatherhead. The earthworks and bridges for the extension were started but work was stopped by the outbreak of the Second World War. In 1945 the creation of the London green belt prevented further housing development and so there was no reason for the railway to be completed.

ABBOTS BARTON TRACK DIAGRAM (NOT TO SCALE)



I have applied a liberal amount of licence to the layout. I have assumed that some of the railway was completed before 1939. However, as this was during the 1930s depression, the railway was only built as a single line from Chessington South and terminated short of Leatherhead. Today this would be somewhere between Chessington World of Adventures and the M25 junction for Leatherhead. With the railway completed it was decreed post-war that the boundary for the green belt would be where the railway terminated. The name Abbots Barton refers to an enclosure which was owned by the cathedral, presumably

Guildford. It was Jeremy, the Canterbury MRS exhibition manager, who suggested the name of where I live for the layout.

CONSTRUCTION

The baseboards are made out of insulated foam board as the base material, framed by MDF. These were then covered with cork tiles to deaden the sound even more and to prevent the foam dissolving when gluing anything to it. The use of foam boards makes the boards very light and easy to carry - important when you are getting on and exhibiting. There are three main boards which are 3ft or 4ft long and a 4ft

long storage yard. The board which has the bridge has a slightly lower base. The off-scene storage yard is constructed from plywood and MDF. It has a traverser to save space. The lightweight boards of the scenic section of the layout means it can easily sit on two wooden beams between two trestles.

The track for the layout is Peco code 75. The track was mounted on cork and then glued in place. The ballast is fine grey from Woodland Scenics. The points are all manually operated with push/pull operation via aircraft control rods. This allows operation from the front of the layout at home and the back at »

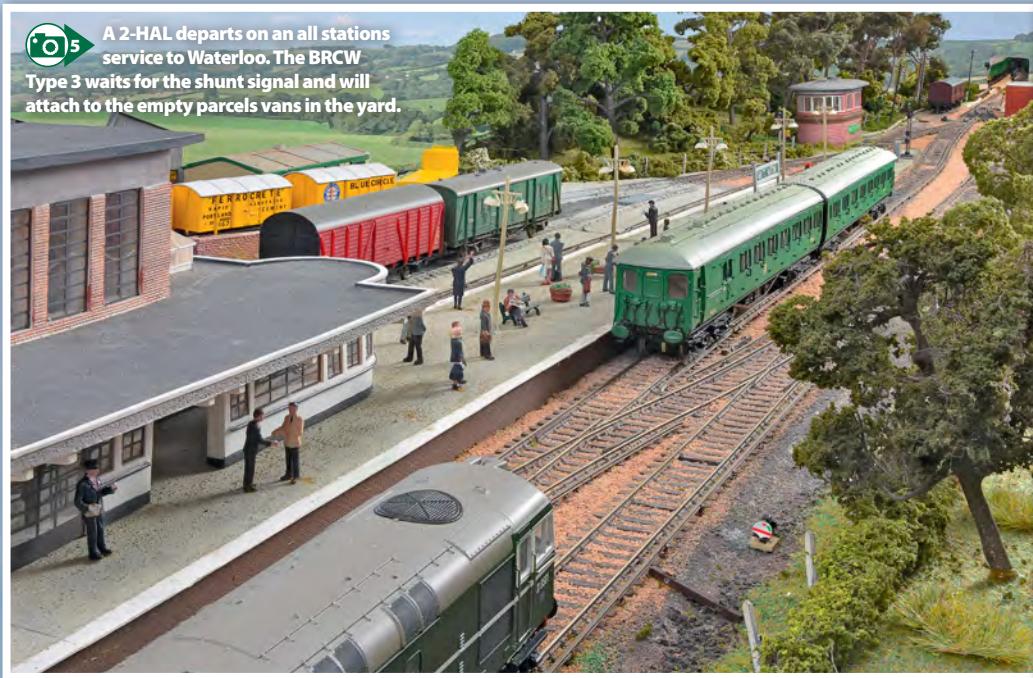
 Passengers for Waterloo get to travel on the modern 4-VEP whilst the old order, a hybrid 2 BIL, waits in the bay platform.

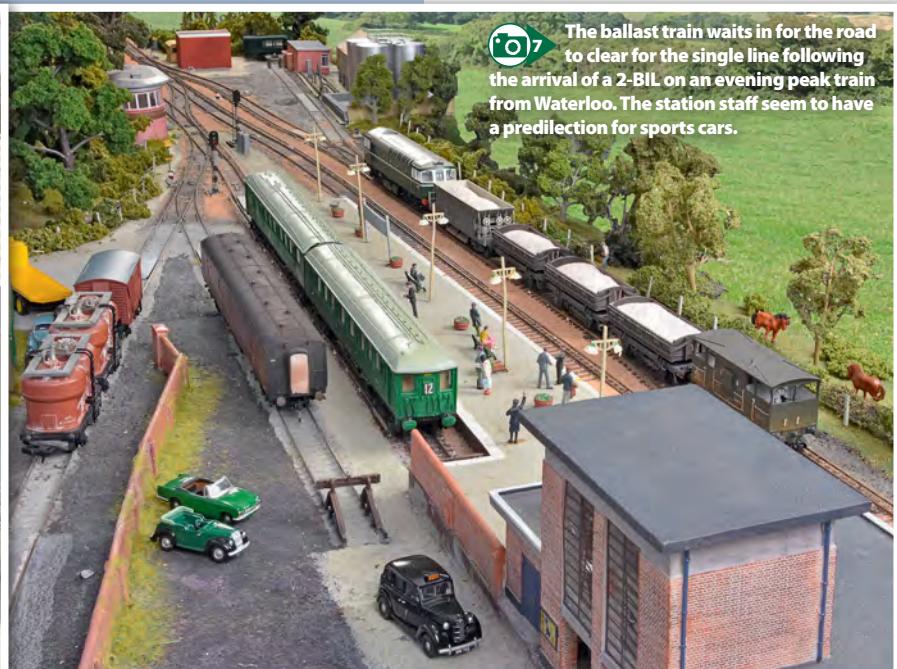
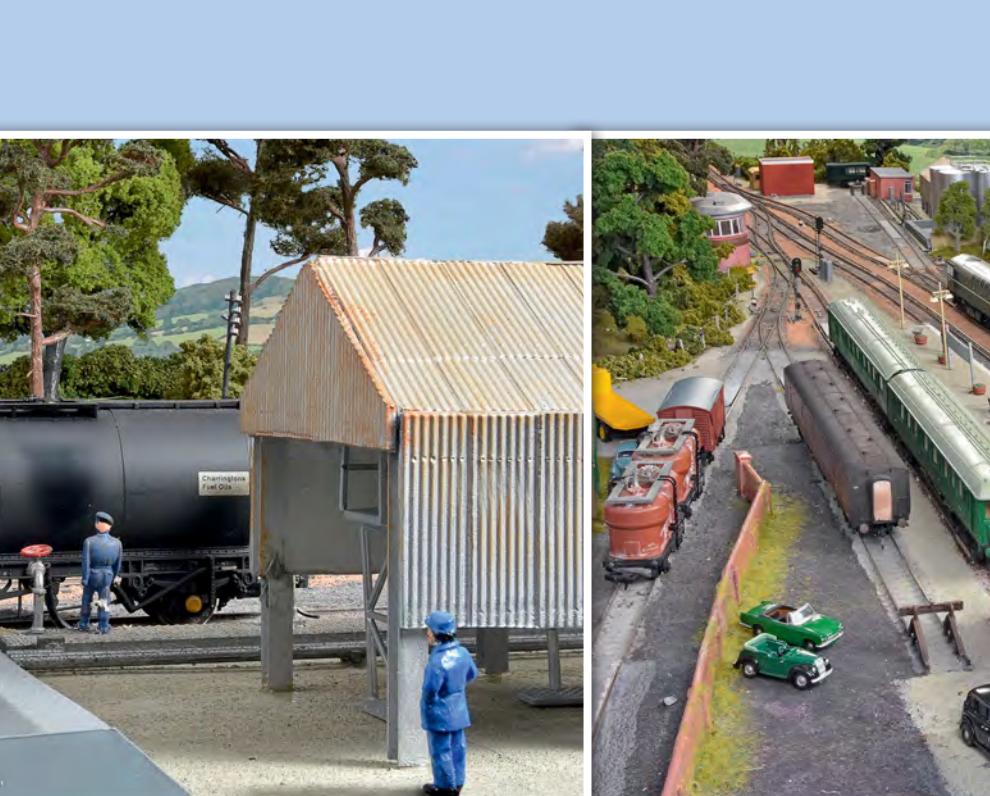


04

A Brush Type 4, reallocated to fill in on branch line duties after working the 'Bournemouth Belle', is buzzed by the Tiger Moth as it departs on a parcels train to Clapham Yard.







TO 8 A remarkably clean 'H16/30516, stands in for a failed diesel on a ballast train formed of 'Mermaid' and 'Walrus' wagons and a 'Shark' brake van whilst a Tiger Moth does a 'beat up' of the station.

exhibitions. The points are all live frogs with microswitches connected to the point rodding to change the switch polarity.

We use a conventional analogue controller. The isolating sections which we have on the layout can allow up to four trains to be on the scenic section at any one time – more than enough for a typical branch line.

As the line was planned and built in the 1930s, we decided to use buildings which reflect the architecture of the day and that used on the Chessington South branch. The handsome station building and signalbox are in the Art Deco style of the time and are available from Bachmann and Hornby respectively.

One change we made from the original Swanage plan was the use of the sidings and locomotive shed. With the boom in house building we decided to turn the yard into a cement terminal to serve the trade. Also with the Clean Air Act coming into force, these new homes were built with oil fired central heating. Therefore, the locomotive shed became an oil depot using a Walthers kit and scratch built structures, based on Canterbury West and other oil terminals on the Southern Region.

SIGNALLING

With the layout being set in the 1960s I decided to install colour light signalling. I used Eckon signals operated by rotary switches. It was quite normal to find this combination of colour light and manual signalling at the time, so the layout is accurate. As my son Chris works in railway operations we have also added details associated with the signals, including location cabinets, Automatic Warning System ramps and track circuits and point motors. All signalling equipment is located in accordance with BR practice.

The third-rail electrification was installed by Andy Hopper. He used Peco plastic conductor rail support insulating pots with inverted Peco rail for the conductor rail. The conductor rail is quite delicate ➤



Freight business is booming as suburbia expands. Brand new 'JA' E6003 shunts a rake of cement wagons whilst the BRCW Type 3 shunts the oil terminal.



and was time consuming to install. The third-rail is used on the platform line, bay platform and run-round loop. As in real life the yards and sidings were not electrified to ensure that staff were not exposed to the risk of electrocution. I have also installed a substation by the oil terminal to feed power to the third-rail.

I must admit that I like all the small details on the layout. These really make the scene for me. The large number of figures waiting on the platform, the station nameboards and the SR style concrete lamps testify to this. Perhaps a little mischievously on my part, Isambard Kingdom Brunel can be found amongst the figures watching over the scene!

As the area south of Chessington is wooded I used some very tall trees to represent mature specimens. Weeping

willows were bought for the river banks, a common feature near rivers in the South East. The river was filled with Woodland Scenics Realistic Water. The grass is either Woodland Scenics scatter or static grass.

I made a point of adding fencing along the lineside to keep the local horses from straying onto the line and getting electrocuted. Other features I have added to make the scene more realistic are the Southern Region concrete Permanent Way hut, a pillbox guarding the river bridge, offices for the cement and oil terminals and a bus stop so commuters could catch their London Country bus into the centre of Abbots Barton and on to Leatherhead.

OPERATION

Abbots Barton has a half-hourly service throughout the day to Waterloo. Most of the trains are formed of Southern Region

EMUs. As it is the 1960s new units were being delivered and trains are formed of either Southern Railway designs or British Rail units based on Mk 1 stock.

EMU sets are normally made up of four-car formations in the morning and evening peak with two-car sets in the off peak period. As Abbots Barton has a short four-car platform, generally trains to London attach to another set at Chessington South before going forward to Waterloo. The process is reversed in the evening peak. Sometimes two sets split in the station platform with a two-car set stabling in the bay platform as required.

The branch is also used for testing and driver training on new EMU stock, which means main line EMUs could turn up including 4-CEPs and the new 4-VEPs. I also have a 3-TC set which is hauled by a Class 33/1.

For times when the power supply is turned off I also have rakes of Mk 1 and Bullied stock for locomotive-hauled trains and a Maunsell push-pull set. Excursion trains to Chessington Zoo can also arrive on summer Saturdays and Sundays and are hauled by steam traction.

Parcels traffic also features on Abbots Barton. Various Southern Railway vans and BR CCTs for parcels trains, including newspapers, operate from Waterloo. Occasionally a horsebox may arrive and be unloaded in the bay platform.

For freight we have a rake of cement hoppers and some Blue Circle vans to serve the cement terminal. These arrive as a block train of bulk cement from Kent or bagged cement from Portland. The trains run round before being propelled into the sidings. The locomotive on the bulk train will remain at Abbots Barton to unload the train. One

"We decided to use buildings which reflect the architecture of the day."

DENNIS PRIOR



siding in the yard can be used for general freight traffic arriving in vans or open wagons – really there should be more brick traffic. Oil traffic arrives as a block train from Thameshaven with loaded tanks being exchanged for empty wagons. A ballast train also runs occasionally for track maintenance purposes. Abbots Barton can therefore become very busy in the off-peak period!

ROLLING STOCK

As the era depicted by the layout is the transition from steam to diesel and electric, I run a variety of prototypical rolling stock which would have been on the South Western division at that time.

Steam locomotives are represented by 'Schools' 4-4-0s, 'H16' 4-6-2Ts and 'M7' 0-4-4Ts. Diesels are a Class 07 shunter, Class 33s and Class 47s, with Class 73/0 and 73/1 electro-diesels. Multiple units include 2-HAL, 2-BIL, 4-EPB (all Hornby), 2-EPB, 4-CEP and Motor Luggage Van (Bachmann) and kit-built 2-HAL,

2-BIL, 4-SUB, 4-EPB and 2-HAPs.

The locomotives and rolling stock are equipped with Kadee couplers, most of which are plugged into the NEM pockets found on modern stock. I chose Kadee couplers mainly because I find them easy to operate and also because they are hands free when combined with magnets. They also look the part on EMU stock and help especially with trains being coupled and uncoupled in the main platform. Magnets have been mounted between the track at strategic places to enable uncoupling for run rounds and shunting.

EXHIBITING

The layout was designed to be portable. It is both a home layout and an exhibition layout. The layout has been shown at Canterbury, Chatham, Tolworth, Erith, Broadstairs and Faversham as well as local charity shows. I don't have any outstanding invites but I am open to offers, although cannot be too far from Canterbury.

I am always thinking of what I could do to improve and change the layout. With the recent release of the Hornby Class 71, I might ask Andy to extend the third-rail into the oil terminal siding. Another idea is to have overhead electrification in the yard. However, this overhead system was only found in south east London and Kent. Some modeller's licence may be required here!

This layout will be my swansong. At an age of four score plus five the hands and eyes do not seem to work as well as they did. I would like to thank all the members of the Canterbury MRS who help out at exhibitions. A special thanks to Andy Hopper, our club chairman for all the kits that he built and for all the fiddly bits on the layout, to Chris White for the basic boards and track layout and to my son Chris for technical expertise. If any exhibition managers would like to host us, please contact us via our website at www.CCMRS.com. 



A busy time at Abbots Barton with kit-built 4-EPB and 2-BIL units ready to depart for Waterloo during the morning rush hour.



Creating believable **WOOD** in miniature

Simple techniques for colouring modelled wood are demonstrated by **NIGEL BURKIN** using readily available materials and paints.



MAKING PLASTIC MOULDINGS appear like the wood they are intended to represent is often regarded as a tricky modelling job. Treated with a degree of awe by newcomers to the hobby, the actual process of making plastic and indeed wood strip and sheet itself actually look like scale wood is not difficult.

Before making a start on some basic techniques, there is one piece of advice which has been handed down from modeller to modeller over the years and that is to be prepared to experiment. Grab an offcut of embossed plasticard and try techniques. Make mistakes and enjoy your triumphs. Record the details of your successes so you can duplicate them in the future.

Smaller scale modellers in the UK will rely on plastic mouldings or embossed plastic for wood effects - the use of laser-cut plywood is still in its infancy on this side of the Atlantic. Self-assembly kits for fencing and structures will be of moulded plastic similar to that used in embossed sheet. Another consideration is wooden sleepered track - there is an opportunity to increase detail with colour and texture here too.



Planking on a wooden-decked wagon with variations in colour produced by mixing paint on an artist's colour palette. Colour and texture is the result making the model appear realistic and interesting - the plastic kit components now look like relatively new wood planking with some weathering and rust staining.

Three main sources of wood materials are the Wills material packs; Evergreen machined styrene sheet and embossed sheet planking by Slaters Plastikard. Wills offers three wood materials including tongue and groove boarding, wood planking and 'waney-edge' boarding. Evergreen offers a wide range of planking and boarding whilst Slaters has a range of sheet with planking of varying widths to suit different scales. As good as these products undoubtedly are, turning shiny plastic into dull, weathered wood is going to need a little creativity and a good selection of paint colours.

Depending on what I am modelling and the age of the wood, I will start off by distressing the plastic physically. Scraping selected areas with a small piece of hacksaw blade, the tips of files and modelling knife blades gets rid of the uniform appearance of the manufactured sheet. It is a process of personalising so the final item looks natural. The more damaged or rotting you wish the wood to appear, the more that the wood grain can be made more prominent. Use photographs to see how wood deteriorates along the grain and in sawn ends. When you are painting your 'wood', the enhanced grain and rot will take up the paint to further produce relief and texture.

CHOOSING PAINTS

In recent years, I have gradually migrated to using acrylic paints for scenery and layout work. As acrylic paints have improved and many more ranges have become available, it has been hard to ignore some of the many benefits of using them. Tough, quick to dry and with a huge variety of colours, my collection of acrylic paint colours has increased to the point where it vastly outnumbers my stock of enamel paint.

I use four different ranges of modellers acrylic paint in scenery and weathering work. Railmatch offers a useful variety of colours which suit wood colouring well. Tamiya is an old favourite, with buff, deck tan and medium grey colours featuring extensively in wood painting. I dip into a couple of box sets of Lifecolor' paints from time to time too. Perhaps the fastest growing range in my workshop is Model Air by Vallejo. It is primarily aimed at military and scale modelling, but cannot be ignored for railway modelling for its dull, natural colours - perfect for mud, stone, dust, wood of all kinds, rust and dirt. The camouflage colours translate well into scenery modelling too.

Useful tools

- » Artists colour palette
- » Appropriate thinners
- » Size 1-3 paintbrushes, including flat versions
- » Kitchen towel
- » Mixing pots
- » Jar of clean water for acrylic paint
- » Jar of clean thinners for enamel paints
- » Micro brushes (optional)
- » Grade 600 and 1200 wet and dry paper
- » Offcut of old hacksaw blade
- » Glass fibre pencil
- » Sharp scalpel
- » Scrapers and files
- » Material to protect the working area
- » Matt varnish

Acrylic paints are likely to gain favour if you model in the house. There are no volatile fumes to annoy other family members. Brushes and painting equipment is easily cleaned with water and spillages are likely to be less damaging, but should be guarded against anyway. Acrylic paints dry quickly - very quickly if aided by a warm radiator or airing cupboard. Recoating can be undertaken in 15 minutes or less.

Even so, they should be handled with respect because they are still potentially hazardous to health. Acrylic modellers paint is not suitable for children's crafting or anything that could be chewed by small children or pets.



A real wooden board crossing which shows the grey and light brown colours of wood which is in good condition.

STEP BY STEP PAINTING WOOD IN MINIATURE



Wills Models material - planking suitable for board crossings and a variety of other applications. The material is moulded rather than embossed, resulting in strong sheet material about 1mm thick.



After distressing a board crossing made from Wills sheet material, a base coat of light grey is applied.



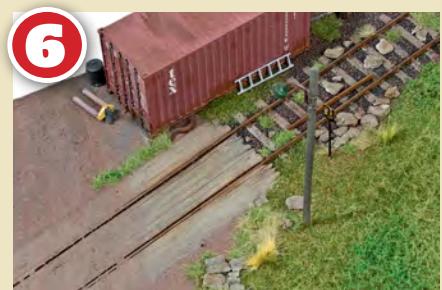
Wood takes up rust staining along the line of the rails.



Rubbing the rust coloured paint with a tissue soaked in thinners introduces a rust staining effect.



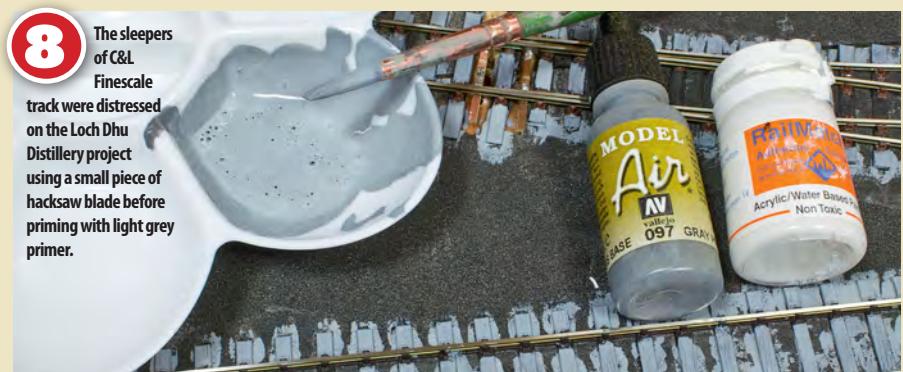
Suddenly, the wood effect begins to emerge. This is followed up by a thin wash of brown or grey/green. Several thin washes of varying shades of grey, grime and brown hues can be applied until a good depth of colour is achieved without flooding the planking detail.



The finished planking appears dry and silvered with wood grain brought through with the thin washes of colour. Note that the sleepers have been treated the same way and are light grey in colour.



Sleepers are fun to paint and a high level of detail can be introduced by applying slight variations in colour to each one before weathering with washes of grey and silvery grey paints. Some sleepers will become rust and oil stained, so there's huge scope for colour and texture in track modelling.



The sleepers of C&L Finescale track were distressed on the Loch Dhu Distillery project using a small piece of hacksaw blade before priming with light grey primer.



Painting each sleeper is time consuming but the results can be very interesting. Clearly, this level of detail can only be applied to the track of small layouts or cameo scenes on larger layouts.



A mixing palette of different wood base colours is prepared ready to paint each sleeper. Vallejo dark brown, khaki brown, German green, hemp and US grey are some of the colours perfect for base-coating sleepers.



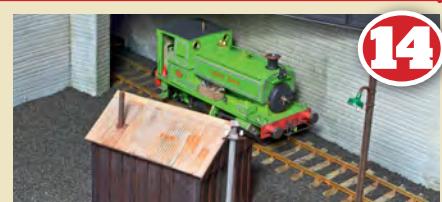
A different shade of the base colours is applied to each sleeper. They appear a little dark at this stage.



The rail sides and chairs are best treated with rust colour to kill the shine. It does not matter if some of the rust coloured paint stains the wooden part of the sleeper.



The bleaching effect of sunlight can be applied using a light grey or tan colour dry-brushed on to the surface of the sleepers as demonstrated in this picture. Paint is not allowed to fill the grain of the wood and not all of the sleepers are treated in this manner.



The cameo of bothy and interchange which makes up part of the Loch Dhu Distillery project is nearing completion with creosoted bothy and cinder ballast to represent a low maintenance railway. The track and ballast will receive a further dry brush application of light grey and lots of weeds. The bothy needs a coat of matt varnish and some track needs further washes of grime to tone everything down.

Intermediate
Beginner SKILL LEVEL Advanced

15



The wooden bothy started off with a coat of Vallejo Model Air wood colour. This is a great colour to base coat modern treated wood.

16



The colour is slowly built up to create colour depth over plain white styrene card – the wood colour was followed up with a brown shade. There is the option to introduce wood grain prior to painting.

17



Several washes of black and dark grey over brown and red tones creates a heavily creosoted appearance. The wood colour shows through the washes avoiding the appearance of the bothy being painted black.

18



Wagon decking is a great reason to introduce some colour and texture! Paint each plank a slightly different colour and fit the odd new plank of wood to represent a repair using a paler wood base colour. Finish with a very thin wash of dark grey or dark brown to pick out the planking.



Diorama building offers the chance to test scenery and painting techniques. Decay and neglect is the theme of this small diorama where the wooden crossing boards are distressed at the ends and the sleepers well and truly scraped to represent wood past its best.

BASIC TECHNIQUE

No matter what you are painting, wash plastic materials before applying any paint. I undercoat the wood mouldings with a thin application of grey acrylic primer first of all which may be lightened with a spot of white paint. Usually, the sleepers of proprietary track should be cleaned and primed for good paint adhesion, even if you plan to skip the priming stage.

Base colours are applied after priming and base colours include light greys; sandy colours; tan, buff or hemp - anything that will give you a basic wood colour. Mix a variety of base colours to achieve some variation in planking. Paint each plank individually with a slightly different shade to represent planks of different ages. This is where you will find that acrylic paints are really beneficial. The fast drying time allows you to proceed to the next steps of colouring quickly and allows you to build up colour in a short session.

Building up colour with thin washes is the

key to the final step – washes of thinned paint are used to bring out wood grain and enhance the colour. For example, a dark grey will make wood appear weathered whilst light grey makes it appear bleached and faded from sunlight. Rust, oil and ash all add to the staining of wood which can be achieved with thin washes. Build up the washes slowly and wick excess paint away with the edge of a piece of paper towel.

Remember to use a variety of different shades of the colours you wish to use to avoid uniformity. Mix small quantities of paint at a time and apply in thin washes using the appropriate thinner for the paint you are using.

Dry brushing, a common painting technique involving the application of paint traces using an older stiff paint brush, can be used to give the wood a final finish including bleaching or silvering from sun light; oil staining and rusting.

The step by step guide explains a variety of techniques for recreating wood effects in miniature. 

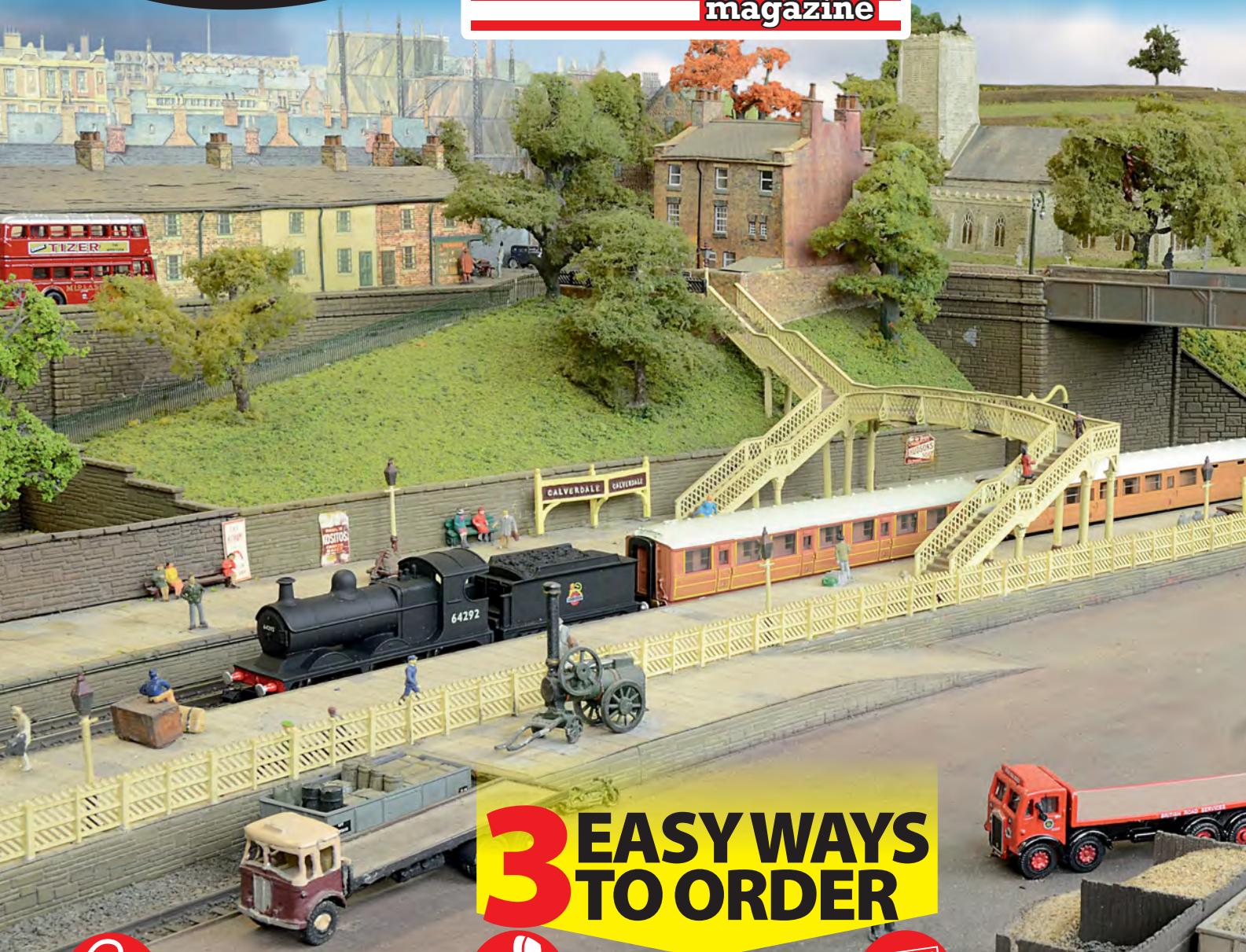
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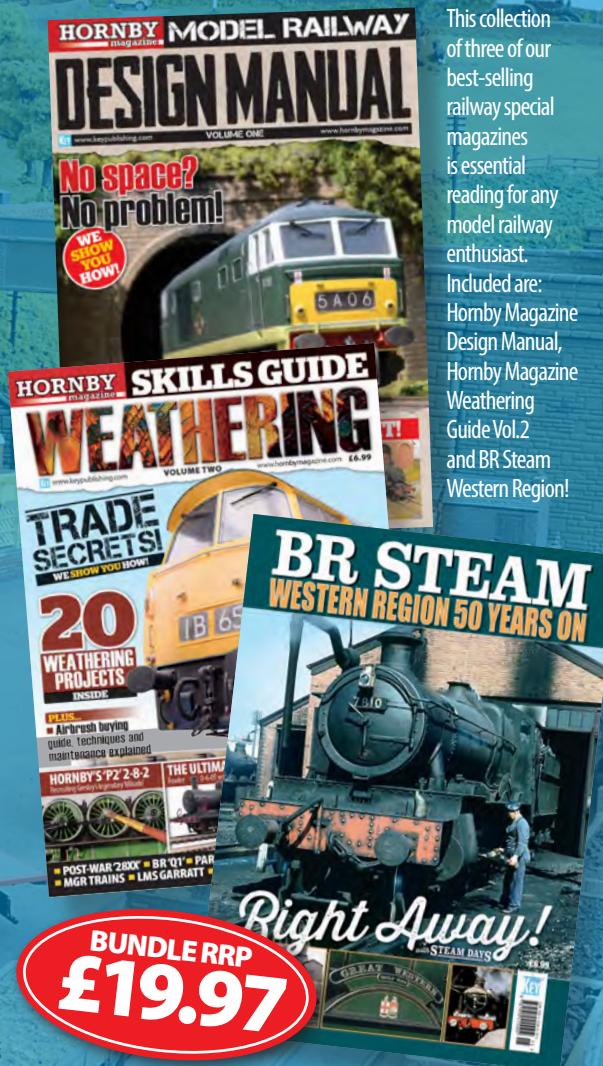
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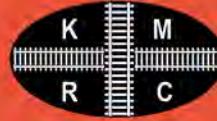
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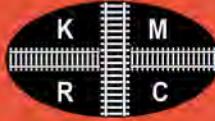
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R32-444 Class 20 No. 08028, BR Green, weathered... £93.95

R32-445 Class 20 No. 21 187, Saltburn-by-the-Sea BR Red... £93.95

R32-446 Class 20 No. 21 188, Saltburn-by-the-Sea BR Red... £93.95

R32-447 Class 20 No. 21 189, Saltburn-by-the-Sea BR Red... £93.95

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R32-463 Class 20 No. 21 205, Saltburn-by-the-Sea BR Red... £93.95

R32-464 Class 20 No. 21 206, Saltburn-by-the-Sea BR Red... £93.95

R32-465 Class 20 No. 21 207, Saltburn-by-the-Sea BR Red... £93.95

R32-466 Class 20 No. 21 208, Saltburn-by-the-Sea BR Red... £93.95

R32-467 Class 20 No. 21 209, Saltburn-by-the-Sea BR Red... £93.95

R32-468 Class 20 No. 21 210, Saltburn-by-the-Sea BR Red... £93.95

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R32-483 Class 20 No. 21 225, Saltburn-by-the-Sea BR Red... £93.95

R32-484 Class 20 No. 21 226, Saltburn-by-the-Sea BR Red... £93.95

R32-485 Class 20 No. 21 227, Saltburn-by-the-Sea BR Red... £93.95

R32-486 Class 20 No. 21 228, Saltburn-by-the-Sea BR Red... £93.95

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R32-488 Class 20 No. 21 230, Saltburn-by-the-Sea BR Red... £93.95

R32-489 Class 20 No. 21 231, Saltburn-by-the-Sea BR Red... £93.95

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R32-493 Class 20 No. 21 235, Saltburn-by-the-Sea BR Red... £93.95

R32-494 Class 20 No. 21 236, Saltburn-by-the-Sea BR Red... £93.95

R32-495 Class 20 No. 21 237, Saltburn-by-the-Sea BR Red... £93.95

R32-496 Class 20 No. 21 238, Saltburn-by-the-Sea BR Red... £93.95

R32-497 Class 20 No. 21 239, Saltburn-by-the-Sea BR Red... £93.95

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R32-503 Class 20 No. 21 245, Saltburn-by-the-Sea BR Red... £93.95

R32-504 Class 20 No. 21 246, Saltburn-by-the-Sea BR Red... £93.95

R32-505 Class 20 No. 21 247, Saltburn-by-the-Sea BR Red... £93.95

R4638A MK3 1st Class TF Coach No. 41067 Midland Mainline	£28.49	3910 Tango O2 Steam No. 3965 LNER w/stepped tender.....	£156.99	377-872A PCA Metalar Bulk Powder Wagon Unbrnd, whtd. NEW £23.95	25-020-002 B17 Steam No. 61664 "Liverpool" BR Green.....	£104.95	
R4639 MK3 Standard Open TS Coach 42194 Midland Mainline	£28.49	3911 Tango O2 Steam No. 63954 BR w/stepped tender.....	£156.99	379-354A Pack 20t Containers - MSC & Hamburg Sud.....	£6.00	25-020-003 B17 Steam No. 2871 "Manchester City" Green.....	£104.95
R4639B MK3 Standard Open TS Coach Midland Mainline	£28.49	3912 Tango O2 Steam No. 63948 BR E/F w/stepped tender.....	£156.99	379-361A Pack 40t Containers - K-line & Cosco.....	£6.00	25-021-001 C1 Steam No. 33016 BR Black E/F.....	£104.95
R4641 MK3 TF Coach No. 975814 - Network Rail	£28.49	3913 Tango O2 Steam No. 63952 BR E/F w/stepped tender.....	£156.99	379-362A Pack 40t Containers - P&O Nedlloyd & Yang Ming.....	£6.00	25-021-002 C1 Steam No. 33018 BR Black L/C.....	£104.95
R4642 MK1 BG Parcels Coach No. W86057 BR (Wt)	£24.99	3920 Tango O2 Steam No. 63954 BR E/F w/stepped tender.....	£156.99	379-391 Alloy RD Containers "Speedflight" Pack of 4.....	£6.00	ND079F 171 2863 "Evertton" LNER Apple Green.....	£100.95
R4642A MK1 Parcels Coach No. W86105 BR (Wt)	£24.99	3922 Tango O2 Steam No. 63983 BR E/F w/stepped tender.....	£156.99	ND095A Platinum Britannia Class 7M 4-6-2 No. 7003 "Oliver Cromwell".....	£114.95	ND095B Britannia Class 7M 4-6-2 No. 7013 "Oliver Cromwell".....	£114.95
R4643 MK1 Secnd Open Coach No. M4473 BR	£24.99	3923 Tango O2 Steam No. 63984 BR E/F w/stepped tender.....	£156.99	ND101F Class 67 No. 67 024 WLS.....	£99.99	ND101J Class 67 No. 67 024 EWS.....	£99.99
R4644 MK1 Tourist Second Open Coach No. W3873 BR (Wt)	£24.99	3994 W4.5 x M 7alibus 7/3992 BR Green w/ speed whls.....	£89.99	ND113B Class 156 2 Car "MUGU" Regional Railways - non powered.....	£49.95	ND120A 4-6-2 A3 No. 60045 "Lemburg" BR Green L/C.....	£111.95
R4645 MK1 Parcels Coach F80288 BR "Express Parcels"	£24.99	8802 AC Cars Railbus W97977 BR small yellow warning panel.....	£104.99	ND120B 4-6-2 A3 No. 2750 "Papirus" LNER Apple Green.....	£114.99	ND128C 4-6-2 A3 Class No. 10165 "Western Consort" BR Maroon.....	£114.99
R4646 MK1 Parcels Coach F80288 BR "Express Parcels"	£24.99	8802 AC Cars Railbus W97977 BR small yellow warning panel.....	£104.99	ND128E Steam No. 60070 "Gladiatior" BR Green E/C.....	£111.95	ND129F 3 Steam No. 60106 "Flying Fox" BR Green L/C.....	£111.95
R4647 MK1 Corridor Third Coach No. M24540 BR, weathered.	£24.99	8803 AC Cars Railbus W97978 BR Green w/ speed whls.....	£104.99	ND129F 3 Steam No. 60106 "Flying Fox" BR Green L/C.....	£111.95	ND129G 3 Steam No. 2744 "Grand Parade" LNER Green.....	£111.95
R4648 Greyel Suburban First Class Coach F81038 BR	£20.45	8902 Class 128 W55931 BR wht cab roof & gangway cover.....	£104.99	ND129H 3 Steam No. 60106 "Western Courier".....	£111.95	ND129H 4-6-2 A3 No. 60045 "Lemburg" BR Green L/C.....	£111.95
R4649 Greyel Suburban Composite Coach F88097E BR	£20.45	8920 Class 128 Diesal Parcels Unit No. 55991 BR E/F.....	£101.99	ND129H 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99	ND129I 3 Steam No. 60106 "Western Consort" BR Maroon.....	£114.99
R4651 BR Thompson Suburban Composite Coach F88413E BR	£20.45	9218 Class 128 Diesal Parcels Unit No. 55992 Royal Mail Letters.....	£101.99	ND129I 3 Steam No. 60106 "Western Consort" BR Maroon.....	£114.99	ND129J 3 Steam No. 60106 "Western Consort" BR Maroon.....	£114.99
R4652 Thompson Suburban 3rd Class Coach No. E82690F BR	£20.45	9222 Class 128 Diesal Parcels Unit No. 55992 BR Royal Mail Letters.....	£101.99	ND129J 3 Steam No. 60106 "Western Consort" BR Maroon.....	£114.99	ND129K 3 Steam No. 60106 "Western Consort" BR Maroon.....	£114.99
R4654 MK3 TGS Trailer Guard Standard Coach No. 44049 FGW	£28.49	9223 Class 128 Diesal Parcels Unit No. 55991 Royal Mail Letters.....	£101.99	ND129L Class 156 2 Car "MUGU" Regional Railways - non powered.....	£49.95	ND129M 4-6-2 A3 No. 60045 "Lemburg" BR Green L/C.....	£111.95
R4655 Driving Van Tn No. B21426 Df Schenker	£24.99	8940 Class 128 Diesal Parcels Unit No. 55993 BR Blue.....	£101.99	ND129N 4-6-2 A3 No. 60045 "Lemburg" BR Green L/C.....	£111.95	ND129O 4-6-2 A3 No. 60045 "Lemburg" BR Green L/C.....	£111.95
R4656 Non-Connor 57/1 Composite Coach No. 16597 BR	£20.45	8942 Class 128 Diesal Parcels Unit No. 55995 Royal Mail Red.....	£101.99	ND129P 3 Steam No. 60106 "Western Invader".....	£104.99	ND129Q 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99
R4656A LMS Non-Connor 57/1 Composite Coach No. 16612	£37.99	8942 Class 128 Diesal Parcels Unit No. 55993 Express Parcels Blue.....	£101.99	ND129R 3 Steam No. 60106 "Western Invader".....	£104.99	ND129S 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99
R4657 Non-Connor 57/1 Class Coach No. 116931 MS	£20.45	8990 Class 128 Diesal Parcels Unit No. 55987 BR Green.....	£101.99	ND129T 3 Steam No. 60106 "Western Invader".....	£104.99	ND129U 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99
R4658 Non-Connor 57/1 Class Coach No. 117030 MS	£20.45	8991 Class 128 Diesal Parcels Unit No. 55988 BR Blue.....	£101.99	ND129V 3 Steam No. 60106 "Western Invader".....	£104.99	ND129W 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99
R4659 Non-Connor 57/1 3rd Class Coach No. M11703M BR	£20.45	8992 Class 128 Diesal Parcels Unit No. 55989 BR Blue.....	£101.99	ND129X 3 Steam No. 60106 "Western Invader".....	£104.99	ND129Y 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99
R4660 Non-Connor 57/1 Standard Class Coach 12425 Fast Coast	£28.49	8992 Class 128 Diesal Parcels Unit No. 55990 BR Blue.....	£101.99	ND129Z 3 Steam No. 60106 "Western Invader".....	£104.99	ND129AA 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99
R4661 Driving Van Tn No. B21426 Df Schenker	£24.99	8993 Class 128 Diesal Parcels Unit No. 55991 BR Blue.....	£101.99	ND129B 3 Steam No. 60106 "Western Invader".....	£104.99	ND129C 4-6-2 A3 No. 60094 "Colorado" BR Green E/F.....	£114.99
R4662 Non-Connor 57/1 Composite Coach No. 16597 BR	£20.45	8994 Class 128 Diesal Parcels Unit No. 55995 Royal Mail Red.....	£101.99	ND129D 3 Steam No. 60106 "Western Invader".....	£104.99	ND129E 3 Steam No. 60106 "Western Invader".....	£104.99
R4663 Non-Connor 57/1 3rd Class Coach No. 16612 MS	£37.99	8994 Class 128 Diesal Parcels Unit No. 55993 Express Parcels Blue.....	£101.99	ND129F 3 Steam No. 60106 "Western Invader".....	£104.99	ND129G 3 Steam No. 60106 "Western Invader".....	£104.99
R4664 Non-Connor 57/1 Class Coach No. 16612 MS	£37.99	8995 Class 128 Diesal Parcels Unit No. 55991 Royal Mail Red.....	£101.99	ND129H 3 Steam No. 60106 "Western Invader".....	£104.99	ND129I 3 Steam No. 60106 "Western Invader".....	£104.99
R4665 Non-Connor 57/1 Standard Class Coach 12425 Fast Coast	£28.49	8996 Class 128 Diesal Parcels Unit No. 55990 BR Blue.....	£101.99	ND129J 3 Steam No. 60106 "Western Invader".....	£104.99	ND129K 3 Steam No. 60106 "Western Invader".....	£104.99
R4666 Non-Connor 57/1 Standard Class Coach 12403 Fast Coast	£28.49	8997 Class 128 Diesal Parcels Unit No. 55991 BR Blue.....	£101.99	ND129L 3 Steam No. 60106 "Western Invader".....	£104.99	ND129M 3 Steam No. 60106 "Western Invader".....	£104.99
R4667 Railair LMS 4W Wheel Coach	£14.99	9002 Metropolitan Robo Electric Loco No. 1, Wartime Grey.....	£118.99	ND129N 3 Steam No. 60106 "Western Invader".....	£104.99	ND129O 3 Steam No. 60106 "Western Invader".....	£104.99
R4671 Railair 5F 4W Wheel Coach	£14.99	9002 Metropolitan Robo Electric Loco No. 1, Wartime Grey.....	£118.99	ND129P 3 Steam No. 60106 "Western Invader".....	£104.99	ND129Q 3 Steam No. 60106 "Western Invader".....	£104.99
R4674 Railair 4W Wheel Coach	£14.99	9002 Metropolitan Robo Electric Loco No. 1, Wartime Grey.....	£118.99	ND129R 3 Steam No. 60106 "Western Invader".....	£104.99	ND129S 3 Steam No. 60106 "Western Invader".....	£104.99
R4676 BR Mk3 InterCity Coach Pack x 3 BR Blue & Grey	£49.99	4D-000-004 Class 52 D1058 "Western Nobleman" BR Blue.....	£119.99	ND129T 3 Steam No. 60106 "Western Nobleman" BR Blue.....	£104.99	ND129U 3 Steam No. 60106 "Western Nobleman" BR Blue.....	£104.99
R4677 Non-Connor 57/1 3rd Class Coach No. 20124 LMS	£20.45	4D-000-005 Class 52 D1056 "Western Consort" BR Maroon.....	£123.99	ND129V 3 Steam No. 60106 "Western Consort" BR Maroon.....	£114.99	ND129W 3 Steam No. 60106 "Western Consort" BR Maroon.....	£114.99
R4677 Non-Connor 57/1 3rd Class Coach No. 20125 LMS	£20.45	4D-000-010 Class 52 D1010 "Western Cavalier" BR Blue.....	£123.99	ND129X 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99	ND129Y 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99
R4677 Non-Connor 57/1 3rd Class Coach No. 20754 LMS	£20.45	4D-000-011 Class 52 D1002 "Western Explorer" BR Green.....	£123.99	ND129Z 3 Steam No. 60106 "Western Explorer" BR Green.....	£114.99	ND129AA 3 Steam No. 60106 "Western Explorer" BR Green.....	£114.99
R4677 Non-Connor 57/1 3rd Class Coach No. 20755 LMS	£20.45	4D-000-012 Class 52 D1026 "Western Centurion" BR Blue.....	£129.95	ND129B 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129C 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4678 Non-Connor 57/1 3rd Class Coach No. M20789M BR	£20.45	4D-000-000 Class 52 D1000 "Western Centurion" BR Blue.....	£119.99	ND129D 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129E 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4678 Non-Connor 57/1 3rd Class Coach No. M20789M BR	£20.45	4D-000-001 Class 52 D1030 "Western Centurion" BR Blue.....	£119.99	ND129F 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129G 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4679 Collett GWR Bow Ended Corridor 3rd Class 4548 GWR	£20.45	4D-000-002 Class 73 Electro-Diesel No. 73 105.....	£119.99	ND129H 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129I 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4680 Collett GWR Bow Ended Corridor 3rd Class Brake Right	£20.45	4D-000-003 Class 73 Electro-Diesel No. 73 106.....	£119.99	ND129J 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129K 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4681 Collett GWR Bow Ended Corridor 3rd Class Brake Left	£20.45	4D-000-004 Class 73 Electro-Diesel No. 73 107.....	£119.99	ND129L 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129M 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4682 Collett GWR Bow Ended Corridor Composite E519 GWR	£20.45	4D-000-005 Class 73 Electro-Diesel No. 63939 BR Blue.....	£119.99	ND129N 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129O 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4683 Collett GWR Bow Ended Corridor Composite E519 GWR	£20.45	4D-000-006 Class 73 Electro-Diesel No. 63940 BR Blue.....	£119.99	ND129P 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129Q 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4684 Collett GWR Bow Ended Corridor Composite E519 GWR	£20.45	4D-000-007 Class 73 Electro-Diesel No. 63941 BR Blue.....	£119.99	ND129R 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129S 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4685 Collett GWR Bow Ended Corridor Composite E519 GWR	£20.45	4D-000-008 Class 73 Electro-Diesel No. 63942 BR Blue.....	£119.99	ND129T 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129U 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4686 Collett GWR Bow Ended Corridor Composite E519 GWR	£20.45	4D-000-009 Class 73 Electro-Diesel No. 63943 BR Blue.....	£119.99	ND129V 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129W 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4687 Collett GWR Bow Ended Corridor Composite E519 GWR	£20.45	4D-000-010 Class 73 Electro-Diesel No. 63944 BR Blue.....	£119.99	ND129X 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129Y 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4688 MK3 10 CO Wagon	£16.00	4D-000-011 Class 52 D1030 "Western Consort" BR Blue.....	£119.99	ND129Z 3 Steam No. 60106 "Western Consort" BR Blue.....	£114.99	ND129AA 3 Steam No. 60106 "Western Consort" BR Blue.....	£114.99
R4689 LMS Non-Connor 57/1 Composite Coach No. M16574M	£16.00	4D-000-012 Class 52 D1031 "Western Cavalier" BR Blue.....	£119.99	ND129B 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99	ND129C 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99
R4690 LMS Non-Connor 57/1 3rd Class Coach No. M19126M	£20.45	4D-000-013 Class 52 D1032 "Western Explorer" BR Blue.....	£119.99	ND129D 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99	ND129E 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99
R4691 LMS Non-Connor 57/1 3rd Class Brake Coach M20787M	£20.45	4D-000-014 Class 52 D1033 "Western Centurion" BR Blue.....	£119.99	ND129F 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129G 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4692 LMS Non-Connor 57/1 3rd Class Brake Coach M20788M	£20.45	4D-000-015 Class 52 D1034 "Western Conqueror" BR Blue.....	£119.99	ND129H 3 Steam No. 60106 "Western Conqueror" BR Blue.....	£114.99	ND129I 3 Steam No. 60106 "Western Conqueror" BR Blue.....	£114.99
R4693 LMS Non-Connor 57/1 3rd Class Brake Coach M20789M	£20.45	4D-000-016 Class 52 D1035 "Western Cavalier" BR Blue.....	£119.99	ND129J 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99	ND129K 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99
R4694 LMS Non-Connor 57/1 3rd Class Brake Coach M20790M	£20.45	4D-000-017 Class 52 D1036 "Western Explorer" BR Blue.....	£119.99	ND129L 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99	ND129M 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99
R4695 LMS Non-Connor 57/1 3rd Class Brake Coach M20791M	£20.45	4D-000-018 Class 52 D1037 "Western Centurion" BR Blue.....	£119.99	ND129N 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129O 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4696 LMS Non-Connor 57/1 3rd Class Brake Coach M20792M	£20.45	4D-000-019 Class 52 D1038 "Western Conqueror" BR Blue.....	£119.99	ND129P 3 Steam No. 60106 "Western Conqueror" BR Blue.....	£114.99	ND129Q 3 Steam No. 60106 "Western Conqueror" BR Blue.....	£114.99
R4697 LMS Non-Connor 57/1 3rd Class Brake Coach M20793M	£20.45	4D-000-020 Class 52 D1039 "Western Cavalier" BR Blue.....	£119.99	ND129R 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99	ND129S 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99
R4698 LMS Non-Connor 57/1 3rd Class Brake Coach M20794M	£20.45	4D-000-021 Class 52 D1040 "Western Explorer" BR Blue.....	£119.99	ND129T 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99	ND129U 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99
R4699 LMS Non-Connor 57/1 3rd Class Brake Coach M20795M	£20.45	4D-000-022 Class 52 D1041 "Western Centurion" BR Blue.....	£119.99	ND129V 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99	ND129W 3 Steam No. 60106 "Western Centurion" BR Blue.....	£114.99
R4700 LMS Non-Connor 57/1 3rd Class Brake Coach M20796M	£20.45	4D-000-023 Class 52 D1042 "Western Conqueror" BR Blue.....	£119.99	ND129X 3 Steam No. 60106 "Western Conqueror" BR Blue.....	£114.99	ND129Y 3 Steam No. 60106 "Western Conqueror" BR Blue.....	£114.99
R4701 LMS Non-Connor 57/1 3rd Class Brake Coach M20797M	£20.45	4D-000-024 Class 52 D1043 "Western Cavalier" BR Blue.....	£119.99	ND129Z 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99	ND129AA 3 Steam No. 60106 "Western Cavalier" BR Blue.....	£114.99
R4702 LMS Non-Connor 57/1 3rd Class Brake Coach M20798M	£20.45	4D-000-025 Class 52 D1044 "Western Explorer" BR Blue.....	£119.99	ND129B 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99	ND129C 3 Steam No. 60106 "Western Explorer" BR Blue.....	£114.99
R4703 LMS Non-Connor 57/1 3rd Class Brake Coach M20799M	£20.45</						

Sutton's Locomotive Workshop Sulzer Type 2

From time to time the rule book needs to be rewritten and Sutton's Locomotive Workshop's outstanding new BR Sulzer Type 2 proves the point. **MIKE WILD** takes a closer look at the model's development and capabilities in this detailed review.

WE'VE BECOME VERY used to receiving high quality ready-to-run products for 'OO' gauge, but some models take us to an unexpected new level. Sutton's Locomotive Workshop's (SLW) Sulzer Type 2 shows that with a different approach much more is possible in both detail and performance.

Talking to SLW's owner Philip Sutton, his passion for the creation of this model is totally apparent. He wanted to do things differently and to create a model on a level which hadn't been seen before in ready-to-run. That didn't just extend to detailing of the outside – or even to detailing the cab interior to an incredible level – but to making this a designed product from the surfaces of the wheels through to the motor position, sound





THE DETAILS

Manufacturer:	www.sulzertype2.co.uk
Cat No:	2401-2405
Description:	BR Sulzer Class 24 Bo-Bo diesel-electric
Scale:	'OO' (options for 'EM' and 'P4' wheels)
Price:	£160 (DCC ready), £260 (DCC sound fitted)
Era:	5-7
DCC:	DCC ready or DCC sound fitted, Plux22 socket
Couplings:	Optional NEM coupling pocket tension locks



system and the bodyshell itself.

It is this passion for excellence and a desire to create the most accurate model of the Class 24 we have seen yet that is responsible for the model which sits before me now. It was announced to a select audience in November 2015 – the same weekend as the Warley National Model Railway Exhibition – and has been attracting rave reviews ever since from purchasers.

In his opening letter, supplied with each model, Philip sums up the project: "This model has, quite simply, been made to museum-quality standard (and our engineers say an insane level of detail) in order to satisfy the

demands of the modeller/collector and early diesel aficionado."

From the start, the Class 24 was to be designed to a specification rather than a price point. It has been designed in Britain and engineered in China through SLW's own factory sites and uses the latest generation Plux22 decoder socket to provide the greatest potential range of functions for digital modellers.

THE MODEL

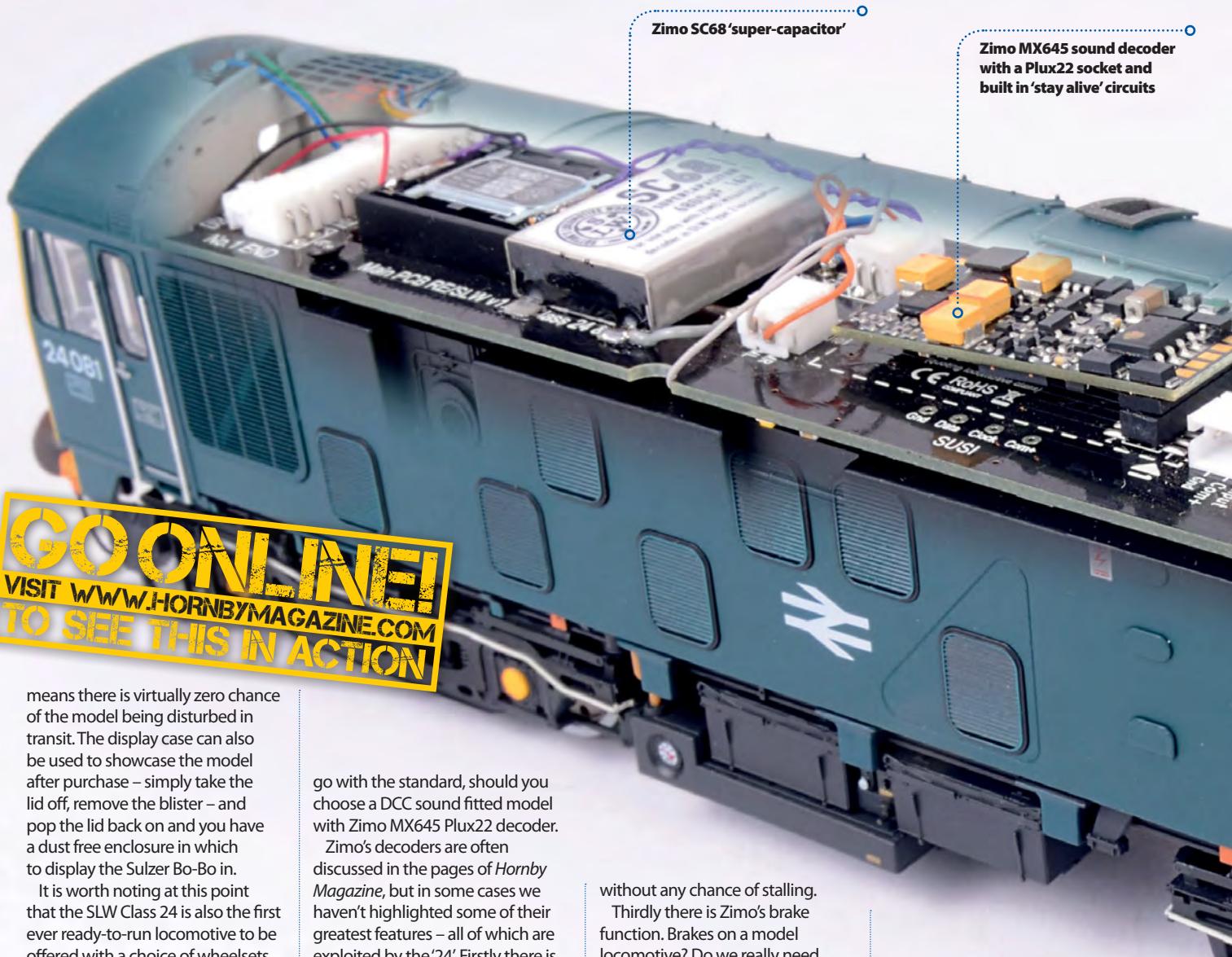
So what do you get? There are two choices: Digital Command Control (DCC) ready and DCC sound fitted. Here we will concentrate on the DCC sound fitted versions as they offer so much more operational

value than the analogue model. No matter which you choose, both are delivered with an outstanding level of detail – you can see that in the accompanying photographs – with photo-etched grilles, era-specific roof fittings, lavishly detailed bogies, correct pattern wheelsets, a fully detailed bufferbeam at both ends and a cab which looks like you could step inside – it really is that good.

Then you have the finishing. Sublime paint quality in all areas makes the exquisitely produced body moulding look even better and there are currently six models to choose from: D5000 in original plain green, 24063 and 24081 – the last in service – in BR blue, D5107 and

D5098 in BR green with small yellow warning panels and Southern Region allocated D5016 in BR green with lower white bodystripe.

The packaging developed for the Class 24 is top notch, with presentation kept as a primary objective throughout. The box is a metal presentation tin with embossed logos on the top. Removing the lid reveals the charcoal coloured foam packing material which, once removed, makes way to the plastic display case inside containing the locomotive. This is akin to a die-cast vehicle and the combination of screws securing it from underneath and a plastic blister over the top »



means there is virtually zero chance of the model being disturbed in transit. The display case can also be used to showcase the model after purchase – simply take the lid off, remove the blister – and pop the lid back on and you have a dust free enclosure in which to display the Sulzer Bo-Bo in.

It is worth noting at this point that the SLW Class 24 is also the first ever ready-to-run locomotive to be offered with a choice of wheelsets, ready fitted. You can have 'OO', 'EM' and 'P4' wheels installed before delivery, showing more of what is possible at this level of production.

PERFORMANCE

Wheel choices, rather like buying a car, aren't the only options to tick as internal facilities can be upgraded for digital operation with a 'stay alive' pack also being available to

go with the standard, should you choose a DCC sound fitted model with Zimo MX645 Plux22 decoder.

Zimo's decoders are often discussed in the pages of *Hornby Magazine*, but in some cases we haven't highlighted some of their greatest features – all of which are exploited by the '24'. Firstly there is the onboard power management system to work with the Zimo SC68 'stay alive' pack used by SLW. Second there is the decoder's 'Smart Stop' ability which avoids stalling at a station stop – if it detects dirt on the track when the model stops it will creep almost invisibly forward using power from the 'stay alive' until it finds consistent track power, making the locomotive ready to depart

without any chance of stalling.

Thirdly there is Zimo's brake function. Brakes on a model locomotive? Do we really need them? Yes! We've operated a number of models with Zimo's braking function and it really is a quite simple but spectacular addition to a decoder's performance.

It all comes together to put you firmly in the driving seat. Reducing the speed steps down to zero is just part of the game with this feature as to bring the train to a controlled stop you need to use Function 2, a momentary function, to dab the brakes on to stop the train acting just as the vacuum brake handle in a locomotive would. It enhances the realism of the model's operation phenomenally, which brings me neatly onto the sound operation itself.

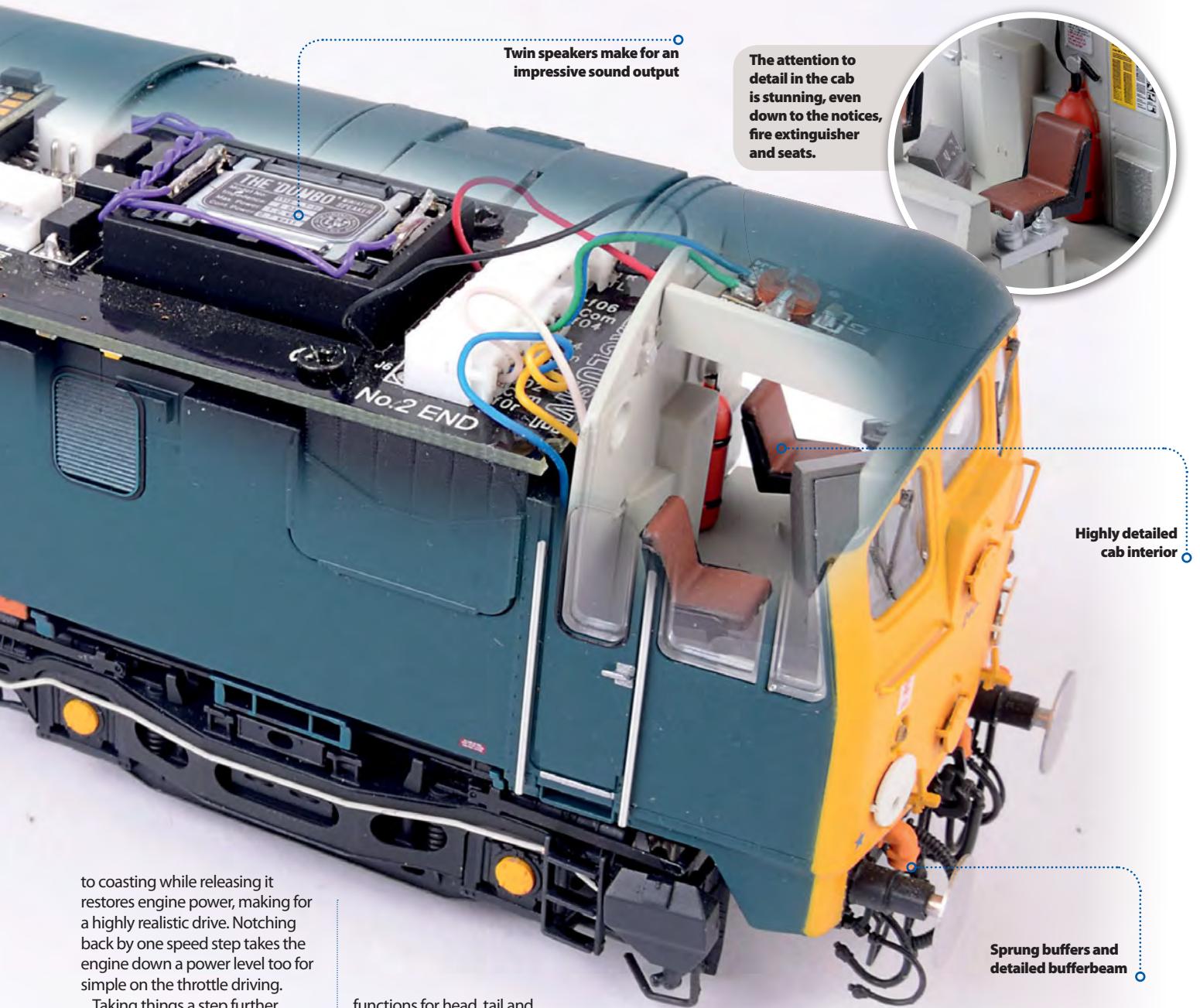
The sound functions of the Class 24 are in a league of their own. SLW has devised its own arrangement of speakers to determine the highest quality sound output possible for a 4mm scale model. Two speakers, similar to those found in iPads, have been incorporated into the chassis with their own sound chambers to enhance their output. Combined together these two features give

an unrivalled sound quality for a ready-to-run locomotive and show, without doubt, that thinking about the introduction of such features – and the components that will be used – can make a tremendous difference to the finished product.

On the track, as with the braking feature, you are fully in control of the locomotive. Startup includes options for pre-start checks and engaging of the power handle, while the driving experience can be handled in two ways – purely on speed steps or by manual intervention. Both have their positives and result in a lively and enthralling driving experience.

With the speed step control method you simply increase the speed on the handset and listen as the locomotive builds up power before settling down to cruising speed. You can also ramp it up to a high speed step level to get a higher power level on departure, reducing speed as you approach cruising levels. Using Function 6 cuts the engine sound back





to coasting while releasing it restores engine power, making for a highly realistic drive. Notching back by one speed step takes the engine down a power level too far simple on the throttle driving.

Taking things a step further, and this takes a little skill with the function selection, you can manually override all the engine sounds using functions 23-26 (1/4, 1/2, 3/4 and full power) to simulate the engine working hard or undertaking a rapid departure. They can be used at random during the model's operation to suggest a train working on a gradient with a heavy train or knocking back the power on the level. It is compelling learning how to get the best out of the model, and the audio track when you work functions 23-26 is outstanding.

Lighting too is on separate

functions for head, tail and cab lights increasing once again the performance and 'play value' of this model.

Beneath all this sound performance is an equally high performance chassis which delivers smooth uninterrupted power and the ability to shift scale length trains. It negotiates curves down to second radius with ease and was as happy with a short mixed goods as it was at the head of a rake of eight Mk 1s.

OVERALL

By now you will have realised that this model is something

special, an extraordinary recreation of an ordinary hard working locomotive to a standard that we all aspire to own.

You are probably wondering how much it costs and I hope you will be surprised to hear that the DCC ready version is priced at £160 and £260 for the DCC sound fitted version. An extra £30 gets a 'stay alive' upgrade for the sound version. That, for the complete package, is all very reasonable in our

book and frankly for the overall quality of the model value for money alongside contemporary ready-to-run products.

The combination of its chassis design, stunning detail and outstanding sound performance makes this a highly desirable model and definitely the best looking and most authentic Sulzer Type 2 we have seen yet in any scale. A wonderful tribute to this once common and very ordinary locomotive. (MW)

Maunsell 58ft rebuilds show HORNBY CREDENTIALS



HORNBY HAS DEVELOPED an enviable reputation for the quality of its carriages and perhaps most significantly for its impressive range of Maunsell corridor stock. Now, for the manufacturer's second new set of coaching stock in 2016, it has delivered the first round of its promised Maunsell non-corridor stock – and it is well worth the wait.

These carriages were rebuilds of London & South Western Railway 48ft wooden bodied stock. They were radically overhauled by the Southern Railway to go on new standard 58ft Maunsell steel underframes with extra bays being added to the bodies to match the new chassis length. The process was carried out during 1934 and

1935, resulting in these carriages retaining their Victorian charm, but with a new lease of life.

Hornby has produced four different vehicle types – the six-compartment Lavatory Brake Third (Diagram 98), six-compartment Lavatory Brake Composite (Diagram 418), nine-compartment Lavatory Third (Diagram 31) and an eight-compartment Brake Third (Diagram 99).

All are available in a choice of Southern Railway olive green and BR crimson colour schemes. For review we had the opportunity to inspect a full rake of the latter, which are delivered to Hornby's usual exacting standards of paint and lettering finish throughout.

The models themselves are a

delight to behold. Continuing the traditions of its Maunsell corridor stock, all are mounted on turned metal wheels and feature metal oval pattern buffers at each corner. Underframe detail is excellent too, reflecting the details of the prototypes accurately.

Moving upwards, the bodies sit inward of the full length running boards – again showing the heritage of the real vehicles – and have a very slight but noticeable curve to the lower bodyside. Panel lining, window frames, hinges and more are all reproduced superbly.

Grab handles are all separately applied and these really add to the quality look and feel of these vehicles. Inside, the seating pattern of each has been

reproduced with red seating in all Third Class compartments and blue for the First Class areas.

Completing the carriages is a pair of close couplings which are supplied separately for optional fitting. These are a worthwhile swap out for the fitted tension locks as they reduce the gap between vehicles and maintain that distance at all times. They also reduce 'bounce' when a train departs, making for more realistic operation..

This new collection of Maunsell non-corridor carriages is a great way to expand any Southern Railway or Southern Region passenger carrying fleet. They are superbly finished and will make a great formation to operate with the newly released Adams '0415' 4-4-2Ts. (MW)



OXFORD'S EASTERN WAGONS DEBUT



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4746
Description:	Maunsell 58ft non-corridor eight-compartment Brake Third
Cat No:	R4747
Description:	Maunsell 58ft non-corridor six-compartment Lavatory Brake Third
Cat No:	R4748
Description:	Maunsell 58ft non-corridor six-compartment Lavatory Composite
Cat No:	R4749
Description:	Maunsell 58ft non-corridor nine-compartment Lavatory Third
Scale:	'OO'
Price:	£39.99
Era:	4
Couplings:	Small tension locks in NEM pockets



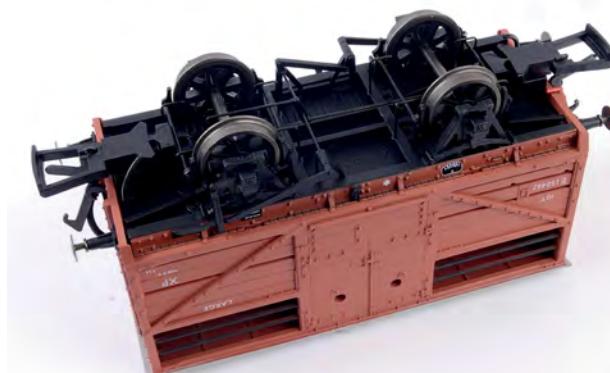
Two new ex-London North Eastern Railway (LNER) wagons have touched down from Oxford Rail offering new choices of steam era goods stock for 'OO' gauge.

New in are the LNER 10ton cattle wagon and LNER six-plank open wagon – both were announced in January by Oxford Rail. Our samples were delivered in British Railways period liveries with the cattle wagon displaying early BR bauxite and the six-plank BR grey. The colours chosen for the bodies are slightly lighter than what we are used to from contemporary products, but still

neatly done. Lettering is neatly applied too with fine printing of the solebar builder's plates.

The bodies are superbly made with some very neat moulding of rivet details, support straps and plank detail. Other commendable features include turned metal buffers, NEM coupling pockets with small tension lock couplings, turned metal wheels and intricately detailed chassis.

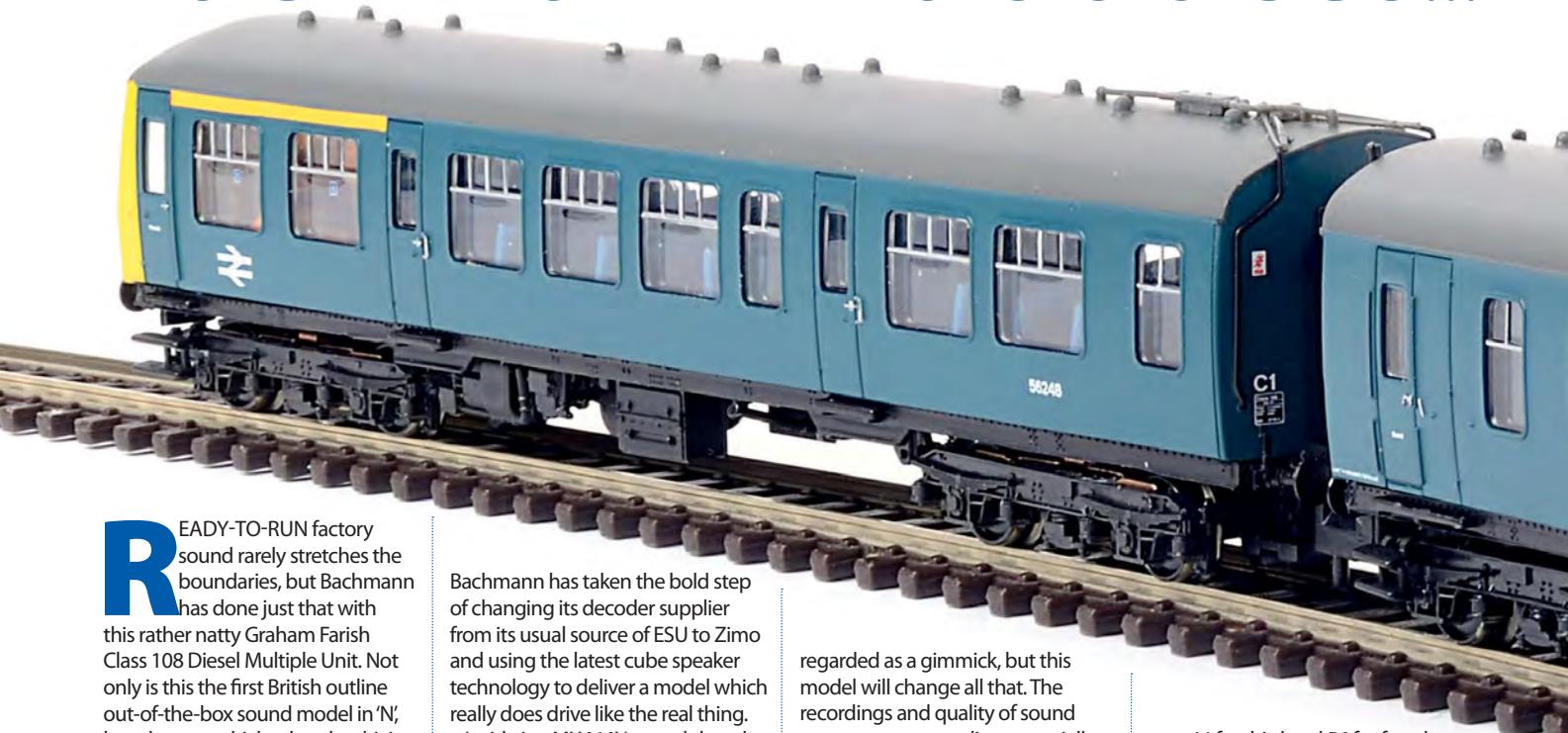
Both wagons ran freely and, although very light, were respectably stable in a long goods train. These are excellent additions to the Oxford Rail catalogue and extend its portfolio and reach in 'OO' gauge. (MW)



THE DETAILS

Manufacturer:	www.oxfordrail.com
Cat No:	OR76MW002
Description:	LNER six-plank open wagon E158266, BR grey
Cat No:	OR76CAT001
Description:	LNER 10ton cattle wagon E150467, BR bauxite
Scale:	'OO'
Price:	£9.95 and 10.95 each
Era:	4/5
Couplings:	Small tension locks in NEM pockets

Bachmann introduces...



READY-TO-RUN factory sound rarely stretches the boundaries, but Bachmann has done just that with this rather natty Graham Farish Class 108 Diesel Multiple Unit. Not only is this the first British outline out-of-the-box sound model in 'N', but also one which takes the driving experience beyond simply turning the speed control up and down.

The Class 108 was introduced in 2008 by Bachmann for its Graham Farish range and from the start it was aimed at being Digital Command Control (DCC) sound compatible, to a point at least. Space was provided for a speaker, but such has been the pace for change in digital sound that the enclosure was now irrelevant.

For this new version of the Class 108, delivered in BR blue with full yellow ends as a Midland Region set,

Bachmann has taken the bold step of changing its decoder supplier from its usual source of ESU to Zimo and using the latest cube speaker technology to deliver a model which really does drive like the real thing.

Inside is a MX646N sound decoder and a cube speaker in the driving car while the lighting functions of the trailer are taken care of by a Zimo MX681N decoder. Both are 6-pin decoders and provide all the functionality required for the model including smooth motor control, consistent lighting and an impressive 20 sound functions. As delivered, the model is set to address 0003 and will require operation in 128 speed step mode for the best performance. Sound in 'N' gauge could be

regarded as a gimmick, but this model will change all that. The recordings and quality of sound output are outstanding, especially for a factory model, and is on a level with what you would expect from a high-end aftermarket sound decoder. Moreover, the driving experience is phenomenally accurate and realistic and puts you firmly in the driving seat.

There are two ways to drive the 108 which are explained in full in the accompanying data sheets. First, you can follow the gear change pattern laid down by increasing the speed – speed step 1 selects first gear, speed step 29 second gear,

step 44 for third and 56 for fourth gear. However, you also have total control over the gear changes too, making it possible to go through all four gears in as little as 3ft and without needing to reach high speeds. To do this, drive the model away from a stand and let the revs build in first gear, allow them to idle down then decrease the speed by one step and up by two and it will select second gear. You can repeat this at your discretion for third and, to set the model in fourth for cruising simply press F6 on the

Ice blue 'Covhops' look sweet

Bachmann's recent 'OO' gauge 23ton BR covered hopper wagon ('Covhop') returns in a new guise decorated in BR ice blue livery with Sugar branding, exclusive to The Model Centre (TMC).

Representing wagons that were converted for use on processed sugar beet operations between the mid-1960s and late-1970s, these latest variants from

Bachmann feature new tooling to reflect the detail differences. Each pack contains four vehicles – B870785, B870803, B886629 and B886743. Decoration is superb with each wagon featuring a rich satin BR ice blue paint finish to the hopper and a black chassis. In addition to the pristine set, TMC's own weathered sets are also available with a choice of weathering finishes from light to heavy. (MC)



THE DETAILS

Supplier:	www.themodelcentre.com
Cat No:	38-500Z
Description:	BSC Sugar 'Covhop' wagons, Ice blue, pristine (pack of four)
Price:	£99.95
Cat No:	38-500ZTMC
Description:	BSC Sugar 'Covhop' wagons, Ice blue, weathered by TMC (pack of four)
Price:	£119.99
Scale:	'OO'
Era:	5-7

Zimo sound in 'N'

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THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-876DS
Description:	Class 108 DMU, BR blue
Price:	£269.95
Era:	6/7
DCC:	DCC sound fitted
Couplings:	Rapido couplings in NEM pockets



controller keypad. Turning F6 off and stepping the speed back by one returns the model to coast to allow it to slow for a station stop.

All this combined with the additional functionality of three horns, guard's whistles and buzzers and even door and window opening sounds builds up into one of the, if not the, most sophisticated and

drivable factory produced sound projects available today for the British market. And that's in 'N' gauge too – let's hope there is more to come on this level from Bachmann, as the new '108'

blows all of its previous sound models out of the water. (MW)

Virgin Mk2s

Virgin Trains' (VT) red and grey colour scheme is the latest livery to grace Hornby's 2015 introduced 'OO' gauge BR Mk 2e carriages (HM91).

Representing vehicles used on VT's locomotive-hauled Cross Country and West Coast operations until the early-2000s, this is the first time Hornby's new Mk 2s have carried this livery. Interestingly, numerous prototypes can still be seen in these colours with charter train operators today. A First Open is also to be released.

Decoration is generally well executed. Crisp parallel white bodyside lining, Virgin branding, numbering and lettering feature, together with yellow edged footboards and neatly printed no smoking signs on the tinted flush glazing.

Elsewhere, chassis and bogie detail remains the same as previous



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4702
Description:	BR Mk 2e Tourist Open Standard 5801 with lights, Virgin
Cat No:	R4704
Description:	BR Mk 2e Brake Open Standard 9507 with lights, Virgin
Price:	£34.99
Scale:	'OO'
Era:	9
Couplings:	Small tension locks in NEM pockets

B-T forklift trucks

FOR THOSE wishing to add something a little different to their station forecourt or goods yards, these new 1:76 scale forklift trucks should fit the bill.

Each pack contains two forklifts in a choice of traditional British Railways maroon and cream or British Rail yellow. Application of the gloss paint colour schemes is very good, with slight variation in the decoration of the vehicles in each twin-pack.

As these models are a one-piece moulding, there are no moving parts although detail differences have been incorporated into the British Rail yellow pack, with one vehicle featuring a black protection 'cage' above the driver's seating position. Ideal for creating cameo scenes. (MC)



THE DETAILS

Supplier:	www.ayrey.co.uk
Cat No:	BTO L15
Description:	Forklift trucks twin pack, British Railways maroon and cream
Cat No:	BTO L16
Description:	Forklift trucks twin pack, British Rail yellow
Price:	£8.99
Era:	4/5 and 6-8 respectively

Co-op Leyland FG Trio



Recent additions to the B-T Models fleet include this trio of 1:76 scale lorries in Co-op liveries.

Each is based on the Leyland FG chassis with two flatbeds and a box van, two of which are decorated in the Co-op's signature blue and white colours. A third is

decorated in the red and black livery of Co-operative Fuels. Paint finish is up to Base Toys' usual standard while the coal lorry is also supplied with a small set of loaded and empty coal sacks. (MC)

THE DETAILS

Supplier:	www.ayrey.co.uk
Cat No:	BTO DB01
Description:	Leyland FG coal lorry, Co-operative Fuels
Price:	£10.99
Cat No:	BTO DB02
Description:	Leyland FG flatbed, Co-op Dairy
Price:	£8.99
Cat No:	BTO DA95
Description:	Leyland FG van, Co-op Bakery
Price:	£7.99
Era:	5-7

Mammoth trucks

B-T Models' range of 1:76 scale lorries continues to expand with the release of these two goliaths of the road - AEC Mammoth Major and Leyland Beaver flatbeds with trailers.

With its eight-wheel chassis and drawbar trailer, the AEC Mammoth Major is an impressive model measuring 202mm when coupled, while the Leyland Beaver measures 192mm with its dropside trailer attached. Both are turned out well and have age related numberplates as well as Silver Roadways and British Road Services markings. Good value and available now. (MC)



THE DETAILS

Supplier:	www.ayrey.co.uk
Cat No:	BTO DA98
Description:	AEC Mammoth Major flatbed and trailer, Silver Roadways
Cat No:	BTO DA99
Description:	Leyland Beaver Flatbed and dropside trailer, BRS - Oxford District
Price:	£12.99
Era:	5/6

Cotters colours for Panorama



Carrying the attractive and eyecatching orange and black colour scheme of Scottish operator Cotters Tours, is this latest 1:76 scale Plaxton Panorama release from Oxford Diecast.

Application of the rich gloss paint finish is very good with excellent density throughout. Printing is equally outstanding with destinations in gold block along the roofline and operator branding liberally applied to the sides, front and rear. Simply stunning. (MC)

THE DETAILS:

Manufacturer:	www.oxforddiecast.com
Cat No:	76PAN003
Description:	Plaxton Panorama, Cotters
Price:	£15.95
Era:	5/6

Oxford Volvo Amazon debuts



New to the Oxford Diecast range of 1:76 scale vehicles, is this Volvo Amazon four-door saloon. Designed by Jan Wilsgaard, more than 660,000 Volvo 120 series were

built between 1956 and 1970. This delightful new model represents a vehicle registered in 1967 and captures the look and solid nature of the real thing. (MC)

THE DETAILS:

Manufacturer:	www.oxforddiecast.com
Cat No:	76VA001
Description:	Volvo Amazon, light green
Price:	£4.95
Era:	4-6

Oxford Marina gets Fire Service treatment



Oxford Diecast's 1:76 scale Morris Marina 1.3L has been turned out in Heathrow Airport Fire Service livery. The vehicle represents a fire support vehicle from the 1980s,

registered KLA 12V. Finished in gloss red, it also carries three roof mounted beacons – two blue and one orange – the latter required for airside movements. (MC)

THE DETAILS:

Manufacturer:	www.oxforddiecast.com
Cat No:	76MAR005
Description:	Morris Marina, Heathrow Fire Service
Price:	£4.95
Era:	7/8

Southdown PD2 pulls into the shops

Oxford Omnibus' 1:76 scale Leyland Titan PD2/12 receives Southdown Motor Services distinctive apple green and primrose livery for its latest outing.

Finished as KUF 708, the model represents a vehicle new to the operator in 1951 with open rear platform and half-drop window openings. Bearing the hallmarks of previous releases, this latest arrival carries Route 31 destination blinds to Southsea via Bognor Regis and Chichester.

Another supreme Southdown release which is sure to please collectors of this sought after operator's vehicles. (MC)

THE DETAILS:

Manufacturer:	www.oxforddiecast.com
Cat No:	76PD2003
Description:	Leyland Titan PD2/12, Southdown
Price:	£19.95
Era:	4/5



Hornby marks HST 40th ANNIVERSARY



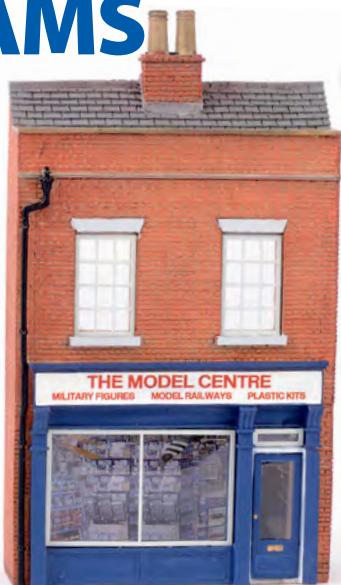
CELEBRATING 40 years in frontline service this year, the Inter-City 125 High Speed Train (HST) makes a welcome return to the Hornby range in its original BR yellow, blue and grey livery.

First introduced to BR Western Region passenger service during 1976, the HST revolutionised train travel across the country, with eventual introduction on BR Eastern, Midland and Cross Country services.

Hornby's latest 'OO' gauge Class 43 power car pairing represents the first two units from set 253001

Scenecraft fulfils **MODELLERS' DREAMS**

Who hasn't dreamt of owning a model shop? Well, now you can, thanks to this new 'OO' gauge model centre from Bachmann's Scenecraft range. Cast in resin and hand finished it has Model Centre signage too. A well-stocked shop interior is included with a printed background and this useful 20mm deep building is available now. (MC)



THE DETAILS

Supplier:	www.bachmann.co.uk
Cat No:	44-275
Description:	Low relief model shop
Price:	£28.95
Era:	8/9

Scenecraft services modern diesels



For modellers of the modern railway, Bachmann's range of 'OO' gauge buildings and accessories is bolstered with the arrival of this new servicing point similar to the structures seen at depots such as Great Western Railway's Diesel Multiple Unit facility in Exeter.

Formed mainly in cast resin, moulded detail is very good with well-defined corrugated walls, roof, cross-members and pipe runs, while a number of separately applied parts are also fitted including hosepipes, stop boards, safety signage and overhead lights.

Decoration is good with Bachmann achieving a suitably weathered realistic grey paint finish, relieved with light blue

roof edging. Hose reels have been picked out in yellow and lights coloured white, while warning signs and vehicle stop indicators are represented by transfers.

Measuring 330mm x 26mm, its modular design means you could also add extra sections to extend the length if your depot area, and budget, allows.

This new servicing point fills another gap for the contemporary modeller. (MC)

THE DETAILS

Supplier:	www.bachmann.co.uk
Cat No:	44-0053
Description:	Servicing point
Price:	£57.95
Era:	9



comprising W43002 and W43003 which correctly feature silver BR double arrows together with the initial form of Inter-City 125 lettering in silver with black infill. Other details include representation of the translucent roof panels and removal of the roof exhaust cowlings, plus the inclusion of the small windows in the guard's compartment and appropriately lettered doors each side.

Elsewhere, the high-fidelity features are still there such as opening cab doors, detailed cab interiors, flush glazing, see-through

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3403
Description:	BR Class 43 Inter-City 125, 40 th Anniversary pack
Price:	£219.99
Era:	7
DCC:	DCC ready, 8-pin socket
Couplings:	Cranked medium tension lock couplings in NEM pockets

radiator slats, directional lighting, heavy chassis, five-pole skew wound motor, 8-pin Digital Command Control decoder sockets and more. Presented in commemorative

packaging in recognition of the prototype's 40 years of high-speed passenger service, just 1,000 certificated models have been produced. (MC)

RECOMMENDED READING

Railway Wagon Plans

1960S TO THE PRESENT

Author: John L Fox

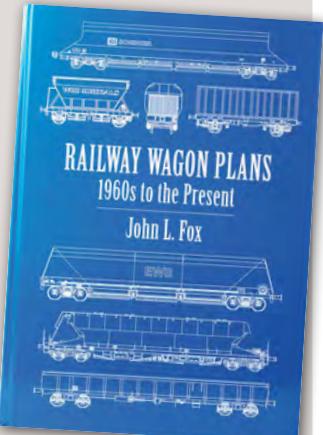
Publisher: Ian Allan Publishing

Website: www.ianallanpublishing.com

ISBN: 978-0-7110-3843-1

Price: £27.50

Spec: 192 pages, hardback



AIMED AT the modern era modeller, as the title suggests, this reference work from John L Fox presents a collection of railway wagon plans covering prototypes from the 1960s to the current day.

A weighty volume, it contains more than 60 plans covering tank wagons, container flats, hopper wagons, nuclear flasks, well wagons, open wagons and more and is ideal for 'OO' scale modellers. Each plan is drawn to 4mm scale and features three elevations together with additional break-out diagrams where necessary. A useful conversion chart has also been included to aid modellers in other scales.

Prototype colour photographs are also included to accompany the plans and help put drawings into context while a separate section containing wagon load drawings is also included. These plans cover containers, 'tanktainers' and even military vehicles.

The author, a trained draughtsman and railway modeller, has capitalised on his skills which has developed into a useful reference work for modellers of modern-era wagon types.

Ideal for scratch-building or ready-to-run detailing alike. (MC)

C=Rail releases new containers

THE DETAILS

Manufacturer:	www.c-rail-intermodal.co.uk
Description:	8ft 6in 40ft ISO containers in assorted liveries
Price:	£7.50 (dry boxes), £9.50 (reefer)
Era:	6-9

Fresh from C=Rail Intermodal are four new 40ft containers with some intriguing livery variations and end-door styles. The Freightliner and Genstar versions date back to the 1980s while the Maersk Sealand 'reefer' and the deceptively plain Cronos dry-box design suit 21st century operations. Printing, as ever with C=Rail, is superb and the level of detail – of the refrigeration equipment especially – is outstanding. (TS)



New chassis for 'Mickey Mouse' tank

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THE LATEST LOCOMOTIVE to receive a new chassis in the Bachmann Branchline 'OO' gauge catalogue is the Ivatt '2MT' 2-6-2T. Following on from the 'V3' 2-6-2T (HM110), the Ivatt's old split chassis has been consigned to history with a new die-cast chassis housing a powerful can motor taking its place.

The new chassis is Digital Command Control (DCC) ready too with a Next18 socket positioned at the rear beneath a cover in the cab. Access is simple with two screws below the bunker requiring removal to allow the body to be lifted clear.

Bachmann has provided space for a 15mm x 11mm cube speaker, speaker wire routing over the motor

and ample space for a Next18 decoder on the main Printed Circuit Board (PCB). The PCB also has solder pads for lights and the speaker wires to aid installation.

On the track the new chassis is nothing short of superb. Smooth running and effortlessly quiet, our sample's performance was way above anything seen before for this 2-6-2T which used to waddle along like many other split chassis models. Haulage capacity is ample, with 41243 handling a seven-coach train with ease. NEM coupling pockets with small tension locks are also provided on the new chassis.

The accessory pack includes a neat set of metal guard irons which are suitable for use when

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-440
Description:	Ivatt '2MT' 2-6-2T 41243, BR lined black
Price:	£129.95
Era:	4
DCC:	DCC ready, Next18 socket
Couplings:	Small tension locks in NEM pockets

the model is operating on wider curved track. Also in the pack are dummy screw link coupling, steps, cylinder drain cocks, brake pipes and brake rigging which add greatly to the look of the model.

Externally nothing has changed from previous generations and the single piece body with added details. It does have separately fitted

handrails, lamp irons (although overscale), turned metal safety valves, under tank piping, brake shoes and sandpipes to assist in the model's looks. Decoration is excellent throughout.

The new chassis for the 2-6-2T is a great upgrade which makes this useful model more ready for the 21st century. (MW)

RECOMMENDED READING

AMBERLEY SPOTTING DAYS...

AMBERLEY Publishing's series of Spotting Days titles is bolstered with the reissue of three more former Strathwood volumes, covering the Eastern Region during the 1960s and 1970s and the Western Region during the 1970s.

Sixties Spotting Days around the Eastern Region includes plenty of steam traction, the transition from steam to diesel and many

other interesting images such as English Electric *Deltic* in passenger service. Both *Seventies Spotting Days* volumes are mainly BR blue era, although the growing steam preservation scene is also represented in each.

Captions lack some clarity and detail in places, but it is the photographs which standout as a modeller's reference for liveries, train formations and weathering effects. (MC)

THE DETAILS

Title:	<i>Sixties Spotting Days around the Eastern Region</i>
ISBN:	978 1 4456 6067 7
Title:	<i>Seventies Spotting Days around the Eastern Region</i>
ISBN:	978 1 4456 6069 1
Title:	<i>Seventies Spotting Days around the Western Region</i>
ISBN:	978 1 4456 6089 9
Author:	Kevin Derrick
Publisher:	Amberley Publishing
Website:	www.amberley-books.com
Price:	£14.99
Spec:	96 pages, softback

'Black Motor' returns in BR guise



Hornby's 'OO' gauge London & South Western Railway (LSWR) Drummond '700' (HM98) returns as 30346 in BR black with late crests.

Hornby's model depicts the prototype allocated to 70B during its last years of service.

Decoration is up to Hornby's usual high standard, featuring a high quality satin black paint finish with copper-coloured pipework,

decorated open cab interior, crisply printed cream numbers and a pair of wooden-coloured perches for the locomotive crew.

Ably assisted by its die-cast boiler, our sample ran smoothly, confidently and quietly. Fitted with an 8-pin Digital Command Control decoder socket located within the semi-permanently connected tender, the model is also

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3420
Description:	Drummond '700' 0-6-0 30346, BR black, late crests
Price:	£114.99
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

supplied with a pack of detailing parts including brake rodding and

a small tension lock coupling. Simply superb. (MC)

TMC nets Birds Eye 'Conflats'



New from The Model Centre (TMC) of North Yorkshire, is this exclusive set of Bachmann 'OO' gauge BR 'Conflat' wagons with AF containers in the distinctive livery of frozen food giant Birds Eye.

Each pack contains three BR bauxite liveried 'Conflats' together with six individually numbered AF containers, each bearing 'Empty to

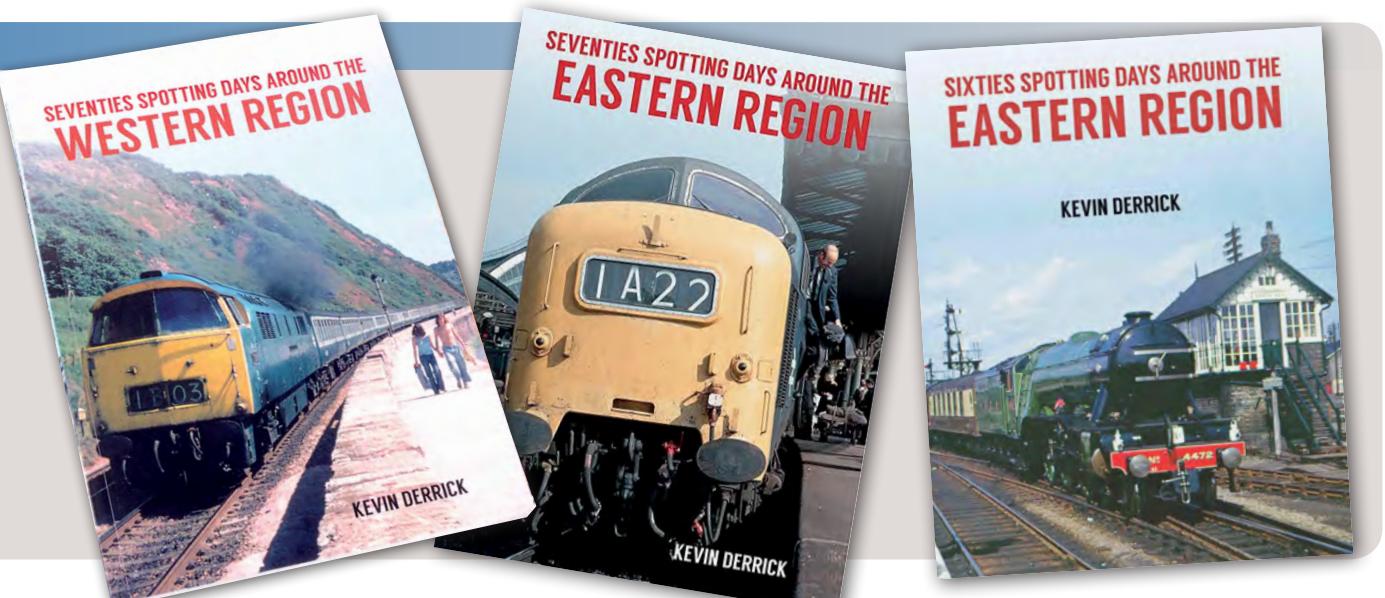
Yarmouth Sth Town (G.E.)' lettering.

Available in pristine or TMC weathered variants, decoration is very good. TMC's own weathered versions are also nicely finished with an even covering of road dirt.

Limited to 504 packs, metal wheels and small tension lock couplings in NEM pockets complete these colourful wagons. (MC)

THE DETAILS

Supplier:	www.themodelcentre.com
Cat No:	37-975Y
Description:	BR Conflats with Birds Eye AF containers, pristine (triple pack)
Price:	£59.95
Cat No:	37-975Y TMC
Description:	BR Conflats with Birds Eye AF containers, weathered by TMC (triple pack)
Price:	£69.95
Era:	4/5
Couplings:	Small tension locks in NEM pockets





Dapol launches new 'OO' signals

THREE NEW SIGNALS have been released by Dapol extending its useful range of ready-to-run semaphores for 'OO' gauge. New in are Southern Railway rail-built signals in stop and distant format together with a Great Western Railway lower quadrant stop signal with a round post.

All three employ the same mechanism. A motor is mounted in the threaded plastic base which has a plastic nut to secure the signal in place. Each requires a 14mm wood drill to create a suitable position for the signal and

they can then be connected as per the instructions to either an analogue panel or the specially developed SC3 accessory decoder by Train-Tech for operation on a Digital Command Control layout.

Build quality and detail was excellent with all our samples with each operating perfectly from the box under digital control. The lenses are illuminated by an LED mounted at the top of the signal.

The installation method developed by Dapol for these signals is simple and takes just a few minutes' work to fit onto a layout.

Excellent and available now. (MW)

THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	4L-001-003
Description:	GWR stop signal, round post
Cat No:	4L-003-003
Description:	SR rail-built stop signal
Cat No:	4L-003-004
Description:	SR rail-built distant signal
Scale:	'OO'
Price:	£30.45 each
Era:	3-8

Yard crane and loading gauge

New to the Bachmann 'OO' gauge Scenecraft range is this goods yard crane and loading gauge set.

Loading gauges were usually placed close to the exit at goods yards to ensure wagon loads remained clear of bridges, awnings and other structures during their onward journey while the crane was used for loading and unloading heavy items within the yards.

Both items are formed from resin and metal components, the static crane featuring a sizable mechanism at the base and small hook at the boom end. The loading gauge features a neatly painted weathered structure from which a fine metal loading gauge is suspended. Each is neatly decorated and mounted on a resin base, although our loading gauge review sample appeared slightly out of true on arrival. (MC)

THE DETAILS

Supplier:	www.bachmann.co.uk
Cat No:	44-0036
Description:	Yard crane and loading gauge
Price:	£34.95
Scale:	'OO'
Era:	4/5

Railtec Transfers full-depth waterslide nameplates

Railtec Transfers have launched an exciting new range of waterslide nameplate transfers that provide fully three-dimensional raised detail. As these photographs suggest, they have all the depth and relief of an etched plate but are easier to cut out, apply and adjust. Advances in printing technology ensure the carrier film is restricted to the immediate area



of the design so the plates only need to be loosely trimmed to shape, soaked in water

THE DETAILS

Manufacturer:	www.railtec-models.com
Cat No:	Various
Description:	Relief-printed nameplate transfers
Price:	£4.50-£6.50

and slid into position – as a result there are no shiny patches on the model where the film shows through. The range is expanding

fast – plates and numbersets for the newly named 37558 *Avro Vulcan* XH558 became available within an hour of the naming ceremony. (TS)

Artitec bicycles

New from Dutch model company Artitec is this pack of 'HO' scale bicycles. Containing a set of incredibly fine ready assembled etched brass push bikes, each pack contains four different styles of bicycle which come neatly ready painted with the frame, wheels, mudguards, handlebars and saddle all picked out in separate colours. Our review samples featured blue, light grey, dark grey and orange coloured frames, which were all neatly applied.

Delightful, delicate and yet remarkably robust. (MC)

THE DETAILS:

Supplier:	www.ayrey.co.uk
Cat No:	ATT 387218
Description:	Bicycles, Set A
Price:	£10.99
Scale:	'HO'
Era:	8/9



Trains and Tracks liquid pigments



Lifecolor has added a new pack of railway specific colours to its increasing portfolio of Liquid Pigment sets. These colours come in a six pack which includes a 22ml pot of remover which can be used to modulate and adjust the pigments after application.

THE DETAILS

Supplier:	www.airbrushes.com
Cat No:	LP05
Description:	Trains and Track liquid pigments
Scale:	Any
Price:	£17.50
Era:	Any

The colours in the set are smoke, carriage grime, brake dust, frame dirt and rail dust. All are pre-mixed washes which can be applied by brush or airbrush and create authentic weathering effects when combined with other mediums. We tested them out on the body of a Hornby BR crimson LMS CCT – the pigments washing into the panel lines and highlighting bolt heads just as their description suggests.

As an expansion and variation in weathering methods this new pack will have great value for railway modelling. We can certainly see plenty of use for it in detail weathering. (MW)

Rapid retaining walls

Retaining walls make a great backdrop for a railway scene and Sherwood Models has begun importing the Merkur range of walling which is made from expanded polystyrene with an embossed finish and foam backing. Two types are available: 120mm high with six arches intended for 4mm:1ft scale and 62mm high with 12 arches intended for 'N' gauge, although both could be used in the larger scale. The walling is flexible and factory finished in a dark grey stone colour. They can be glued in place as delivered or painted and weathered for a more detailed finish. These are a simple and relatively inexpensive means of introducing a good looking wall as a backdrop. Available now from Sherwood Models. (MW)

THE DETAILS

Supplier:	www.sherwoodmodels.co.uk
Cat No:	501011
Description:	120mm high, 500mm long six arch retaining wall
Cat No:	504011
Description:	62mm high, 500mm long 12 arch retaining wall
Scale:	'OO' and 'N' respectively
Price:	£7.99 and £6.99 respectively
Era:	All



Raven's 'Q6'

*Heavy freight locomotives have always been required for mineral traffic. With the arrival of Hornby's new model of the 'Q6' 0-8-0 in June (HM110) **EVAN GREEN-HUGHES** looks at the story of a design which dominated goods work in the north east for more than five decades.*





The 'Q6s' were tasked with challenging loads and routes, such was their power. On September 1 1967 63395, now preserved, climbs Seaton bank with a train of coal empties from Sunderland South Dock to South Hetton. Mike Fox/Rail Archive Stephenson.



Raven 'Q6' 0-8-0
63455 passes
Greenside with
a train of scrap
for Consett in
1958. Cecil Ord/
Rail Archive
Stephenson.

IN THE AREA AROUND DURHAM the countryside bristled with coal mines, steelworks, quarries and sea ports. In the early years of the 20th century this area provided a massive amount of goods traffic for the railways and as a result Wilson Worsdell of the North Eastern Railway (NER) had designed a very heavy 0-8-0 tender engine which had the whole of its weight available for adhesion and braking. This class, the 'Q5', ran to 90 examples, the last of which was constructed in 1911.

When Worsdell retired in 1910 his place was taken by Vincent Raven, a 51-year-old from East Anglia who had spent his entire career with the NER and who had worked his way up through the ranks. He did not seek to radically change the company's locomotive policy but set about improving the designs he already had, amongst them the 'Q5s'. His arrangement copied the frames, cylinders and mechanical arrangement of the earlier engine but was fitted with a larger boiler which had a firebox six inches longer than on the older design which made the new locomotives a foot longer than previously.

The first of what were then known as the 'T2' class emerged from Darlington Works in 1913 – later, under the London and North Eastern Railway (LNER), they were classified 'Q6'. As developments of the earlier engines they were familiar to the engine crews and because they were more powerful than before they were universally liked. Construction of the class continued at Darlington until 1919, at which point production switched to contractor Armstrong Whitworth in Newcastle, finally ending in 1921.

INTO SERVICE

On introduction to service, the first 20 engines were split between West Auckland shed in County Durham and Dairycoates shed in Hull and then the next batch of 10 were shared between Hull and Tyne Dock. Electric locomotives soon displaced the 'Q6s' from much of the work at West Auckland, after which they became widely dispersed throughout the system. In 1920 the class could be found at 11 sheds, including Tyne Dock, Carlisle, Leeds Neville Hill, Hull Dairycoates and Stockton.

They were mainly employed on heavy »

coal trains from the collieries to bulk users such as steelworks, on limestone traffic, aggregates and steel trains. Other duties included working from Hull to Manchester via the Woodhead route, Immingham to Yorkshire and regular runs into the Doncaster area. During the depression of the early 1930s some engines were laid up for lack of work with several being stored at Darlington in this period, usually after works repair.

There were very few modifications made during the build, or indeed throughout the life of the class, although in 1916 Raven altered the arrangement of the boiler tubes so that a higher level of superheating could be employed. Boiler pressure was also increased from 160psi to 180psi to provide even more power and in LNER days the boiler was further changed and replacements were built with a third arrangement of tubes and with the dome positioned further back than previously. After the Second World War the Ministry of Transport authorised the LNER to convert 450 of its heavy freight engines to oil burning and in anticipation of this more changes were made to the superheater elements. However the project did not proceed and all engines concerned continued to burn coal for the rest of their careers.

In 1938 the LNER introduced a scheme to concentrate particular classes at as few sheds as possible and as a consequence some places, such as Stockton and Selby, lost their allocation of 'Q6s'.



Sporting LNER black, 'Q6' 2264 passes through Goole station with an eastbound goods train in 1937. Rail Archive Stephenson.

By the following year only 10 depots still had them with the majority being at Hull, Gateshead Borough Gardens, Newport and Blaydon. Their duties remained largely unchanged however.

During 1943 a further reduction was made to the number of sheds to which they were allocated and no less than 50 were then based at Newport in the Darlington area and 30 at Leeds Neville Hill with all the others at Hull Dairycoates, Stockton, Consett, Selby and Borough Gardens. Further changes were soon made as the locomotives were found to be shedded in places inconvenient for their duties and consequently most of the Neville

Hill allocation was sent further north to places like Darlington and Consett.

OFF REGION

During the war years the class ventured further afield and made frequent visits to Edinburgh on goods work, but were viewed with some disdain by the Scottish enginemen who by that time had become used to modern mixed traffic engines such as the 'V2' 2-6-2s. The class also regularly worked to Peterborough and March and was used extensively on the East Coast Main Line south of Doncaster for the first time. They also reached the Cheshire Lines and Liverpool. However with the end

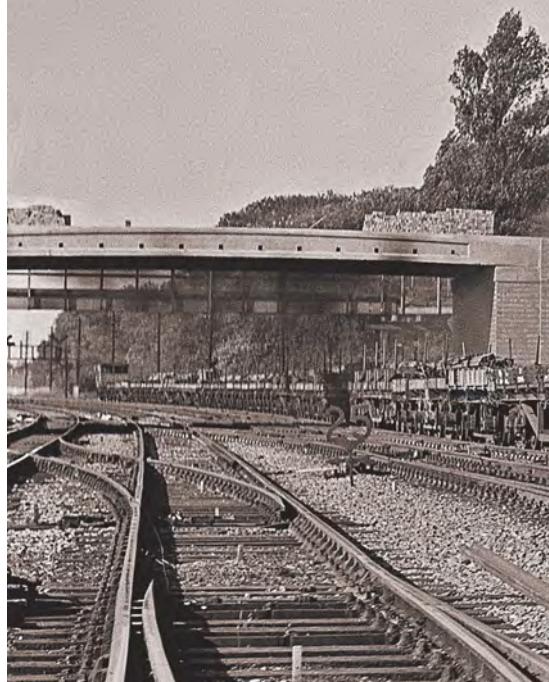


'Q6' 2236 has steam to spare as it heads north out of Darlington with a down goods on September 6 1930.

William Rogerson/Rail Archive Stephenson.

STATISTICS

Designer:	Vincent Raven
Built:	1913-1921
Withdrawn:	1960-1967
Builder:	North Eastern Railway, Darlington and Armstrong Whitworth
Purpose:	Heavy freight
Power classification:	'6F'
Wheel arrangement:	0-8-0
Weight (locomotive):	65ton 18cwt
Weight (tender):	44tons 2cwt
Driving wheel diameter:	4ft 7 1/4in
Wheelbase (including tender):	42ft 7 3/4in
Boiler:	Parallel, 5ft 6in diameter
Boiler pressure:	180psi
Cylinders:	Two, outside, 20in x 26in
Tractive effort:	28,800lbs
Number in class (BR):	120



of the conflict the 'Q6s' were once again concentrated on their traditional traffic in the North East with most being based in County Durham or Teesside and still used on heavy coal and mineral trains.

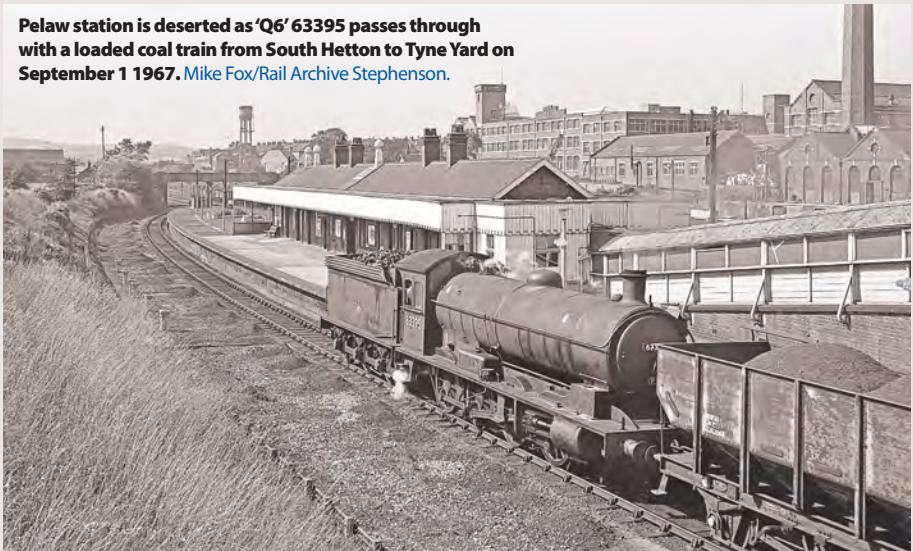
An unusual transfer was that of two 'Q6s', 63355/63373, to Kirkby Stephen in 1955 where they were required for heavy freight work between there and Tebay, a duty that had previously been carried out by 'Q5s'. The heavily graded Kippax branch near Leeds also offered regular work for the class while other favoured duties involved going up and down Heselden or Seaton banks in the North East. Latterly there was a duty from West Hartlepool to Coxhoe which conveyed dolomite in containers for which the 'Q6' was the preferred traction. Because they were not fitted with train brakes, the 'Q6s' never found employment on passenger duties.

It is perhaps a testament to how good the 'Q6s' were that the class survived intact right up until 1960, almost to the end of steam. In that year 63372 was taken out of service following collision damage and during the following seven years all the remainder followed, displaced initially by BR '9F' 2-10-0s but later by English Electric Class 37s.

SOLE SURVIVOR

The last was withdrawn in 1967 but one, 63395, was to survive having been set aside for purchase by the North Eastern Locomotive Preservation Group. Work soon started on its restoration at Tyne Dock shed

Pelaw station is deserted as 'Q6' 63395 passes through with a loaded coal train from South Hetton to Tyne Yard on September 1 1967. Mike Fox/Rail Archive Stephenson.



and a few months later the engine was taken to Hartlepool for hydraulic testing. A further move to Thornaby shed was made the following year where the boiler was re-tubed, hydraulically tested and steamed. Train vacuum braking equipment was fitted during this period. With this work completed, the 'Q6' moved in steam to Grosmont on the North Yorkshire Moors Railway where it arrived in June 1970.

Now fitted with vacuum brakes for working passenger trains for the first time 2238, as it had become, worked until 1983 when it was withdrawn for overhaul. The locomotive then remained in store for 18 years and it wasn't until 2001 that the

boiler was removed for attention. A full overhaul was completed by 2007, following which the locomotive was placed back into service. Recently it has appeared in light steam at the 'Shildon Shed Bash' event at Locomotion alongside *Flying Scotsman*.

The 'Q6s' were simple rugged locomotives designed for very heavy work in the most arduous of circumstances. Their large boilers and eight driving wheels gave them tremendous power and grip. It is a great credit to Raven that they survived almost until the very end of steam on the main line and that one has survived for us to enjoy in the present day. [\[Read\]](#)

With an up goods consisting mainly of bolster wagons, 'Q6' 63348 passes Chaloner Whin in 1958. Cecil Ord/Rail Archive Stephenson.



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R3479	Class 60 60066 Drax Diesel Locomotive	£137.50
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R3486	Co-Co Diesel 'DP World London Gateway' '66185' CI 66 Loco	£77.50
R3487	Co-Co Diesel 'James Nighfall GC' '66079' Class 66 Locomotive	£77.50
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R3500	The Sir Nigel Gresley Collection	£475.00

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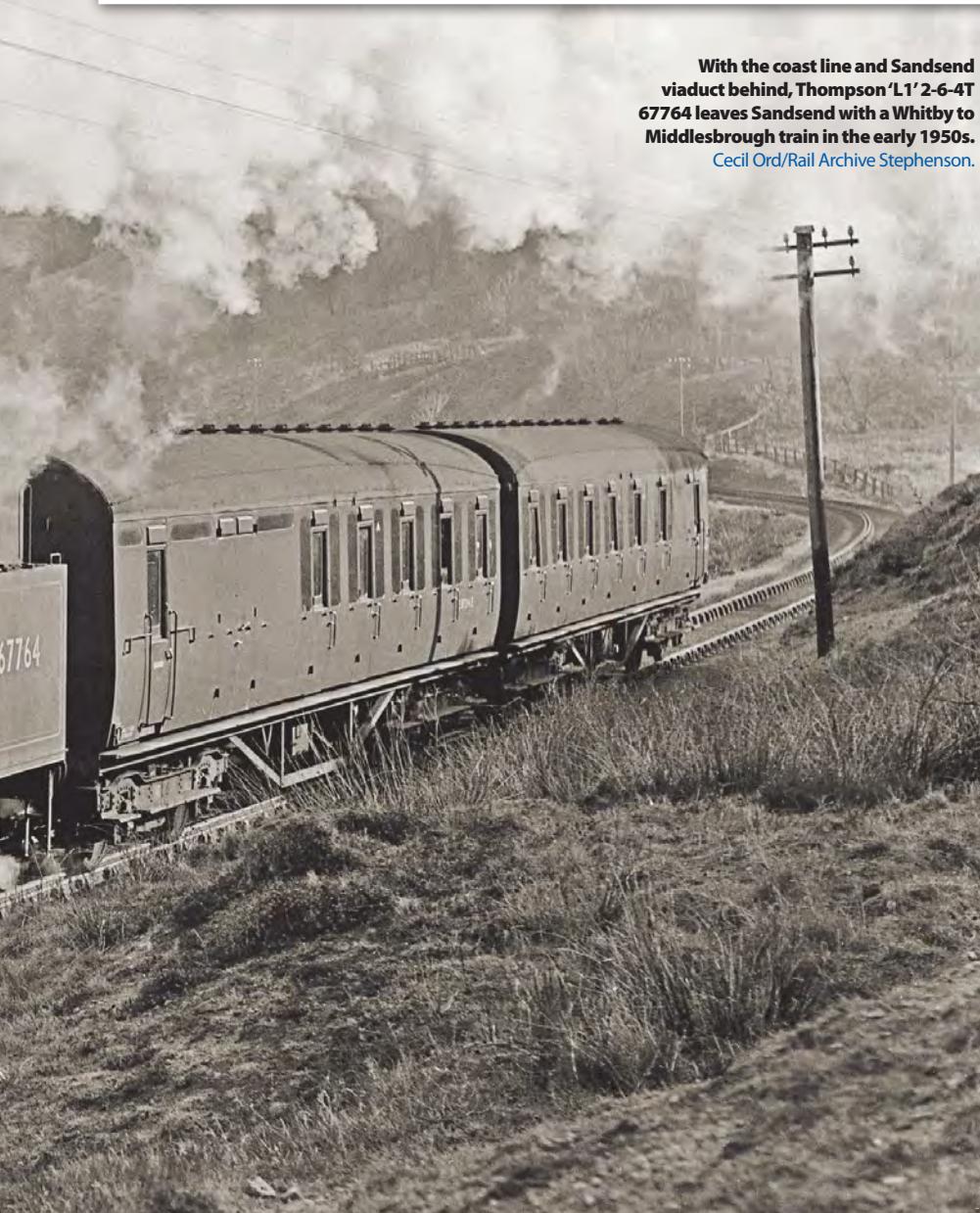
*Spectacularly perched on a clifftop, the tortuous railway route between Scarborough and Middlesbrough via Whitby was notoriously difficult to work, but was once one of the greatest rail journeys the country could offer. **EVAN GREEN-HUGHES** profiles the route.*



BR '4MT' 2-6-4T 80118 departs Sandsend with a Middlesbrough to Whitby train formed of ex-LNER Thompson suburban carriages in the early 1950s. *Cecil Ord/Rail Archive Stephenson.*



With the coast line and Sandsend viaduct behind, Thompson 'L1' 2-6-4T 67764 leaves Sandsend with a Whitby to Middlesbrough train in the early 1950s.
Cecil Ord/Rail Archive Stephenson.



IT IS HARD TODAY TO IMAGINE a stopping train journey of only 49 miles taking three hours to complete; but when that journey was on a line that had miles of gradients, some as steep as 1-in-48, deep tunnels, numerous spindly viaducts and six reversals of direction it's not hard to see why progress was so slow. To make things worse, the bulk of the route was within a stone's throw of the North Sea, sometimes on the beach and at other times high on the clifftop where it was subject to all that the weather could throw at it.

The Scarborough to Middlesbrough line is one of those that in saner times might never have been built. It was proposed at a time when every town and village was clamouring to be part of the railway network, however remote their location, and in the mid 19th century there were few places more isolated than the east coast of Yorkshire. This area abounded in high clifftops with deep ravines in between, many of which play host to small fishing villages, providing an effective barrier to any transport route that dared to follow the wild coast.

Proposals to link Scarborough with Whitby first surfaced in 1845 but actual construction did not get under way for more than 20 years after that. The original plan envisaged a completely independent railway starting at West Parade at Scarborough and finishing at Larpool Hall near Whitby, a site high up above the town from which an incline was proposed down to a wharf on the river below. However, the plans were changed during the final stages of construction and a 260-yard tunnel was added at Scarborough that gave access to the town's main railway.

station while at Whitby the mighty Larpool viaduct, a 13-arch structure some 120ft high, was added taking the line to the north of the ravine containing the River Esk.

The 20.5-mile route passed through some spectacular scenery and contained some notable gradients, the summit at Ravenscar being reached by a long climb at 1-in-41 from one direction and 1-in-39 in the other and with many other stretches being as steep as 1-in-43. There were eight stations, each serving a minute population, and they included the picturesque fishing village of Robin Hood's Bay a few miles south of Whitby. The line was completed and opened for business in July 1885 having survived a number of financial crises during construction, but shortly afterwards the Scarborough and Whitby Railway Company succumbed to financial pressures and sold out to the North Eastern Railway for about half of what it had cost to build.

NORTHERN CONNECTION

Meanwhile north of Whitby another company, the Whitby, Redcar and Middlesbrough Union Railway, launched in 1866 with construction of its line commencing in 1871. This was intended to connect the industrial areas of the North East with Whitby via the coast and in the process take in a number of small fishing villages and holiday destinations. For much of its length it ran very close to the coast along a route that took it over a number of deep ravines, the crossing of which required the construction of five major viaducts. Severe gradients were necessary too due to the nature of the land.

Construction of this section was bedevilled by problems, in particular with the viaducts, which were to be of cast iron construction with concrete filling the supporting columns. Components for these were manufactured at the Skerne Ironworks in Darlington to the design of civil engineer John Dixon and assembly proceeded quickly. Unfortunately there were issues with the design and many modifications had to be made during construction. Matters were not helped when the Tay Bridge collapsed in 1879 during the period that the line was under construction leading to new regulations concerning the amount of side pressure that such structures should be designed to bear, something that led to further amendments having to be made to the design. There were further problems when a section of line between Sandsend and Kettleness actually fell into the sea. Needless to say these issues caused great financial stress on the parent company which promptly also sold out to the North Eastern Railway.

WHITBY CHORD

At Whitby West Cliff station, high above the town, the line from Middlesbrough made an end-on connection with that from Scarborough allowing through running between the two places but at the expense of Whitby itself. As a result, a curved connecting line at a ruling gradient of 1-in-54 was constructed which dropped



At Whitby West Cliff 'A8' 4-6-2T 69881 awaits departure time with a Scarborough working.

Kenneth Field/Rail Archive Stephenson.

into the Esk Valley below and allowed access to the main Whitby station. Facilities were provided to run round at the top of the hill but the usual method of operation after 1955 was for trains to be propelled one way down this connecting line and hauled the other so that there would be less disruption to the overall journey time.

This peculiar working practice was not the only one on this line for passenger trains departing from Scarborough for Whitby and beyond had to do so with the engine at the rear of the train. They were propelled for a short distance just clear of the station platforms before resuming the normal direction and taking a sharp left turn into Falsgrave Tunnel. At first only two coaches could be worked in this way but much later, in order to relieve congestion, an additional

bay platform was cut into Platform 1 which could accommodate five coaches and an engine and which allowed a direct setting-back movement onto the Whitby line.

Incredibly there was a further similar manoeuvre which took place at Guisborough between Middlesbrough and Loftus where the town's station was a little distance away from the main line on a spur of track and had to be served by trains running into the station and then backing out again.

In 1910 there were six daily trains in each direction north of Whitby and five on the section to Scarborough while others ran from Saltburn to Whitby and connected at Whitby West Cliff. This pattern was supplemented by additional trains during the summer season with 14 being run per day on summer Saturdays in 1950.

**Ivatt '4MT' 2-6-0
43055 waits to
depart Whitby
West Cliff with a
Scarborough train
in September 1954.**

*Gordon Hepburn/Rail
Archive Stephenson.*



Such were the demands of the route that powerful locomotives were required and it was not uncommon in the winter for two to be employed just to haul one coach when either coastal fog or damp weather affected adhesion. The cast iron viaducts proved to be a constant source of problems as several of them were literally located on the beach within feet of the sea and from the outset began to suffer from heavy corrosion, requiring remedial work throughout their lives.

Not surprisingly this line, though highly-scenic and very popular with travellers never was a financial success. As early as 1928 the London and North Eastern Railway discussed a proposal to purchase eight motor buses to replace passenger trains on the Whitby to Scarborough section but instead opted to introduce three Sentinel 200hp steam railcars which were designed to reduce operating costs in the winter and then be available for additional and trip workings in the summer. It must have worked for in 1933 there were complaints that there was too much traffic for the line and it could not cope!

HOLIDAY DESTINATION

During the inter-war years camping coaches became a prominent feature. These were old vehicles refitted with living accommodation that were let out for family holidays and these were situated at places such as Robin Hood's Bay, Sandsend and Staithes usually being accommodated in the goods yard and tended to by station staff. Although these provided much needed income the nature of the line meant that it only ever reached any potential in the summer months. Throughout the winter the line ran at a considerable loss. Indeed during high winds or heavy

snow it sometimes did not run at all.

Services were worked by many different classes of locomotive, with North Eastern 'BTP' 0-4-4Ts prominent in the early days. Classes such as the 'L1' 2-6-4Ts and 'A8' 4-6-2Ts took over after the grouping with BR '4MT' 2-6-4Ts being one of the designs to work the line in BR days. Goods traffic invariably used one or other of the

0-6-0 classes. Most local trains comprised non-gangway suburban style stock.

This difficult line with variable traffic potential was always at the forefront of management attention and in May 1958 the northern section between Whitby West Cliff and Loftus was closed, with the potential costs of repairs to the cast-iron viaducts being given as one of the main causes. Trains still ran from Loftus to Middlesbrough and from the following Monday a new service of Diesel Multiple Units (DMUs) was put on, these reached Whitby from Middlesbrough by the less attractive route via Battersby before proceeding up to West Cliff and on to Scarborough. Timings were much as before, thanks to the ease with which DMUs could be reversed. Cost saving measures, such as the withdrawal of station staff took place over the following few years.

In 1961 trains were cut back from Whitby West Cliff and the station closed, meaning that reversals were carried out at Prospect Hill Junction at the top of what had been the connecting line and a site that boasted an unusual signalbox which straddled some of the tracks. Inevitably the surviving part of the route from Scarborough to Whitby was a casualty of the Beeching Report, a document that also saw the end of services from Pickering and almost the end of the Esk Valley line, and it closed completely in March 1965.

Today much of the route of this remarkable line has been converted into a cycle path and walkway and visiting it gives an idea of how difficult this line must have been to work but also how incredible the views must have been from the trains that ran over it. Had it survived it might have become just as famous as the West Highland or Cambrian Coast lines but in the event it is now only something we can remember in photographs or in the models that we build of it. 



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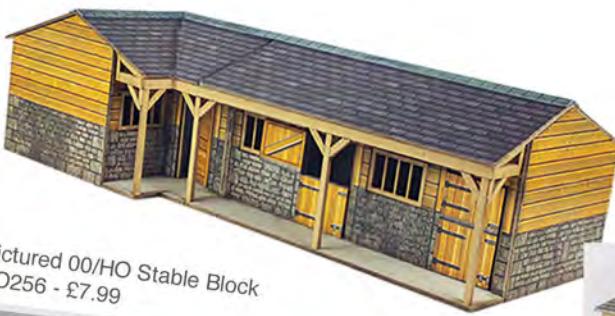
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PO511



PO510



PO502

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

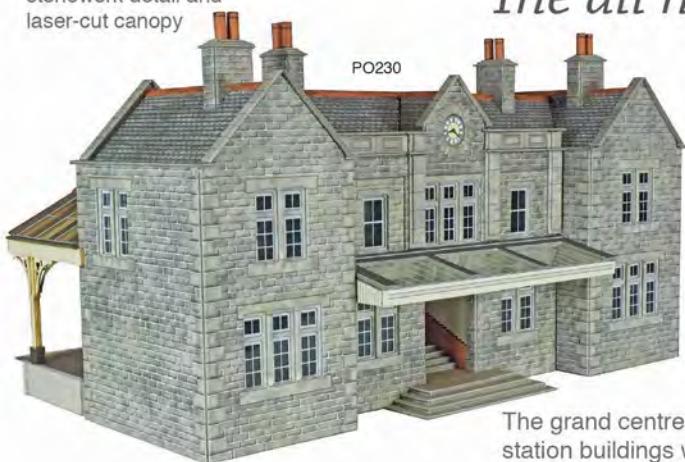
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NEW RELEASE
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PO230 - £22.99

Designed to stand
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PO230
platform side

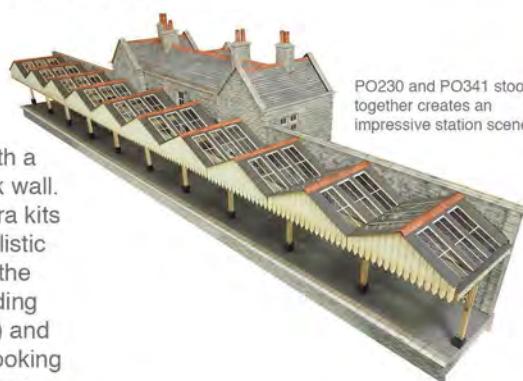
The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features include finely detailed laser-cut platform canopy and fine die-cut recessed windows.

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A modular kit that comes with a section of platform and back wall. It is very easy to add on extra kits to make impressive and realistic structures. It is designed to the same style as our free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)



PO230 and PO341 stood
together creates an
impressive station scene



00 Platform Canopy
PO340 - £14.99

Laser-Cut Mini Kits that finish
off your Mainline Station
Scene...



PO517

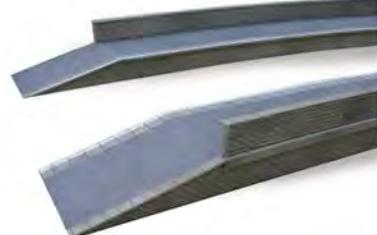


PO502

00 Stone Platform
PO235 - £11.99

A truly versatile platform system that can be made to any shape. Straight, curved, islands or bays. One kit contains enough to build 7ft in length max.

00 Mainline Station Buildings
00/HO Scale
PO320 00/HO Booking Hall - £22.99
PO341 00/HO Wall-Backed Canopy - £15.99
PO340 00/HO Platform Canopy - £14.99
PO235 00/HO Stone Platform - £11.99
PO517 00/HO Kiosk - £5.75
PO501 00/HO GWR Benches - £5.75
PO502 00/HO Platform Benches - £5.75



Mirbury

MY SMALL 'OO' GAUGE 12ft x 7ft layout Mirbury is predominantly London Midland & Scottish Railway with some London and North Eastern Railway interlopers and is intended to represent somewhere on the line between Leeds and Manchester - or on the Settle and Carlisle if the mood suits. It is set in the late-1950s and early-1960s.

I decided following retirement to attempt to create something which would be a reasonable model representation of the steam era. Thanks to the superb quality proprietary products from Bachmann, Hornby, Ratio, Wills and the like, plus some imagination, a splash of PVA and a selection of acrylic paints, I feel I have achieved in my eyes a satisfactory outcome and have thoroughly enjoyed the many hours of creation and the reliving of old memories that has followed.

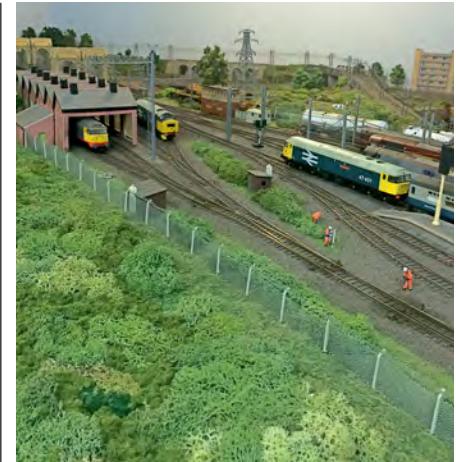
One early decision was to make all scenery modular and removable so that if in the future I want to completely change the scenic look of the layout then it's mainly just a question of replacing the modules.

There is still lots of detailing work to carry out (signals, lamps, weathering) which will keep me occupied for the foreseeable future. To anyone thinking about building a model railway, then I would encourage them to have a go because you will be surprised at what you can achieve with the quality products available and the sense of reward it will bring.

David Walker, by e-mail.



Richfield Junction



Richfield Junction is an 'OO' gauge home layout using Peco code 100 track with dead frog points and second radius curves. Control is Digital Command Control using the Hornby Elite and the locomotives and rolling stock are a mixture of Bachmann, Heljan, Hornby and Vi Trains including a couple fitted with digital sound and some weathered and detailed items.

The layout size is approximately 17ft x 18ft in an 'L' shape located in a purpose built brick garden shed. The period is roughly 1990s to the present day and there are three stations and two depots. I am still adding finishing touches to the layout including backscenes, working signals, people, vehicles and lighting which should hopefully be largely completed by the end of the year. However, as I started the project in 2006 and the trains have been up and running for a while, there is no great hurry to finish!

Richard Sneesby, by e-mail.

South Downs

I began building my 'OO' layout South Downs in 2012 when I was just 12 years old. Instead of being on a rectangular baseboard, South Downs is a dual-line layout pinned onto planks of wood screwed into the walls of the room. Along one side of the room there is a station and town area with five sidings and two platforms. Almost all of my buildings are made from Metcalfe kits and the background scenes are from Townscene. There is also one side of the room where I have constructed a valley where the trains pass through tunnels and over a small stream. These hills were made using polystyrene slabs, a hot-wire cutter and plaster of Paris. South Downs, despite the name, is not modelled on any particular area or time so I can run whatever rolling stock I wish.

Ben Pugh-Cook, by e-mail.



Tiffy Valley Railway

This is my 10ft x 5ft permanent nearly completed home layout comprising analogue controlled continuous double track with two extra tracks at one end for swapping trains, two branch lines and a projecting depot. The period is 1960s and early-1970s with Southern and Eastern Region influences set in an urban/rural environment. It runs well and visitors gaze for ages - and usually move the vehicles around too!

John Elliott, by e-mail



SHOWGUIDE

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

AUGUST

11 WELLING CHARITY MODEL FAIR

Hosts: Association of Bexley Charities '78
Location: Falconwood Community Centre, The Green, Welling, Kent DA16 2PG
Times: 6pm-9.30pm
Prices: Adults £1, accompanied children free
Contact: 020 8310 5018
Features: Trade tables, refreshments and parking.

13 BEXHILL MODEL RAILWAY CLUB EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St Richards Catholic College, Ashdown Road, Bexhill-On-Sea, East Sussex TN40 1SE
Times: 10am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.bexhillmrc.org.uk
Contact: 01424 210617
Features: Layouts, trade support, refreshments and parking.

13 BRIDLINGTON MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Bridlington Model Railway Society
Location: Unit 10, Station Arches, Hilderthorpe Road, Bridlington, East Yorkshire YO15 3HD
Times: 10am-5pm
Prices: Free
Website: www.bridrailmodellers.com
Features: Club layouts, meet club members and refreshments.

13 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.

13 SILVERFOX DCC MODEL RAILWAY EXHIBITION

Hosts: Silverfox DCC Model Railway Club
Location: Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £5, children £2.50, family £12
Contact: 01908 370713
Features: 23 layouts, trade support, outdoor train rides, refreshments, parking and disabled access.

13/14 ISLE OF PURBECK MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Harmans Cross Village Hall, Haycraft's Lane, Harmans Cross, Swanage, Dorset BH19 3EB
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

13/14 MIDLAND RAILEX 2016

Hosts: Midland Railway - Butterley
Location: Butterley Station, Ripley, Derbyshire DE3 3Q2
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £15.50, concessions £14.50, children £7.75, family (2+3) £38.75
Website: www.midlandrailway-butterley.co.uk
Features: Layouts, trade support, demonstrations, refreshments and parking. Ticket price includes unlimited standard gauge travel on day of issue.

13/14 RAILWELLS 2016

Hosts: Wells Railway Fraternity
Location: Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-5pm
Prices: Adults £6, children 14+ £4, accompanied children under 14 free
Website: www.railwells.com

Contact: 01749 938362

Features: Layouts, trade support, demonstrations, displays, societies and parking.

13/14 SKIPTON MODEL RAILWAY EXHIBITION

Hosts: Skipton and District Railway Society
Location: Skipton Academy, Gargrave Road, Skipton, North Yorkshire BD23 1UQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £12
Website: www.skiptonralsoc.org.uk
Contact: 01282 458018
Features: 12 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14 WEST WALES MODEL RAILWAY EXHIBITION

Hosts: Aeron Valley Railway Society
Location: Llwyncelyn Village Hall, A487, Aberaeron, Ceredigion, SA46 0HF
Times: 10am-4.30pm
Prices: TBC
Contact: taledew@gmail.com
Features: Ten layouts, trade support, refreshments, parking and disabled access.

17 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

20 ASTOLAT MODEL RAILWAY CIRCLE EXHIBITION

Hosts: Astolat Model Railway Circle
Location: National Trust, Dapdune Wharf, Wharf Road, Guildford, Surrey GU1 4RR
Times: 11am-5pm
Prices: Adults £3.95, children £2.30, family £11.50, National Trust members free
Contact: 01483 722098
Features: Club and members' layouts, 'N'/OO' gauge test tracks, meet club members.

20 CRAVEN ARMS MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1.50
Contact: 01588 672145
Features: 16 layouts, trade support, displays, refreshments, parking and disabled access.

20 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB
Times: 10am-4.30pm
Prices: Adults £3, children £2, family (2+2) £7
Website: www.ndmrc.org
Contact: 01604 890275
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

20 WHITSTABLE MODEL RAILWAY EXHIBITION

Hosts: East Kent Model Railway Society
Location: Community College Whitstable, Bellevue Road, Whitstable, Kent CT5 1PX
Times: 10am-4pm
Prices: Adults £3, children £1.50, family £7
Contact: 07743 704547
Features: Layouts, trade support, refreshments, parking and disabled access.

20/21 CARNFORTH MODEL RAILWAY WEEKEND

Hosts: Carnforth Station Trust
Location: Carnforth Heritage Centre, Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adult £2, children free
Website: www.carnforthstation.co.uk
Contact: 01524 735165
Features: Seven layouts, trade support, refreshments and parking.

20/21 CRICH MODEL TRAM, BUS AND RAILWAY EXHIBITION

Hosts: National Tramway Museum
Location: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £16, concessions £10, children £9, family (2+3) £39
Website: www.tramway.co.uk
Features: Layouts, trade support, displays, museum exhibits, tram rides, refreshments and parking.

20/21 INVERNESS AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Inverness and District Model Railway Club
Location: Jurys Inn Hotel, Millburn Road, Inverness IV2 3TR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adult £5, accompanied children £2, family (2+2) £10
Contact: 017801 593637
Features: Layouts, trade support, refreshments, parking and disabled access.

20/21 SCARBOROUGH AND DISTRICT RAILWAY MODELLERS 2016 SHOW

Hosts: Scarborough and District Railway Modellers
Location: Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children free
Contact: 07788 713874
Features: Ten layouts, trade support, demonstrations, refreshments and disabled access. North Yorkshire Moors Railway nearby.

20/21 ULSTER MODEL RAILWAY CLUB EXHIBITION

Hosts: Ulster Model Railway Club
Location: Whitla Hall, Methodist College, Malone Road, Belfast BT9 6BY
Times: Sat 10am-5pm, Sun 1pm-5pm
Prices: Adult £4, concessions £3, children £2, family (2+2) £10
Website: www.ulstermodelrailwayclub.co.uk
Contact: 07850 953563
Features: Layouts, trade support, societies, displays, refreshments, parking and disabled access.

21 PORTHCAWL RAILWAY CLUB MODEL SHOW

Hosts: Porthcawl Railway Club
Location: Grand Pavilion, The Esplanade, Porthcawl, CF36 3YW
Times: 10am-4pm
Prices: Adults £3
Contact: 07923 095272
Features: More than 20 layouts, model boats, aeroplanes and refreshments.

24 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

27 BOURNVILLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Bournville Model Railway Club
Location: Hollymoor Centre, Manor Park Grove, Northfield, Birmingham B31 5ER
Times: 10am-4.30pm
Prices: Adults £4.50, children £1, family (2+2) £9
Website: www.bournvillemrc.co.uk
Contact: 0121 478 2587
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

27 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.

27 NORTH CORNWALL AND DEVON MODEL RAILWAY CLUB RUNNING DAY AND EXHIBITION

Hosts: North Cornwall and Devon Model Railway Club
Location: Parkhouse Centre, Bude, Cornwall EX23 8LD
Times: 10am-4pm
Prices: Adults £3, accompanied children free, unaccompanied children £1
Contact: 01566 772667
Features: 22 layouts, trade support, demonstrations and refreshments.

27/28 BORDER RAIL 2016

Hosts: Hawick and District Railway Society
Location: The Auld Baths, Bath Street, Hawick TD9 7DP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £2
Contact: 01450 375787
Features: Ten layouts, trade support, demonstrations, societies and refreshments.

27/28 HAYLE MODEL RAILWAY CLUB AND DUCHY RAILROADERS 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
Website: www.haylemrc.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

27/28 SEDGEMOOR RAIL 2016

Hosts: Burnham and District Model Railway Club
Location: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £4, concessions £4, children £3
Website: www.burnhamanddmrc.org
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

27-29 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, Mon 10.30am-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.

27-29 JERSEY MODEL RAILWAY SHOW

Hosts: Jersey Model Railway Club
Location: St Peters Youth and Community Centre, St Peters, Jersey, Channel Islands
Times: Sat 12pm-5pm, Sun 10am-5pm, Mon 10am-5pm
Prices: Adults £4, concessions £3, children £2, family £10
Contact: 07797 837846
Features: Nine layouts, trade support, refreshments and disabled access.

27-29 MACHYNLLETH MODEL RAILWAY EXHIBITION

Hosts: Corris Railway Society
Location: The Plas, Machynlleth, Powys SY20 8ER
Times: Sat 10.30am-5pm, Sun 10.30am-5pm, Mon 10.30am-5pm

Prices: Adults £4, concessions £3.50, children £2, family (2+2) £10
Website: www.corris.co.uk
Contact: 01654 702327
Features: Layouts, trade support, refreshments and parking. Corris Railway also operating all weekend.

28 HODDESDON MODEL AND RAILWAY CLUB SHOW

Hosts: Hoddesdon Model and Railway Club
Location: Club Site, Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-5pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.org.uk
Contact: 07542 560493
Features: Layouts, trade support, children's rides, radio controlled boats, refreshments and parking.

29 HARROGATE MODEL RAILWAY SHOW

Hosts: Bilton Grange MRC
Location: Bilton United Reformed Church, Woodfield Road, Harrogate, North Yorkshire HG1 4LN
Times: 10am-4pm
Prices: Adults £3, children £1, family (2+2) £6
Contact: 01423 521542
Features: 14 layouts, trade support, refreshments, parking and disabled access.

31 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small entrance charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Group layouts on display with occasional trains running.

SEPTEMBER

3 CUMBERNAULD MODEL RAILWAY GROUP OPEN DAY

Hosts: Cumbernauld Model Railway Group
Location: The Link Community Education Centre, Bron Way, Cumbernauld, North Lanarkshire G67 1EW
Times: 10am-4pm
Prices: Adults £1, accompanied children free
Website: www.cumbernauldmrg.org.uk
Contact: 01236 612099
Features: Club layouts, refreshments, parking and disabled access.

3 TADWORTH AUTUMN MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £10
Website: www.ndmrc.info
Contact: 07758 458827
Features: 26 layouts, trade support, demonstrations, refreshments, parking and disabled access.

3 OLNEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Olney Model Railway Club
Location: Carlton House Club, High Street, Olney, Buckinghamshire MK46 4BB
Times: 10.30am-4.30pm
Prices: Adults £2.50, concessions £2
Contact: 07752 683619
Features: Ten layouts, trade support, societies, refreshments and parking.

3/4 ANDOVER MODEL RAILWAY CLUB EXHIBITION

Hosts: Andover Model Railway Club
Location: John Hanson School, Floral Way, Andover, Hampshire SP10 3PB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children £1
Contact: 07967 685267
Features: 20 layouts, trade support, demos, societies, refreshments, parking and disabled access.

3/4 BLACKBURN AND EAST LANCASHIRE MODEL RAILWAY EXHIBITION

Hosts: Blackburn and East Lancashire Model Railway Society
Location: Hyndburn Leisure Centre, Henry Street, Church, Accrington BB5 4EP

Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, accompanied children free

Website: www.belmrs.org
Contact: 01254 603965

Features: 15 layouts, trade support and demonstrations.

3/4 DARLINGTON MODEL RAILWAY EXHIBITION

Hosts: Darlington Model Railway Club
Location: Head of Steam Museum, Station Road, Darlington DL3 6ST
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4.95, concessions £3.75, children £3, family (2+2) £10
Contact: andrew.bower@ntlworld.com
Features: Layouts, trade support, demonstrations and societies.

3/4 GAUGEMASTER MODEL RAILWAY OPEN WEEKEND

Hosts: Gaugemaster
Location: Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN
Times: Sat 9am-5.30pm, Sun 10am-4pm
Prices: Free
Website: www.gaugemaster.com/openweekend
Contact: 01903 884488
Features: Layouts, displays, demonstrations, societies, live steam rides, refreshments and parking.

3/4 GUILDEX 2016

Hosts: Gauge O Guild
Location: Telford International Centre, St Quentin Gate, Telford, Shropshire TF3 4JH
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Members £5, non-members £10
Website: www.gaugeoguild.com
Features: Layouts, trade support, demos and test track.

3/4 HEART OF THE MIDLANDS MODEL RAILWAY EXHIBITION

Hosts: Soar Valley Model Railway Club
Location: Loughborough Grammar School, Leicester Road, Loughborough LE11 2AQ
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £8, concessions £7, children £4, family (2+3) £20
Website: www.svrc.co.uk
Features: 23 layouts, trade support, demonstrations, refreshments, parking and disabled access.

3/4 LLANFAIR GARDEN RAILWAY SHOW

Hosts: Llanfair Garden Railway Show
Location: Llanfair Caereinion Leisure Centre, Llanfair, Welshpool SY21 0HW
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6.50, accompanied children free
Contact: 07796 863249
Features: G scale and 16mm layouts, trade support, refreshments and parking.

3/4 MEDWAY MODEL RAILWAY SHOW

Hosts: Medway Model Show Group
Location: Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2.50, family (2+2) £12
Contact: 07821 254232
Features: Layouts, trade support, refreshments and parking.

3/4 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.

4 BRESSINGHAM MODEL RAILWAY SHOW

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Diss, Norfolk IP22 2AA
Times: 10.30am-5pm
Prices: Admission £5
Website: www.bressingham.co.uk
Features: 17 layouts, trade support, demonstrations and societies.

10 BISHOPS STORTFORD MODEL RAILWAY EXHIBITION

Hosts: Bishops Stortford Railway Society
Location: Birchwood High School, Parsonage Lane, Bishops Stortford CM23 5BD

Times: 10.30am-4.30pm
Prices: Adults £5, children £2, family £10
Website: bsrs.webplus.net
Contact: 07736 308696
Features: 30 layouts, trade support, live steam, refreshments, parking and disabled access.

10 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION

Hosts: Bury St Edmunds Model Railway Club
Location: Risby Village Hall, Risby, Bury St Edmunds IP28 6RT
Times: 10am-4pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.burystedmundsmrc.com
Contact: 01284 811180
Features: Layouts, trade support, refreshments, parking and disabled access.

10 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.

10 ROMILEY MODEL RAILWAY EXHIBITION

Hosts: Romiley Methodist Railway Modellers
Location: Romiley Methodist Church and Schoolroom, Hill Street, Romiley, Stockport SK6 3AA
Times: 10.30am-4.30pm
Prices: By donation. Proceeds to Action for Children
Website: www.urwick.co.uk
Contact: 0161 406 7572
Features: 14 layouts, trade support, refreshments and disabled access.

10/11 BLAENAVON MODEL RAILWAY CLUB OPEN WEEKEND

Hosts: Blaenavon Model Railway Club
Location: Pontypool and Blaenavon Railway, Furnace Sidings, Blaenavon NP4 9SF
Times: Sat 11am-5pm, Sun 11am-5pm
Prices: Adults £3, concessions £2
Contact: peterdrummond1@btinternet.com
Features: Ten layouts. Free admission for holders of valid steam railway tickets.

10/11 FAVERSHAM MODEL RAILWAY EXHIBITION

Hosts: Faversham Model Railway Club
Location: Abbey School, London Road, Faversham, Kent ME13 8RZ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £3
Website: www.favershammrc.org.uk
Contact: 07931 589001
Features: 19 layouts, trade support, societies, refreshments, parking and disabled access.

10/11 INTERNATIONAL 'N' GAUGE SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa CV31 1XN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10 (£9), concessions £9 (£8), children £5 (£4), family (1+3) £15 (£13), family (2+3) £25 (£22) – advance ticket prices in brackets
Website: www.ngaugeshow.co.uk
Features: 30+ layouts, trade support, societies, displays, refreshments and parking.

10/11 RAILWAY ENTHUSIASTS' CLUB MODEL RAILWAY EXHIBITION

Hosts: Railway Enthusiasts' Club
Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA
Times: Sat 10.30am-5.30pm, Sun 10am-5pm
Prices: Adults £8, children £3 (one child free per paying adult)
Website: www.rec-farnborough.org.uk
Contact: 01252 542574
Features: Layouts, trade support, demos, societies, refreshments, parking and disabled access.

10/11 SWINDON RAILWAY FESTIVAL

Hosts: STEAM – Museum of the Great Western Railway
Location: STEAM, Firefly Avenue, Swindon, Wiltshire SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £12, concessions £9, children £8, family (2+1) £28, family (2+2) £32
Website: www.steam-museum.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments and disabled access.

11 WESTON-SUPER-MARE LATE SUMMER MODEL RAILWAY SHOW

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

14 PRESTON AND DISTRICT MODEL RAILWAY SOCIETY OPEN EVENING

Hosts: Preston and District Model Railway Society
Location: Unit 12, Aqueduct Mill, Aqueduct Street, Preston, Lancashire
Times: 7.30pm-10pm
Prices: Free
Contact: 07776 438933
Features: Club layouts and meet club members.

17 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £4, children £1.50
Website: www.cvmrc.co.uk
Contact: 01884 840369
Features: 16 layouts, trade support, refreshments, parking and disabled access.

17 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: The Life Church, Netherstowe, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Website: www.tvmrs.org.uk
Contact: 01827 52358
Features: 14 layouts, trade support, refreshments, parking and disabled access.

17 MID ESSEX MODEL RAILWAY EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: Shenfield High School, Shenfield, Essex CM15 8PX
Times: 10am-5pm
Prices: Adults £5, children £3
Website: www.midessexmrc.org
Features: 22 layouts, trade support, parking and disabled access. Free classic bus link between venue and Shenfield railway station.

17 WADEBRIDGE MODEL RAILWAY SHOW

Hosts: Wadebridge 34007 Society
Location: Wadebridge School, Gonvenna Hill, Wadebridge, Cornwall PL27 6BU
Times: 10am-5pm
Prices: Adults £3.50, concessions £3, children £2, family £10
Contact: vfgnsu@yahoo.co.uk
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

17/18 AYR MODEL RAILWAY EXHIBITION

Hosts: Ayr Model Railway Group
Location: Citadel Leisure Centre, South Harbour Street, Ayr KA1 1JB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3, family (2+2) £12
Website: www.ayrmrg.co.uk
Contact: 01292 520495
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

17/18 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB SHOW

Hosts: Blackpool and North Fylde Model Railway Club
Location: Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancashire FY7 8AY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5.50, concessions £5, unaccompanied children £2.50, accompanied children free
Website: www.blackpoolandnorthyfyldemrc.co.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access.

17/18 COVENTRY MODEL RAILWAY CLUB OPEN WEEKEND

Hosts: Coventry Model Railway Club
Location: Coventry Canal Basin, Leicester Row, Coventry CV1 4LH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £2, accompanied children under 13 free
Contact: 07411 438626
Features: Four layouts, demonstrations and refreshments.

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WWW.HORNBYMAGAZINE.COM
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17/18 DARTFORD MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: The Leigh Academy, Green Street Green Road, Dartford, Kent DA1 1QE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children £2.50, family £13.50
Contact: 07736 560956
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

17/18 EXPO EM NORTH

Hosts: EM Gauge Society
Location: George H Carnell Leisure Centre, Kingsway Park, Davyhulme, Manchester M41 7FJ
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Members £7, non-members TBC
Website: www.emgs.org
Features: 13 layouts, trade support, demonstrations, displays, refreshments and parking. Free vintage bus operating between venue and Urmston railway station.

17/18 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove Street, Redditch B98 8HB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £3, family (2+2) £14
Website: www.redditch-mrc.com
Features: Layouts, trade support, refreshments, parking and disabled access.

18 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.

18 HAYWARDS HEATH MODEL RAILWAY EXHIBITION

Hosts: HH175
Location: Dolphin Leisure Centre, Pasture Hill Road, Haywards Heath, West Sussex RH16 1LY
Times: 10am-5pm
Prices: Adults £5, children under 14 free
Website: www.hh175th.co.uk
Features: 19 layouts, trade support, displays, societies, refreshments and disabled access. Event commemorating 175th anniversary of Haywards Heath railway station. Special DEMU shuttle also running between Haywards Heath and Ardingly.

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.

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www.spaldingmodelrailwayclub.org.uk

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R3161B	Sr 2 Bil 2 Car Emu Train Pack	123.99	87.95
R3167	Br "Glastonbury Abbey" 4000 Class	134.99	122.72
R3168	Br Class 8 - Duke Of Gloucester - R/road	82.99	75.45
R3169	Gwr "Olton Hall" 5900 Class R/road	82.99	75.45
R3170	Gwr "Adderley Hall" 4900 Class R/road	82.99	75.45
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R3205	Br "Rood Ashton Hall" 4900 Class	119.99	109.08
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R3229	Br 2-6-0 British Monarch Star Class	134.99	122.72
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R3285TTS	TTs Lner A4 Gadwell Sound	99.99	97.99
R3286TTS	TTs Br Class 40 Empress Of Canada	84.99	82.99
R3287TTS	TTs Br Large Logo Class 47 47401 Sound	84.99	74.99
R3304	BR 0-6-0T 700 Class, BR, Weathered	109.99	99.99
R3305	BR 2-6-0 K1 Class, BR (Early), Weathered	129.99	118.17
R3344	Network Rail Class 31	162.25	147.49
R3348/9	EWS Class 67 67016/24	139.99	127.26



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2520/1/2/3	Class 05 shunter various	129.95	108.99
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8750/1/2/3	Park Royal Railbus various	119.95	99.99
8920/1/2/3	HELJAN 8920 Class 128 various	119.95	99.99
9000/1/2/3/4	Metropolitan 17 - *pre order*	139.95	116.99



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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	ehatton.com/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	ehatton.com/5p4f	£127.46	Mar 2013							
Class 450	ehatton.com/c450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	ehatton.com/wct	£97.71	Sep 2014							
Birdcage Coaches	ehatton.com/bc	£50.96	Mar 2014							
Class 414 2-HAP	ehatton.com/c414	£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.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	ehatton.com/c68	£118.00 (EST)	April 2014							
Class 121/122	ehatton.com/dapolbubble	£103-134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehatton.com/j94	£82.00-£99.00	Aug 2014							
Golden Arrow Class 71s	ehatton.com/goldenarrow	£139.95	Jun 2016							
14xx	ehatton.com/14xx	£99.00	Sep 2014							
Hatton's King	ehatton.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 1361/1366	ehatton.com/1361	£124	Nov 2013							
4-wheel A & B Tanks	ehatton.com/helitank	£20.50-£76	Nov 2015							
Class 07 Shunter	ehatton.com/c107	£99.00 (EST)	Jan 2016							

Class 4700, Class 1366, Class 1361 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class Q6 Raven	ehatton.com/Q6	£118.99	Nov 2015							
Class 71	ehatton.com/c71	£127.50	Nov 2014							
Hornby Adams Radial	ehatton.com/horar	£111.10	Dec 2014							
SR Maunsell Coaches	ehatton.com/exsmaun	£39.99	Jun 2015							
Peckett 0-4-0	ehatton.com/peckett	£70.00	Oct 2015							
Class B12 Holden	ehatton.com/B12	£123.00	Nov 2015							
Merchant Navy	ehatton.com/mn	£144.00-£162.00	Mar 2015							

view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	ehatton.com/oxdg	£95	Jan 2016							
Hatton's ICI hopper	ehatton.com/ici	£24.00 / £25.00	Mar 2015							
Carflat Car Carrying Wagon	ehatton.com/carflat	£25.00	May 2016							

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.ehatton.com/projectupdates

Information correct at the time of going to press. All information subject to change.



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1300 - Class 1361 0-6-0ST 1361 in GWR photographic grey

1301 - Class 1361 0-6-0ST 1363 in GWR green with shirtbutton

1302 - Class 1361 0-6-0ST 1364 in GWR green

1303 - Class 1361 0-6-0ST 1365 in BR black with early emblem

1304 - Class 1361 0-6-0ST 1363 in BR black with late crest



Class 414 2-HAP

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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 319 EMU

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372-875 - Class 319 319004 in Network South East livery

372-876 - Class 319 319382 in Thameslink livery

372-877 - Class 319 319362 "Northern Powerhouse" in Northern Rail livery

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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

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
 H1415 14xx 1432 BR lined green late crest

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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/j94

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4D-009-HAT01 120 in 'GWR 150' Chocolate & Cream livery

4D-009-HAT02 121032 in Arriva Trains Wales livery

4D-009-HAT03 960011 in Railtrack blue & green livery

4D-009-HAT04 121020 in Chiltern blue livery

4D-009-HAT05 55033 in Revised Network South East livery

4D-009-HAT06 960010 in Railtrack "coaching stock" maroon

4D-009-HAT07 55022 in Original Network South East livery

4D-015-HAT01 TDB975023 in Route Learning BR blue



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R3318 61646 'Gilwell Park' in BR green with early emblem £74.00

Class D16/3 4-4-0 "Clauds" in BR black (RRP £109.99)



R3235 E2524 'Claud Hamilton' with early emblem (Pictured) £73.00
R3303 62581 with early emblem - weathered £74.00

Class J15 0-6-0 (RRP £109.99)



R3381 65475 in BR black with early emblem (Pictured) £75.00 (RRP £109.99)

R3380 7510 in LNER black £76.00 (RRP £109.99)

Class K1 2-6-0 (RRP £129.99)



R3242A 62032 in BR black with early emblem (Pictured) £82.00
R3243B 62064 in BR black with late crest £82.00

Class A3 4-6-2



R3336 4472 'Flying Scotsman' in LNER green - NRM special edition (Pictured) £124.00 (RRP £169.99)

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R3250 4472 'Flying Scotsman' in LNER apple green - 1984 condition - Limited Edition of 500 £115.00 (RRP £135.00)

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R3316 44 in S&DJR blue (Pictured) £61.00 (RRP £99.99)
R3315 40602 in BR black with late crest £61.00 (RRP £99.99)
R3459TTS 40626 in BR black with early emblem - TTS sound fitted £105.00 (RRP £139.99)

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R3343 08822 'John' in FGW livery (Pictured) £96.00
R3342 08489 in BR blue £93.00

Class 67



R3388TTS 67004 'Cairn Gorm' in Caledonian Sleeper livery - TTS sound fitted (Pictured) £128.00 (RRP £169.99)

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R3340 2603 in BR green with full yellow ends (Pictured) £62.00

R3341 2677 in BR blue £62.00

R3341A 2623 in BR blue £62.00

R3260 2653 in SR green £104.00

BR Mark 1 coaches



R4706 CK composite corridor E15058 in BR crimson & cream (Pictured) £16.00 (RRP £29.99)

R4699 BG full brake S80926 in BR green £16.00 (RRP £29.99)

R4609A BSK brake second corridor S34240 in BR green with lights £20.00 (RRP £36.50)

R4711 SK second corridor S24316 in BR green £16.00 (RRP £29.99)

R4712 CK composite corridor S15913 in BR green £16.00 (RRP £29.99)

R4713 BSK brake second corridor S34613 in BR green £16.00 (RRP £29.99)

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R4708 SK second corridor W24540 in BR chocolate & cream £16.00 (RRP £29.99)

R4709 CK composite corridor W15061 in BR chocolate & cream £16.00 (RRP £29.99)

R4710 BSK brake second corridor W34290 in BR chocolate & cream £16.00 (RRP £29.99)

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R4563 Mk2D BSO brake second open E9487 in BR blue & grey £16.00 (RRP £28.49)

R4612 Mk2E BSO brake second open M9499 in BR blue & grey - with lights £19.00 (RRP £29.99)

R4614A Mk2E FO first open W3231 in BR blue & grey £17.00 (RRP £29.99)

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R4617 Mk2E FO first open 3234 in BR Intercity livery £17.00 (RRP £29.99)

R4618 Mk2E BSO brake second open 9504 in BR intercity livery £17.00 (RRP £29.99)

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R4655 DVT driving van trailer 82146 in DB Schenker livery (Pictured) £26.00 (RRP £42.99)

R4593 TGS trailer guard second 40011 in Intercity Executive livery £14.00 (RRP £28.49)

R4595 TGS trailer guard second E44037 in BR blue & grey - with lights £20.00 (RRP £35.49)

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R4635 TSO Tourist second open 12177 in Arriva Trains Wales livery £20.00 (RRP £29.99)

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R6782 Pack of 3 21 ton hoppers in BR grey (Pictured) £26.00 (RRP £39.99)

R6725 21T hopper E253564 in BR grey £9.00 (RRP £14.99)

R6728 BR (ex-LMS) horse box M42367M in BR crimson (RRP £19.99)

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R6682D Extra Long CCT wagon 1724 in LNER teak £11.00 (RRP £19.99)

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R6760 PGA hopper wagon VTG14234 in CAIB/Procor livery - weathered £7.00 (RRP £16.99)

R6708 CDA hopper wagon 353224 in Railfreight red livery £11.00 (RRP £24.99)

Brake Vans



R6711 ZUV Shark brake van DB993748 in Mainline blue (Pictured) £8.00 (RRP £16.75)

R6710 20 ton brake van DB950619 in dutch livery £9.50 (RRP £14.99)

R6766 ex-GWR Toad brake van W68724 in BR grey £11.00 (RRP £14.99)



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R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014
Collectors Club special edition (Hor) (list £24.99) **BARGAIN** £17

31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95)

£89



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

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

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31-433 Class 1F 'Hall-Cab' 0-6-0T 1739 in LMS black (Bac) (list £81.56)

£81.56



BARGAIN

31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) (list £81.56)

32-528A Class 2MT Ivatt 2-6-0 46526 BR lined green late crest - weathered (Bac)

£110.46



BARGAIN

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

£61



BARGAIN

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

31-089 Class 32xx 4-4-0 Dukedog 3214 in GWR green shirtbutton logo (Bac) (list £118.96)

£118.96



BARGAIN

31-627B Class 3F 0-6-0 3520 in LMS black Deeley tender (Bac)

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32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac)

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32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac)

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BARGAIN

R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49)

£21



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R3301 Class 4073 'Castle' 4-6-0 5043 'Earl of Mount Edgcumbe' in BR Green early emblem (as preserved) (Hor) (list £144.99)

£101



NEW

R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) **NEW**

£111.10

NEW



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) **NEW**

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NEW



R3335 Class 415 Adams Radial 4-4-2T 488 in LSWR (as preserved) (Hor) **NEW**

£111.10

R3462 Class 42xx 2-8-0 4287 BR Black early emblem (Hor) (list £124.99)

£92

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

£84.96

R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor)

£87

R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99)

£58

R3460TTS Class 4F 0-6-0 44198 in BR Black late crest - TTS sound fitted (Hor)

£114

R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (list £99.99)

£58

31-883 Class 4F Midland 0-6-0 3848 in Midland Railway black crest (Bac)

£97.71

31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac)

£106.21

NEW



32-575A Class 4MT Ivatt 2-6-0 3000 in LMS black (Bac)

£114.71

31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac)

£90.06

31-169 Class 5 L&YR 24-2T 50795 BR lined black early emblem (Bac)

£90.06

R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £124.99)

£92

R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) **NEW**

£111.10



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

£124.99

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

£127.46

R3370TTS Class 6000 King 4-6-0 'King Richard II' BR Early Crest Blue - featuring TTS sound fitted (Hor)

£179.99

R3278 Class 6P Patriot 4-6-0 45518 'Bradshaw' in BR Green early crest - Railroad range (Hor)

£64.80

31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' BR Green early emblem (Bac)

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31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Gee' LMS crimson (Bac)

£140.21



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

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R3306 Class 44 4-6-2 2509 'Silver Link' in LNER Silver - The Silver Jubilee Collection (Hor)

£134.25



BARGAIN

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

£74.06



BARGAIN

R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99) **BARGAIN** £89



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

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BARGAIN

R3004 Class B17 4-6-0 61631 'Serby Hall' in BR Green early emblem - weathered (Hor) (list £131.99) **BARGAIN** £79



BARGAIN

R3003 Class B17 4-6-0 61669 'Barnsley' in BR Green late crest (Hor) (list £131.99)

£77



BARGAIN

R3318 Class B17/8 4-6-0 61646 'Gilwell Park' in BR Green early emblem (Hor) (list £131.99) **BARGAIN** £74



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

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

£80



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35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95)

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BARGAIN

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

£80



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31-481 Class G2A Super D 0-8-0 49106 in BR black early emblem - weathered (Bac)

£111.45



BARGAIN

31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac)

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31-3200C Class J11 Robinson (GCR 9) 64325 BR black late crest - DCC Fitted (Bac)

£93.46



BARGAIN

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

£75

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4D-006-003 Class 73 electro-diesel 73135 BR blue full yellow ends (Dep) £195.91



R3258 Class 401 2-BIL 2 car EMU in BR blue (Hor) (list £130.25) BARGAIN £82

R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) BARGAIN £74

R4657A 57 non-corridor third class 11718 in LMS crimson (Hor) £35
39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61
39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN £24
39-291A BR Mk1 Pullman parlour 1st coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN £24
39-275 BR Mk1 GUV Royal Mail (Bac) £33.11
39-200C BR Mk1 Super Full Brake RES - Weathered (Bac) BARGAIN £18
R4606 Ex-MS 50' full brake M31176M BR blue (Hor) (list £35.99) BARGAIN £22

(NEW)

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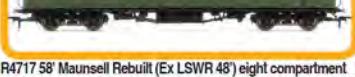
39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96



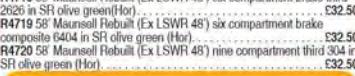
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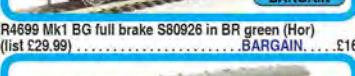
39-786 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96



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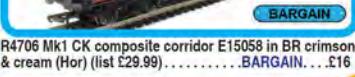
39-791 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96



39-792 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96



39-793 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96



39-794 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96



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39-821 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-822 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-823 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-824 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-825 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-826 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-827 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-828 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-829 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-830 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-831 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-832 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-833 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-834 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-835 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-836 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-837 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-838 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-839 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-840 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-841 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-842 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-843 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-844 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-845 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-846 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-847 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-848 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-849 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-850 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-851 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

39-852 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) NEW £50.96

Prices valid until 08/09/16

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



R4712 Mk1 CK composite corridor S15913 in BR green (Hor) (list £29.99) **BARGAIN** £16

R4709 Mk1 CK composite corridor W15061 in BR chocolate & cream (Hor) (list £29.99) **BARGAIN** £16

39-271D Mk1 GLV general utility van M86223 in BR Maroon (Bac) £33.96

39-268A Mk1 RMB Miniature Buffet M1930 in BR blue & grey (Bac) £33.96

39-2628 Mk1 RMB Miniature Buffet S1851 in BR green (Bac) £33.96

39-2618 Mk1 RMB Miniature Buffet W1810 in BR Maroon (Bac) £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

39-105 Mk1 RU restaurant car W1900 in BR crimson & cream (Bac) £33.96

R4730A Mk3 TFO trailer first open W41004 in BR blue & grey (Hor) £27

R4595 Mk3 TGS trailer guard second E4037 in BR blue & grey - lights (Hor) (list £35.49) **BARGAIN** £20

R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor) £27

R4655A Mk4 FO first open 11324 in East Coast (Hor) (list £28.49) **BARGAIN** £14

R4665 Mk4 FO first open 11424 in East Coast (Hor) (list £28.49) **BARGAIN** £14

R4667 Mk4 FO-M Restaurant Buffet 10328 East Coast (Hor) (list £28.49) **BARGAIN** £14

R4668 Mk4 TSO second open 12219 East Coast (Hor) (list £28.49) **BARGAIN** £14

R4669C Mk4 TSO second open 12403 East Coast (Hor) (list £28.49) **BARGAIN** £14

R4669B Mk4 TSO second open 12425 East Coast (Hor) (list £28.49) **BARGAIN** £14

R4668A Mk4 TSO second open 12447 East Coast (Hor) (list £28.49) **BARGAIN** £14

R4668C Mk4 TSO second open 12455 East Coast (Hor) (list £28.49) **BARGAIN** £14

R4676 Pack of 3 Mk3 coaches in BR blue & grey (Hor) (list £9.99) **BARGAIN** £54

R1177coaches Pack of 3 Pullman parLOUR coaches - Split from R1177 Set (Hor) £45

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

R4652 Thompson suburban third E2890E BR Maroon (Hor) (list £40.25) **BARGAIN** £26

R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £29.99) **BARGAIN** £16

R4708 Mk1 SK second corridor W24540 in BR crimson & cream (Hor) (list £29.99) **BARGAIN** £16

R4620A Mk1 SO second open M4368 in BR crimson & cream (Hor) (list £24.99) **BARGAIN** £16

R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £29.99) **BARGAIN** £16

R4701 Mk1 TSO second open M3947 in BR maroon (Hor) (list £29.99) **BARGAIN** £16

R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £29.99) **BARGAIN** £16

R4633A Mk2 TSO tourist second open 5354 Network SouthEast blue (Bac) £38.21

39-361A Mk2 TSO tourist second open E5406 in BR blue & grey 'Inter City' branding (Bac) £38.21

R4704 Mk2C BSO brake second open 9507 Virgin Trains red/black - lights (Hor) £31

R4700 Mk1 TSO second open M4487 in BR maroon (Hor) (list £29.99) **BARGAIN** £16

R4612A Mk2 BSO brake second open M9495 in BR blue & grey - lights (Hor) (list £29.99) **BARGAIN** £19

R4612 Mk2 BSO brake second open M9499 in BR blue & grey - lights (Hor) (list £29.99) **BARGAIN** £19

R4617A Mk2C FO first open 3221 BR InterCity (Hor) (list £24.99) **BARGAIN** £17

R4617 Mk2C FO first open 3234 in BR InterCity (Hor) (list £24.99) **BARGAIN** £17

R4611A Mk2E FO first open W3245 in BR blue & grey - lights (Hor) (list £29.99) **BARGAIN** £19

R4702 Mk2E TSO standard open 5801 Virgin Trains red/black - lights (Hor) £31

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

R4597 MK3 SLEP Sleeper 10601 in First Great Western Night Riviera (Hor) (list £28.49) **BARGAIN** £17

R4730 Mk3 TFO trailer first open W41003 in BR blue & grey (Hor) £27



R6725 21 ton hopper E253564 in BR grey 'Iron Ore' branding (Hor) (list £14.99) **BARGAIN** £9

R6726 21 ton hopper E303821 in BR grey (Hor) (list £14.99) **BARGAIN** £9

R6740 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6728 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6729 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

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R6731 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6732 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6733 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6734 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6735 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6736 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6737 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6738 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6739 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6740 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6741 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6742 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6743 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

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R6746 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6747 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6748 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6749 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6750 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6751 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6752 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6753 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6754 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

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R6758 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6759 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6760 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6761 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6762 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6763 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

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R6765 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

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R6767 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6768 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6769 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6770 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6771 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6772 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6773 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6774 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6775 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6776 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6777 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6778 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6779 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6780 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6781 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6782 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6783 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6784 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6785 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6786 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6787 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6788 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6789 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6790 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6791 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6792 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6793 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6794 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6795 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6796 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6797 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6798 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6799 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6800 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6801 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6802 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6803 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6804 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6805 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6806 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6807 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6808 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6809 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6810 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6811 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6812 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6813 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6814 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6815 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6816 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

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R6819 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

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R6828 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6829 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6830 3 Plank Wagon 'North British' (Hor) (list £9.99) **BARGAIN** £9

R6831 3 Plank

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Est. 1946

Switches & Levers

Opening hours

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

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



R044 1 passing contact lever frame switch (for point motors) (Hor) £9

Lighting equipment

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

Spares

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

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

Insulating RAIL JOINERS

HO/OO, O and O-16½

HO/OO, O and O-16½

HO/OO, O and O-16½

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

Metal Conductive RAIL JOINERS

HO/OO, O and O-16½

HO/OO, O and O-16½

SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50

18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) £21.75

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5

Man-made scenic structure - railway-related

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

R083 Box of 6 Buffer Stop (Hor) £8

R083 Single (Hor) £1.40

LC-100 Catering system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) £6.99

R070 Electrically Operated Turntable (Hor) £59

R514 Platform Canopy x 2 (Hor) £12

LK-62 Platform Edging, Concrete Type (Height 20mm) (Pec) £4

R460 Straight Platform (Hor) £3.50

Signals

4L-002-001 Signal - Motorised LMS home (OOSIGN3) (Dap) £22

4L-001-003 Signal - Motorised Round post GWR home (Dap) **NEW**

4L-003-004 Signal - motorised SIR ladder distant (Dap) **NEW**

4L-003-003 Signal - motorised SIR ladder home (Dap) **NEW**

Buildings - general

R9833 Corner Pub (Hor) **NEW** £27

44-040 Diesel fueling point - Scenecraft range (162 x 97 x 50mm) (Bac) £13

44-279 Low relief Balli Towers (Bac) **NEW** £26.31

44-204 Low Relief Bonded Warehouses (Bac) £38.21

44-276 Low relief fishing tackle shop (Bac) **NEW** £21.21

44-280 Low relief Garnfawr Getaways (Bac) **NEW** £26.31

44-274 Low relief J. & Sons Guitars (Bac) £25.46

44-282 Low relief J. & Sons Jewellers (Bac) £20.01

44-291 Low relief Karran's Millinery (Bac) **NEW** £24.61

44-278 Low relief Kevins Carpet (Bac) **NEW** £23.76

44-275 Low relief model shop (Bac) **NEW** £24.76

44-273 Low relief Rock'n'Roll Record Shop (Bac) **NEW** £22.91

44-272 Low relief Stuarts Sports Shop (Bac) **NEW** £27.16

PO261 Pack of red brick terraced houses (Card Kit) (Mer) £8

R8806 Skedale Railwayman's Arms (Hor) £46.29

R8828 The Bakers Shop (Hor) **NEW** £22

R8832 The Restaurant (Hor) **NEW** £22

R8834 Village Tea Rooms (Hor) **NEW** £25

Man-made scenic structure - non-railway

44-584 Clock Tower (Bac) **NEW** £27.16

44-0009 Container terminal crane (Bac) £144.46

44-016 Fuel Storage Tanks (Bac) £33.96

5008Peco Traffic Cones (Large & small) (Pec) **NEW** £3.10

Bridges, Tunnels & Walls

PO244 Retaining Wall in Red Brick - 4 wall sections per kit (Met) £11

PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11

People - civil

36-408 12 x Seated Coach Passengers (Bac) £10.16

36-407 1950s Train Crew x 6 (Bac) £6.21

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

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



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

36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14

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

ST-201 Setrack double straight (Pec) £2

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

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

ST-223 Setrack No.4 radius Standard Curve, no "double" version (includes 10" - use 16" to make a circle) (Pec) £2

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

ST-204 Box of 24 (Pec) £7.6

Track - Code 100 Streamline

PECO STREAMLINE 100/00

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £6.66

SL-101 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3

SL-102 Pack of 25 (Pec) £7.00

SL-E93 3 way medium radius point electrofrog (Pec) £1.25

SL-99 3 way medium radius point insulfrog (Pec) £2.50

SL-90 Double slip insulfrog (Pec) £3.00

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

SL-E87 Left hand curved point electrofrog (Pec) £12.00

SL-E89 Left hand large point electrofrog (Pec) £12.00

SL-89 Left hand large point insulfrog (Pec) £12.00

SL-96 Left hand medium point (Pec) £10.00

SL-E96 Left hand medium point electrofrog (Pec) £9.50

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

SL-E92 Left hand small point electrofrog (Pec) £9.50

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

SL-E86 Right hand curved point electrofrog (Pec) £12.00

SL-88 Right hand large point electrofrog (Pec) £12.00

SL-88 Right hand large point insulfrog (Pec) £12.00

SL-85 Right hand medium point (Pec) £10.00

SL-E85 Right hand medium point electrofrog (Pec) £10.00

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

SL-E91 Right hand small point electrofrog (Pec) £9.50

SL-80 Single slot insulfrog (Pec) £28

SL-E80 Single slot electrofrog (Pec) £28

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

SL-E187 Finescale left hand curved point electrofrog (Pec) £27.50

SL-E199 3 way finescale medium radius point electrofrog (Pec) £27.50

SL-E189 Finescale left hand large point electrofrog (Pec) £12.00

SL-E196 Finescale left hand medium point electrofrog (Pec) £12.00

SL-E192 Finescale left hand small point electrofrog (Pec) £10.00

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

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NEW

76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Ox) **NEW** £20

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N Gauge

Steam locos

372-622 Class 2MT Ivatt 2-6-0 46440 BR lined black early (Gra) £93.46

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28-010-002 Class 40xx Hall steam loco 4914 "Craemore Hall" in BR lined green late crest (Dap) £95

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BARGAIN

372-727 Class 5MT Standard 4-6-0 73082 "Camelot" in BR lined black early emblem & BR1B tender (Gra) (BARGAIN) £89

28-017-004 Class 7MT Britannia 4-6-2 70021 "Morning Star" BR green late crest (Dap) £101

Buses

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

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Cars

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2S-002-0020 Class V Schools 4-4-0 30921 "Shrewsbury" in BR black early emblem - DCC fitted (Dap) **NEW** £142.50

Commercial vehicles

2S-002-000D Class V Schools 4-4-0 30926 "Repton" in BR green late crest - DCC fitted (Dap) **NEW** £120.76

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2D-003-008 Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - Weathered (Dap) (list £128.03) BARGAIN £79



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371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN £99
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HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat)

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PL-10 Bag of 6 (Pec)

PL-10 Bag of 6 (Pec) £34

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

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

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

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

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

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

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau)

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £215

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau)

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PL-10W High performance turnout point motor extended pin (Pec)

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

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

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

PL-10 Bag of 6 (Pec)

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

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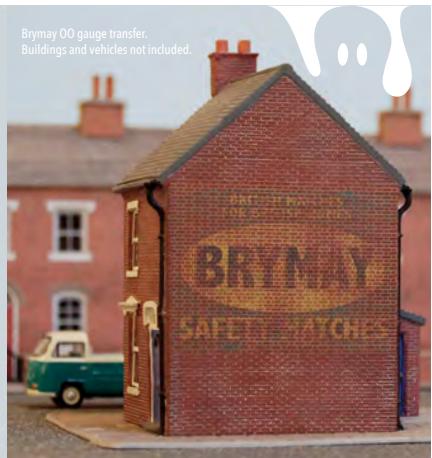
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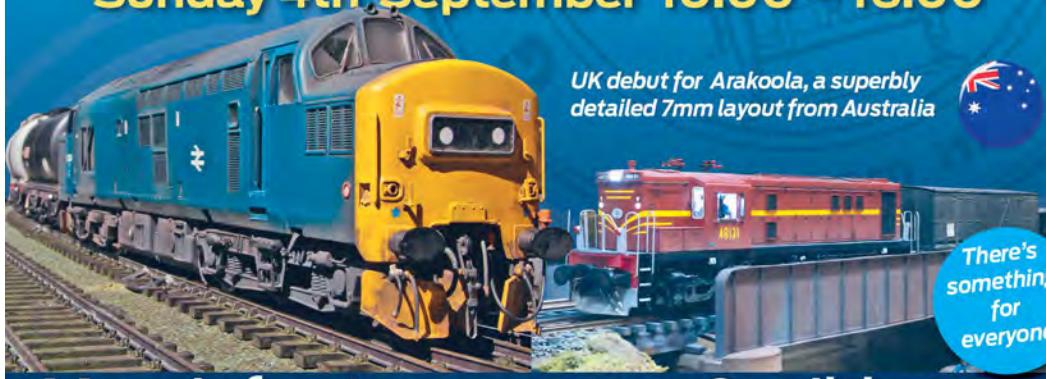
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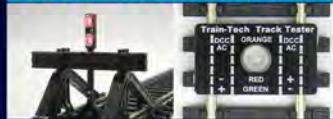
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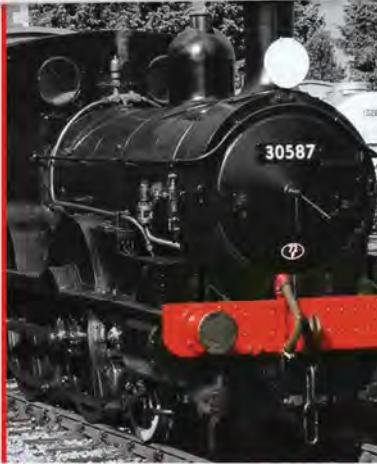
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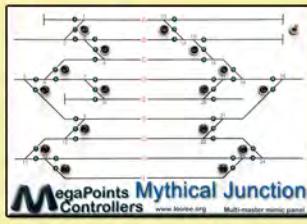
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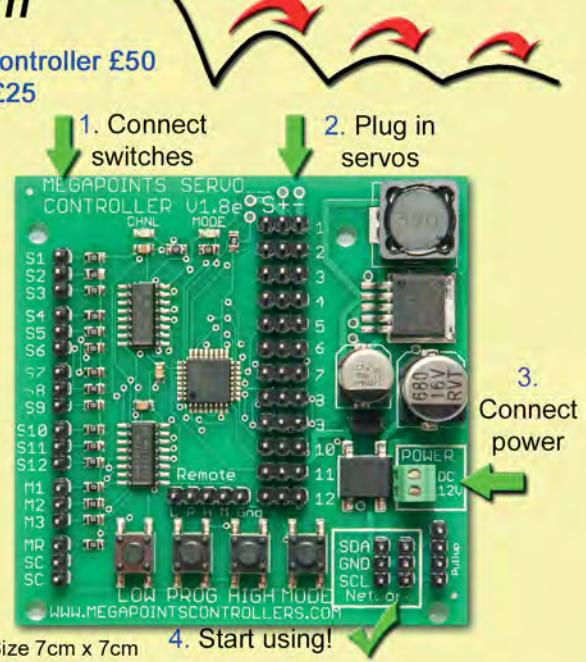
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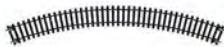
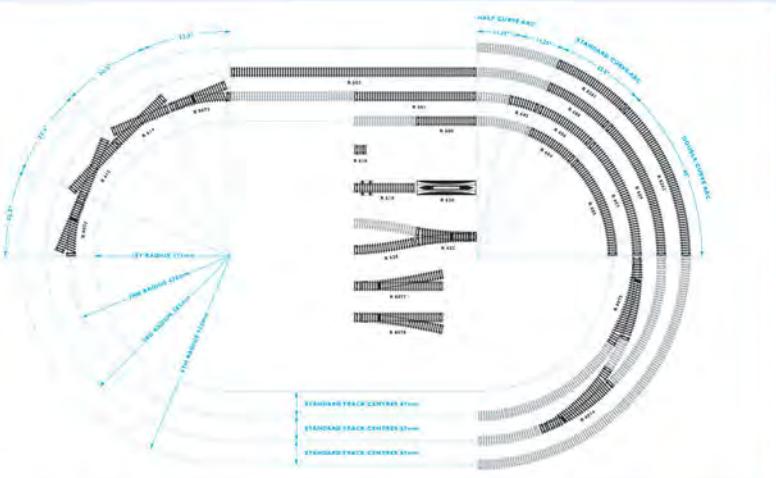
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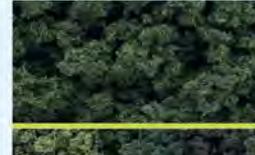
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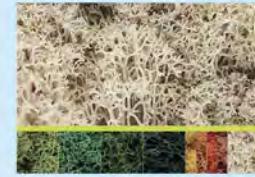
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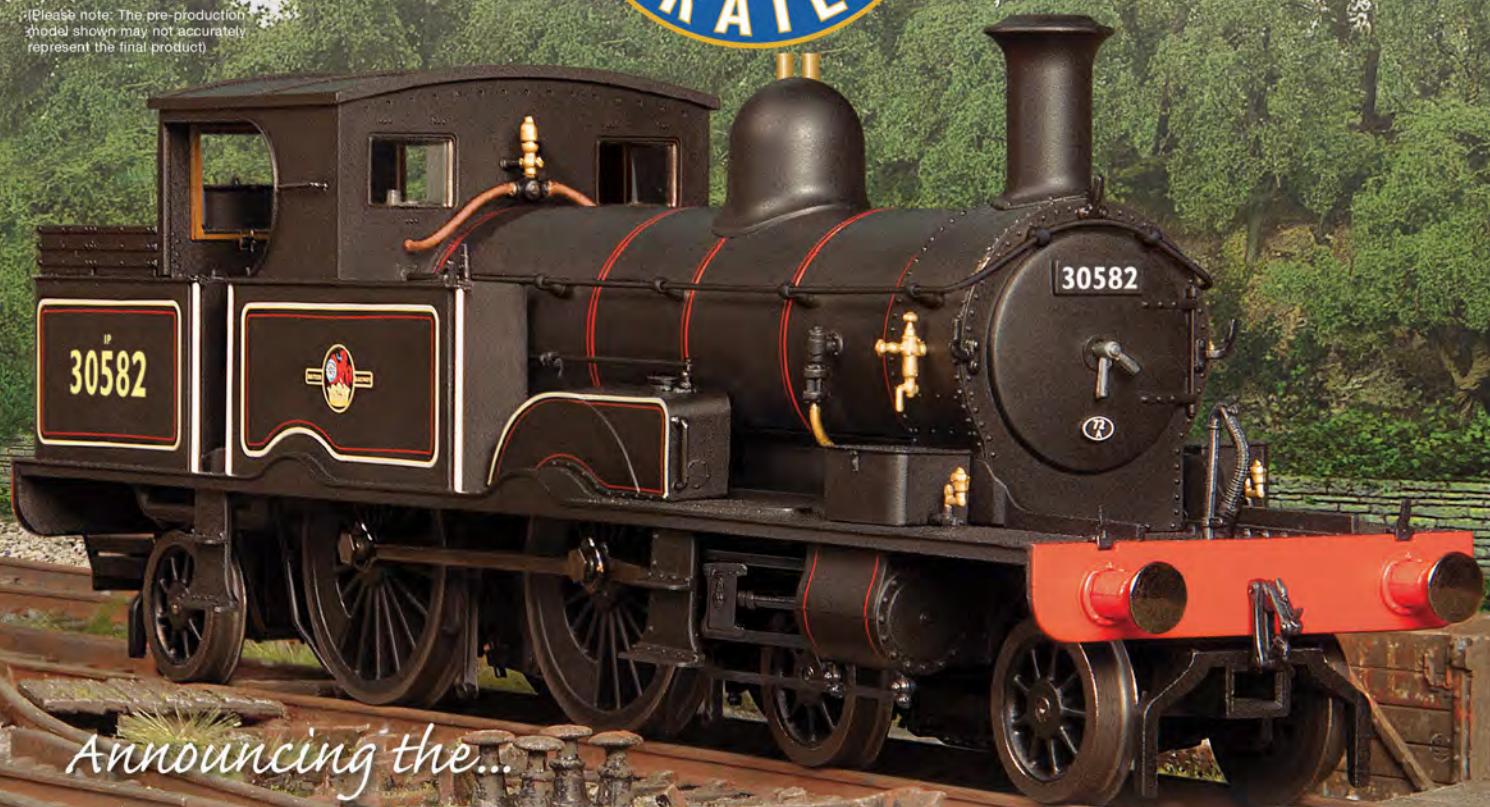
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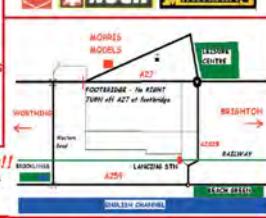
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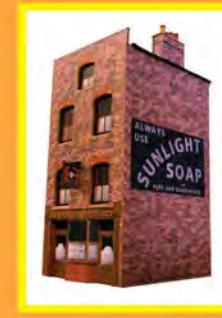


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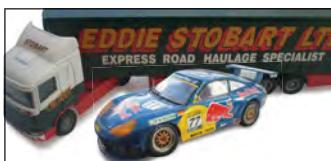


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Sept 3/4 - TELFORD GUILDFORD 2016 0 Gauge Ex & Trade Show, The Telford Ex Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10 - 5, Sun 10 - 4. **Coming to Telford? - Why not try Sunday? - the show is less busy - see more of the layouts AND easier 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.

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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 Farham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Rd, Aldershot, Hants, **GU12 4AS**. Sat 10 - 5, Sun 10 - 4.30

Oct 8/9 - CROYDON Model Railway Society Exhibition, Warlingham School, Tithepit Shaw Lane, Warlingham, **CR6 9BY**. Sat 10-5, Sun 10 - 4.00

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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 Glantaff 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, **BH16 4RH**. Sat 10 - 5 *Short Walk Angmering Station*

Nov 5/6 - CREWE Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd, Sunnybank 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 Modeler Sponsored by Squires.

Dec 3 - ISLINGTON - The Toy Soldier Show, London, The Islington Business Design Centre, 52 Upper Street, London, **N1 0OH** 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 22 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS34 8QZ**. Sunday 10 - 4.00pm.

Jan 28/29 - KENDAL M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5

Feb 19 - MANCHESTER ALSRM 'O' Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, **M22 1QW** 10-4. Free Parking - Test Track & 16 O Gauge layouts.

Free admission ALSRM Members

Feb 24 - 26 - GLASGOW Model Rail Scotland, Scottish Exhibition Centre, Glasgow, **G3 8YW**. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. Coming to Glasgow? Why not try Saturday?? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand!!

Mar 4/5 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm

Mar 11/12 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, **PE29 2NH** Sat 10 - 5, Sun 10 - 4 **Plenty of FREE Parking**

April 8 - NORWICH M/Rail Exhibition, Hellesdon High School, Norwich **NR6 5SB**. Sat 10 - 4.30pm.

April 8/9 CORSHAM Trainwest 2017 M/Rail Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts **SN13 9DN** Sat/Sun 10 - 5 **Modern NEW Venue - Plenty of FREE Parking**

April 22/23 - HORSHAM Crawley MRS M/Railway Ex, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. ** PLENTY OF FREE PARKING **

April 28-30 - The 49th Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Friday 1pm - 7pm, Saturday 10 - 6.30pm, Sunday 10 - 5pm. Coming to Bristol Show? Why not try Saturday?? or Sunday?? The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-)

Plenty of FREE Parking

May 6 - READING ALSR Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading, **RG1 8EQ**. 10-4.30

May 14 - STAFFORD G Rail 2017 G-Scale Society Show, Stafford County Showground, Weston Rd, Stafford, **ST18 0BD**. Plenty of FREE Parking. Sun 10-5. Features Normal Squires Stand for all Scales

June 3/4 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry!!:-)

New Tools Shop Extension Opening Soon.
New Printed Mail Order Catalogue to be published soon - reserve your copy now.
Exhibition Invitations always welcomed.

NEXT ISSUE

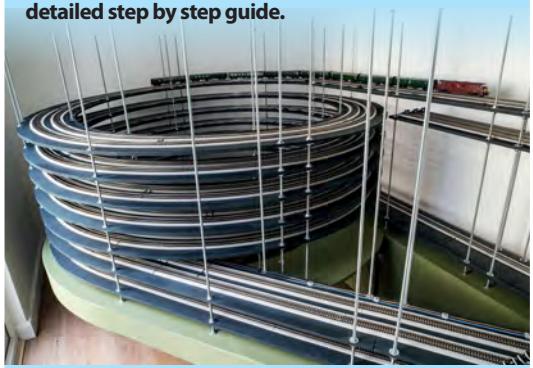
Tommouth

Paul Churchill's wonderful 'N' gauge layout combines the potential of digital control and automation to great effect – and there is a lot more to see than just the trains. Next month we bring you the full story on this fascinating layout ahead of its appearance at the 2016 Great Electric Train Show.



POWERBASE FOR 'OO'

DCC Concepts Powerbase system offers great potential for increasing haulage capacity and increasing reliability of locomotives. Next issue Chris Jones explains why and how he installed the system on his developing multi-level layout in a detailed step by step guide.



THE NEXT ISSUE OF
HORNBY
magazine
is on sale September 8 2016
DON'T MISS IT!



PLUS

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Reader Projects, answering your questions in the Enquiry Office and taking you behind the scenes at the Hornby Magazine workshop to help you get the most out of your modelling projects.

August releases



7F-010-009 - Terrier A1X Gipsyhill 643 Marsh Umber Brown
7F-010-009D - Terrier A1X Gipsyhill 643 Marsh Umber Brown DCC

Terrier



All product release dates correct at time of going to press

A3 Flying Scotsman Booksets



2S-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted
2S-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted DCC
2D-011-002 - A10 Flying Scotsman 103 Wartime Black NE
2D-011-002D - A10 Flying Scotsman 103 Wartime Black NE DCC
2D-011-003 - A3 Flying Scotsman 60103 BR Express Blue Early Crest
2D-011-003D - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC
2D-011-004 - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted
2D-011-004D - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted DCC
2D-011-005 - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted
2D-011-005D - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted DCC



2F-060-010W - Grampus - BR Black DB990488 Weathered



2F-060-011W - Grampus - BR Black DB990412 Weathered



2F-060-012W - Grampus - BR Black DB990653 Weathered



2F-060-013W - Teanton Concrete Olive Green DB986708 Weathered



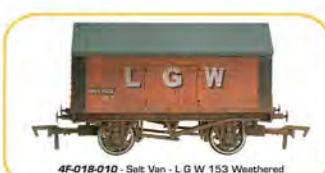
4F-013-023 - Gunpowder Van - Ferrocrite 262



4F-013-024 - Gunpowder Van - Ferrocrite 262 Weathered



4F-018-009 - Salt Van - L G W 153



4F-018-010 - Salt Van - L G W 153 Weathered



4F-038-108 - 20T Steel Mineral - Cambrian 90015



4F-038-109 - 20T Steel Mineral - Cambrian 90015 Weathered



4F-020-011 - Ale Wagon - GWR 38622



4F-020-012 - Ale Wagon - GWR 38622 Weathered

Also released this month include:

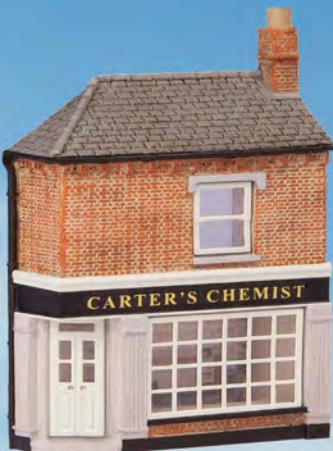
2D-001-000 - Class 33/0 33030 BR Blue
2D-001-000D - Class 33/0 33030 BR Blue DCC
2D-001-001 - Class 33/0 D6571 BR Green NYP
2D-001-001D - Class 33/0 D6571 BR Green NYP DCC
2D-001-002 - Class 33/0 Merlin 33046 Engineer Dutch
2D-001-002D - Class 33/0 Merlin 33046 Engineer Dutch DCC
2D-001-003 - Class 33/0 D6539 BR Green SYP
2D-001-003D - Class 33/0 D6539 BR Green SYP DCC
2D-001-020 - Class 33/0 33102 BR Blue DCC
2D-001-021 - Class 33/0 33103 Engineers Grey/Yellow Dutch
2D-001-021D - Class 33/0 33103 Engineers Grey/Yellow Dutch DCC
7D-008-000 - Class 08 D3043 BR Green Late Crest no warning panels DCC & Sound
7D-008-000D - Class 08 D3043 BR Green Late Crest no warning panels DCC & Sound
7D-008-000U - Class 08 BR Green Late Crest no warning panels Unnumbered
7D-008-003 - Class 08 D3219 BR Green Late Crest with Wasp Stripes
7D-008-003D - Class 08 D3219 BR Green Late Crest with Wasp Stripes DCC & Sound
7D-008-003U - Class 08 BR Green Late Crest with Wasp Stripes Unnumbered
7D-008-004 - Class 08 D613240 BR Black Early Crest DCC & Sound
7D-008-004D - Class 08 D613240 BR Black Early Crest DCC & Sound
7D-008-004U - Class 08 D613240 BR Black Early Crest Unnumbered
7D-008-005 - Class 08 D80202 BR Blue with Wasp Stripes
7D-008-005D - Class 08 D80202 BR Blue with Wasp Stripes DCC & Sound
7D-008-005U - Class 08 BR Blue with Wasp Stripes Unnumbered

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42-246 Low Relief Terraces
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42-209 Low Relief Butchers
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42-233 Low Relief Rear of Terraces
L61 x W15 x H54mm

