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FIRST REVIEWS
- Heljan Class 25
- DJ Models 'J94'

HORNBY magazine

Issue 112 **October 2016** USA $12.99 · CAD $13.99 · AUS $12.95 **UK £4.40**

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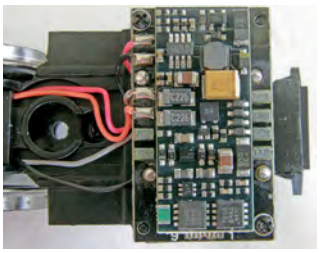

Installing sound with the Next18 socket

BACHMANN PRODUCT UPDATE

Full development report for 'OO' and 'N'

Highland FLING

Built in a bedroom: Rannoch Moor in the privatisation era modelled in 'OO'

60 NEW MODELS INSIDE

HORNBY LATEST

'Merchant Navy' & cattle wagons

KEY 10 ▷ 9 771753 246076

Cobalt Alpha α

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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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 αAlpha 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.

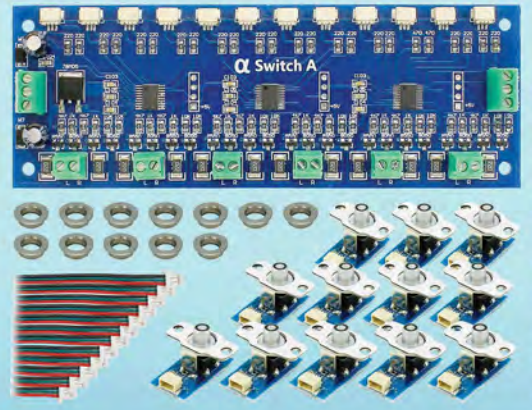
Alpha α

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 concepts — thinking outside the square

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HORNBY magazine

October 2016

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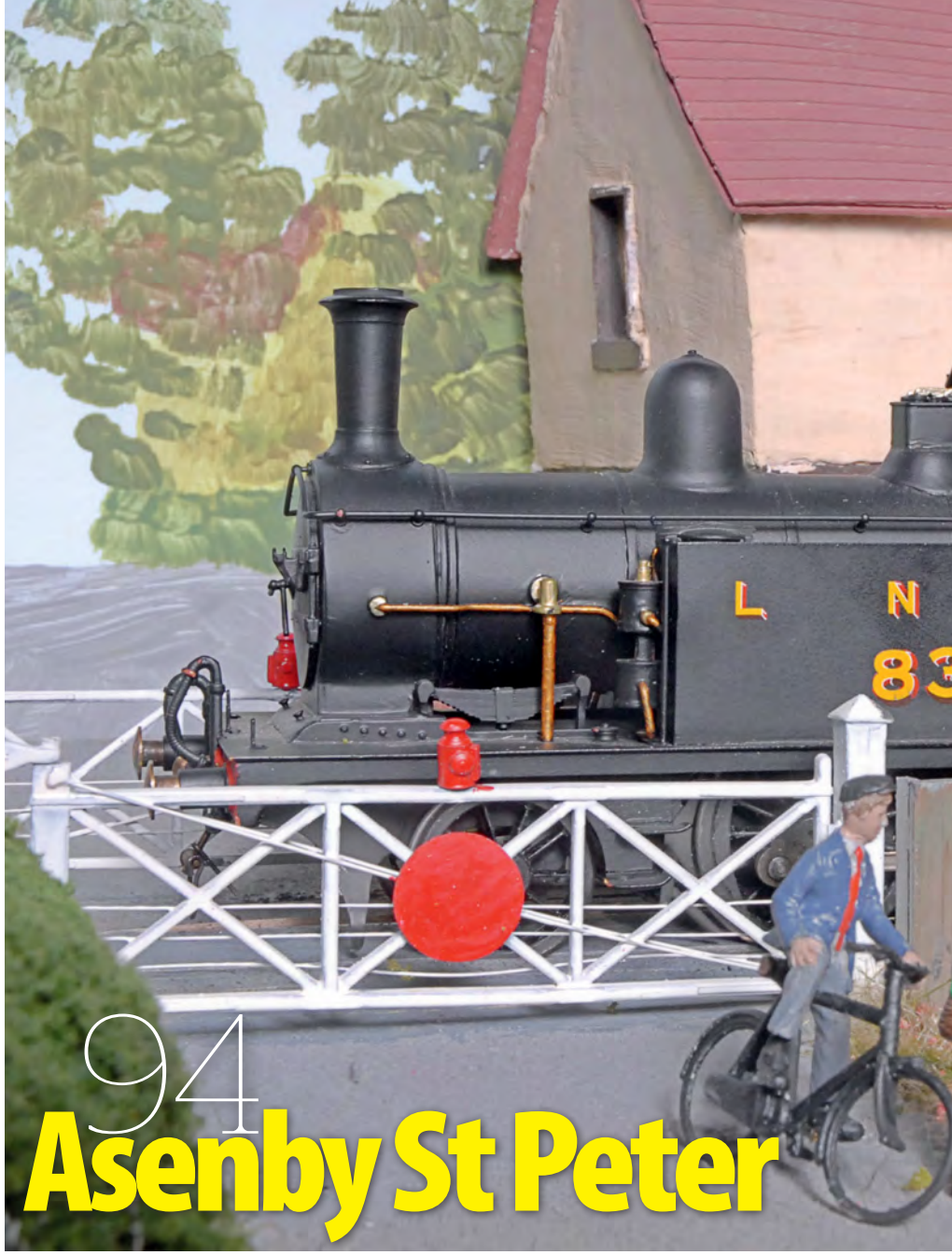
ISSUE 112

HORNBY magazine
LATEST OFFERS
See pages 70-71 for full details.



94 **Asenby St Peter**

WE SHOW YOU HOW!

28 **TRAIN FORMATIONS**
Mark Chivers examines BR's nocturnal sleeping car workings and identifies suitable train formations for modelling in 'OO', using ready-to-run products.

42 **MINIATURE POPULATION**
Tim Shackleton explains why 'less is more' when it comes to detailing and populating your layout with model figures.

50 **DCC CONCEPTS' POWER BASE**
Chris Jones demonstrates DCC Concepts' Powerbase system on the spiraling 32in radius curved incline of his impressive 'OO' gauge layout, the Corkscrew Lines.

p42

64 **OPERATION**
Nigel Burkin builds a simple, flexible cassette staging system suitable for small, compact layouts in any scale.

94 **DCC SOUND**
Now with an updated chassis, Paul Chetter takes Bachmann's 'OO' gauge 'V3' 2-6-2T a stage further, installing digital sound and lights to this rebooted model.

FIRST REVIEWS

72 Heljan/ Tower Models 'O' Class 25

78 DJ Models 'Austerity' 0-6-0ST for 'OO'

86 Bachmann 'OO' USA Class 0-6-0T

ALSO REVIEWED

72 Another busy month of new releases from Bachmann, DJ Models, Heljan, Proses, Sankey Scenics, Southern Pride Models and more.

WE'VE GONE SOCIAL! Follow us on your favourite social media sites. You'll find the latest news, images and exclusive videos! Search Hornby Magazine.

Inside...

7 **EDITORIAL**
Mike Wild reviews the activities of August and the surge in ready-to-run 'O' gauge model production.

8 **UPDATE**
All the latest news from Bachmann, DJ Models, Dapol, Heljan, Hornby and more plus you can win one of Bachmann's latest 'OO' gauge train sets, worth £180 in our exclusive competition.

18 **RANNOCH**
Mark Darragh's outstanding 'OO' gauge layout models one of the remotest parts of the West Highland Line in Scotland and recreates a breathtaking slice of this beautiful, yet isolated railway outpost.

36 **GREAT ELECTRIC TRAIN SHOW 2016 PREVIEW**
With final preparations underway, the fourth annual Great Electric Train Show 2016 takes place at the British Motor Museum in Warwickshire on October 8/9. Mike Wild previews this not-to-be-missed event.

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

56 **TORMOUTH**
With its dramatic coastal location, Paul Churchill's stunning 'N' gauge exhibition layout showcases BR's Western Region in the 1970s, with more than just trains on the move.

82 **REALITY CHECK**
Evan Green-Hughes recalls Hunslet's 'Austerity' 0-6-0ST, one of the most successful locomotive designs ever built.

98 **ASENBY ST PETER**
Set in East Anglia during the 1930s, Peter Simmerson's delightful 'O' gauge light railway incorporates incredible levels of detail, guaranteed to draw the eye at exhibitions.

106 **RAILWAY REALISM**
Not surprisingly overnight sleeper trains often go unnoticed. Evan Green-Hughes looks at the history, and future, of these once numerous nighttime services.

110 **STAFF PROJECTS**
Hornby Magazine's new 'O' gauge layout project makes more progress, as Mike Wild explains.

112 **SHOW GUIDE**
Hornby Magazine's comprehensive guide to forthcoming events.

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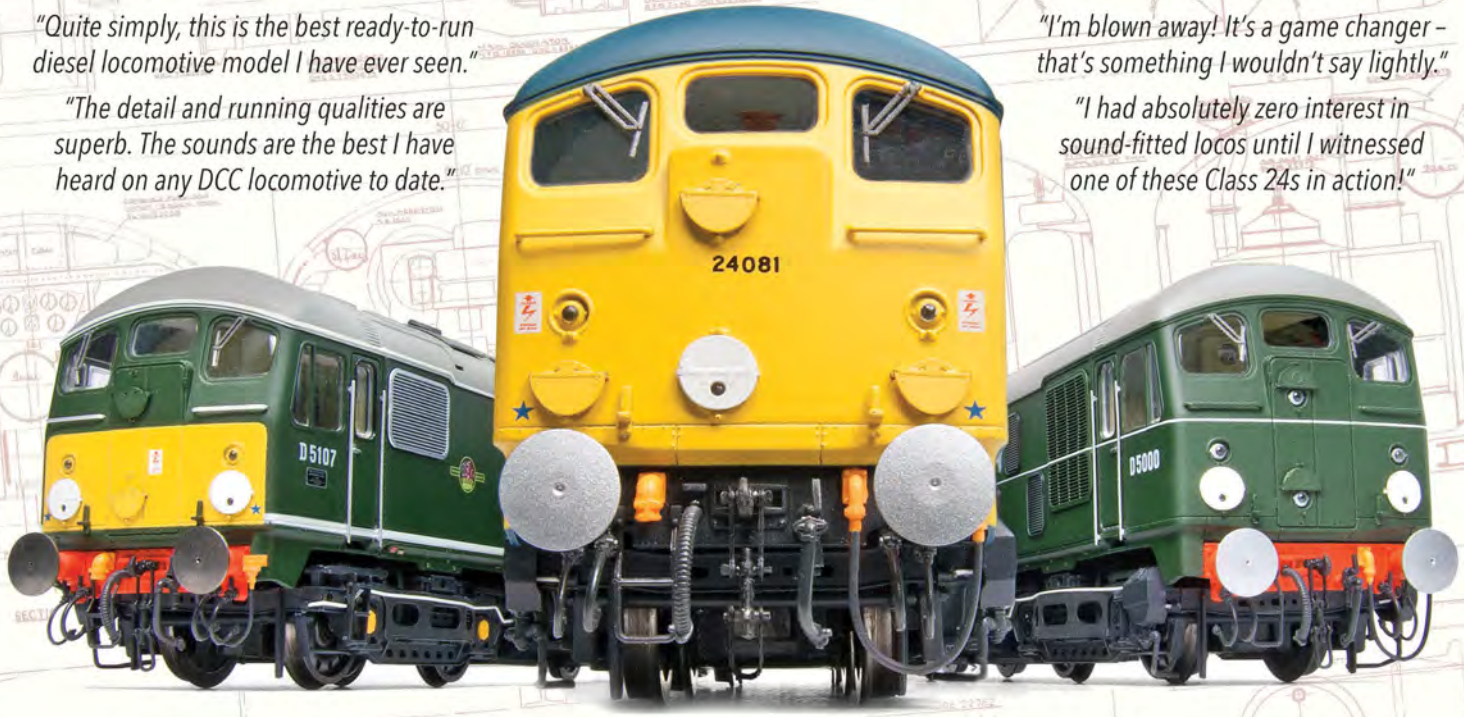

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Mike Wild (Editor, Hornby Magazine)

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Welcome

THE EDITOR'S PAGE

SUMMER IS traditionally a time when model railways take a back seat, but during the past few weeks that trend has been firmly bucked - and especially in 'O' gauge.

An unprecedented 13 new items of rolling stock covering locomotives, multiple units and carriages have been announced during the past month for 7mm scale - plus we've also seen the merger of specialist Lionheart Trains with Dapol. It's an incredible step forward for a scale which is clearly rising in popularity as more and more products enter the market.

Also in the news for 'O' this month are the first decorated samples of Dapol's new 10ft wheelbase wagons - a sure-fire winner in any scale and produced at reasonable prices too.

What is interesting to note is that while 'OO' gauge is a very cost-conscious scale the same doesn't appear to be so in the larger scale. That partly comes from the fact that previously modellers of 7mm scale have been used to paying much higher prices for etched brass kits and metal locomotives. The advent of injection moulding for these new items, together with die-cast chassis, helps reduce the cost alongside a growing marketplace.

Then we have the newcomers for 'O'. Last year Minerva Models launched its Peckett 0-4-0ST and is now developing a Kerr Stuart 'Victory' 0-6-0T while the Little Loco Company is making rapid strides towards release of its debut ready-to-run diesel - the BTH Class 15.

It's all very exciting and combined with August's announcements making the scale a tempting proposition.

Naturally it won't overtake the popularity of mainstream 'OO' gauge - on cost grounds as well as product range - and that is clearly shown by the pace of development being exhibited across the board.

At the beginning of August we had the pleasure of attending a media event with Bachmann to receive a full update on its current projects where the latest pre-production samples were shown. You can read the full story on pages 8-9 but, suffice to say, there was a lot to take in!

Add to this the latest developments from Hornby on its 'Merchant Navy' and cattle wagons, the first samples of the Dapol Class 59 and the arrival of DJ Models' first ready-to-run locomotive - the Hunslet 'Austerity' 0-6-0ST - and it has been an extremely busy month in 'OO' too.

Here at *Hornby Magazine* HQ we have been equally busy in making the final preparations and bookings for the annual Great Electric Train Show on the weekend of October 8/9. In total 25 layouts and 30 traders are confirmed for the event plus a group of demonstrators.

The venue for the event, the British Motor Museum, has been totally refurbished this year too so if you have been before there are new displays (and vehicles!) to be seen in the museum.

It promises to be a brilliant weekend of railway modelling and the team are going to be pulling the stops out to get our 'N' gauge office test track Barrenthorpe completed in time for the event. Wish us luck!

We hope to see you there and meet lots of readers during the weekend, but for now enjoy the issue.

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE THIS OCTOBER

COMPETITION

14 Your chance to win one of Bachmann's latest train sets worth £180 and tickets to Wroxham Miniature Worlds.

WE SHOW YOU HOW

Expand your modelling skills with our special features...

50 Chris Jones describes how he made use of DCC Concepts Powerbase system in 'OO'.

94 Paul Chetter examines the potential of the Next18 decoder interface in the Bachmann 'V3'.

THE LATEST NEWS

8 A full update on Bachmann's model development progress in 'OO' and 'N', 13 new items are announced for 'O' gauge, the latest samples from Hornby's 2016 range, new prototypes from Dapol and much more in this issue's packed news section.

FIRST FOR REVIEWS

The latest models are reviewed in full including Heljan's new 'O' gauge Class 25, DJ Model's 'Austerity' 0-6-0ST for 'OO' the Bachmann-produced 'USA' 0-6-0T in 'OO' plus a round up of the latest releases.

STARTS ON PAGE 72

FEATURED THIS ISSUE

Rannoch Moor: Mark Darragh set out to model the famous highland location in his spare bedroom. The result is superb.

Tormouth: One of the latest layouts to be announced for October's Great Electric Train Show, Paul Churchill's 'N' gauge layout models a fictitious station in Devon in the hydraulic era.

Asenby St Peter: Peter Simmerson's 'O' gauge East Anglian set layout has developed into an impressive multi-format system. We bring you the full story on this attractive 1930s model.

SEE PAGES 18, 56 & 98

Bachmann half-year update showcases 'COAL TANK'

This is the first engineering prototype of the Bachmann LNWR 'Coal Tank' for 'OO' - and shows a promising model.

BACHMANN revealed progress with its latest projects and new samples in a half-year update on August 3. Highlights amongst the samples on display included the first shots of the Webb 'Coal Tank' 0-6-2T, decorated samples of the new Thompson corridor stock and the first look at the eagerly anticipated South Eastern and Chatham Railway 'Birdcage' stock.

The 'OO' gauge 'Coal Tank' will have a retail price of £114.95 and the specification for the decoder socket has now been upgraded from 6-pin to the newly introduced Next18 socket. Three versions will be available: 1054 in LNWR lined black (Cat No. 35-050), 7841 in LMS black (35-031) and 58900 in BR black with early crests (35-032). A delivery date has yet to be confirmed for the 0-6-2T.

Prices have also now been confirmed for the 'OO' scale 'Brighton Atlantic' with the models of 2426 *St Alban's Head* in Southern Railway olive green (31-920) and 32424 *Beachy Head* in BR black with early crests (31-921) being confirmed at £179.95 each. The 4-4-2 was expected as a first engineering sample in late August or early September for evaluation.

The Stanier 'Mogul', the next new steam locomotive to be released by Bachmann in 'OO', has been priced at £149.95 with three versions planned covering LMS and BR period liveries. The 2-6-0 is targeted for release in February 2017. The Wickham trolley has been confirmed for delivery in October this year.

Also debuting at the half-year update were samples of the Class 70/8 and 'Warflat' in 'OO' together with the Hawksworth 'Autocoach' for 'N' gauge and the Class 450 Desiro centre car for 'OO'. Decorated samples of the new 'N' gauge 'Castle' 4-6-0 were also available for inspection, while the first engineering prototypes of the 'N' gauge Class 40 were expected to be received for evaluation at the end of August.

On the 'OO' gauge carriage front the decorated Thompson corridor carriage samples showed the simulated LNER teak finish applied to the steel sided stock as well as BR carmine and cream. Vehicles for production are the Corridor Second, Corridor Composite, Brake Composite, Brake Second and Corridor First.

The GWR 'Castle' 4-6-0 for 'N' gauge is shaping up nicely.

The Class 450 Desiro power car engineering sample for 'OO'.

GWR Autocoach first sample in 'N'.

Engineering sample for the SECR 60ft 'Birdcage' stock in 'OO'.

Thompson Corridor Composite in simulated LNER teak.

Decorated BR carmine and cream Thompson Brake Corridor Second.

The price per vehicle will be £52.95 with release anticipated in January/February 2017.

The 'OO' gauge 60ft South Eastern and Chatham Railway (SECR) 'Birdcage' samples offered a promising view of the finished product which is currently slated for release in mid-2017. The price per vehicle will be £59.95 with a choice of SECR dark lake, Southern Railway olive green and BR vermillion liveries being offered on the Brake Composite, Composite and Brake Third.

At the event the manufacturer took the opportunity to provide detailed updates on all its current projects showcasing the current status of CAD/CAM drawing work on the 'OO' gauge steam crane, TPO stowage van and BR Mk 2f carriages together with the 'OO9' Baldwin 4-6-0T and wagons. It also reported that the Freightliner flats, Class 90 and 'J72' 0-6-0T chassis upgrade were in the CAD drawing stage while the GWR '94XX' 0-6-0PT, LNER 'V2' 2-6-2, LMS 'Royal Scot' 4-6-0, LNER 'J39' 0-6-0, Class 117, 121 and 414 are all at the design stage for 'OO'.

In 'N' gauge, the next release will be the BR Hawksworth Autocoach in January 2017, priced at £34.95, to be followed in February 2017 by the GWR 'Castle' 4-6-0 (the first 'N' gauge locomotive with a Next18 decoder socket) priced at £139.95 in DCC ready format and £219.95 with factory fitted sound. The Class 40 will be next, planned for June 2017, while CAD drawing work for the Mk 2f and 'Birdcage' carriages is underway in 'N' together with the Class 70/8 sub-class and N Gauge Society 'Carflat'. The 'J72' 0-6-0T and Class 319 Electric Multiple Unit (EMU) are in the design phase.

Bachmann also says it is working to reduce the backlog of design projects through changes to the engineering team in Hong Kong. This has already reduced from 55 outstanding new products in March 2015 to 35 in August 2016.

The event also saw Bachmann take stock of its recent appointment as European distributor for Proses model tools and accessories as well as a showcase of current Scenecraft building developments. Its new Dynamis RailController software was also demonstrated – see separate story.

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

DYNAMIS RAILCONTROLLER SET FOR AUTUMN RELEASE

■ Bachmann is seeking to simplify digital train control with its newly developed Dynamis Railcontroller PC software. The package is designed to operate with the Dynamis Ultima base station with connection being provided via a conventional Universal Serial Bus (USB) cable.

Railcontroller is expected to be released this autumn with a retail price of £49.95. It will operate on any PC operating system from Windows XP to Windows 10, but has not been designed to operate with Apple Macintosh OS systems. It has been optimised for touch screen operation as well as with a mouse, and the Dynamis handset remains a functional part of the system.

Features of the software will include custom mimic style trackplan drawing, locomotive database, 'real speed' operation, pre-programmed data for all Bachmann produced locomotives, on screen function operation for sound locomotives, simple consisting, up to four throttles on screen at any one time, control of points and accessories, recording of automation sequences and more.

Bachmann sees Railcontroller as the first step towards a comprehensive computer software for digital layout operators. Already on its agenda for further development is a locomotive detection system to enhance functionality further.

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

HATTON'S GOES 'O' WITH 'A3', 'A4' AND TEAK COACHES!

HATTON'S of Liverpool has announced in August that it will be working with Heljan to produce new ready-to-run 'O' gauge models of the Gresley 'A3' and 'A4' 4-6-2s as well as three of the LNER's distinctive teak bodied 61ft 6in carriages.

The commission to Heljan will see Hatton's release the two prestigious East Coast Main Line 'Pacifics' with a choice of four different tenders as well as options to configure correct chimney and dome designs for specific locomotives. They are to have plastic bodies with heavy chassis while propulsion will come from a large can motor with brass flywheels. Digital Command Control is also to be catered for with the locomotives expected to be available in mid-2018.

The price per locomotive will be £750 with a choice of seven 'A3s' and nine 'A4s' on Hatton's list. These will cover LNER and BR liveries as well as preservation era locomotives – see panel.

The teak carriages selected by Hatton's for production are the Diagram 175 Brake Composite, Diagram 186 Open Third and Diagram 115 Corridor Third. All will be released in a choice of LNER varnished teak, BR carmine and cream and BR lined maroon with a choice of two vehicles in each livery. Delivery is anticipated in late 2018 with the carriages priced at £249 each.

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

HATTON'S 'O' GAUGE 'A3' AND 'A4' 4-6-2S

Class	Identity	Livery	Cat No.
'A3'	2750 *Papyrus*	LNER lined apple green	A3001
'A3'	4472 *Flying Scotsman*	LNER lined apple green	A3002
'A3'	2745 *Captain Cuttle*	LNER black	A3003
'A3'	60072 *Sunstar*	BR express lined blue	A3004
'A3'	60035 *Windsor Lad*	BR lined green, early crests	A3005
'A3'	60077 *The White Knight*	BR lined green, late crests	A3006
'A3'	60103 *Flying Scotsman*	BR lined green, late crests	A3007
'A4'	2509 *Silver Link*	LNER silver	A4001
'A4'	4468 *Mallard*	LNER garter blue	A4002
'A4'	4468 *Mallard*	LNER garter blue (as preserved)	A4003
'A4'	4489 *Dominion of Canada*	LNER garter blue	A4004
'A4'	4464 *Bittern*	LNER garter blue	A4005
'A4'	60007 *Sir Nigel Gresley*	BR express lined blue	A4006
'A4'	60012 *Commonwealth of Australia*	BR lined green, early crests	A4007
'A4'	60009 *Union of South Africa*	BR lined green, late crests	A4008
'A4'	60008 *Dwight D Eisenhower*	BR lined green, late crests	A4009

'Merchant Navy' first shots

Hornby has taken delivery of the first pre-production samples of the bodyshells for its new 'OO' gauge model of the Bulleid 'Merchant Navy' 4-6-2. The model was announced in February 2015.

Concurrent with the arrival of the first samples, Hornby has also shown the livery artwork for the first three locomotives – 21C1 *Channel Packet* (R3434), 21C3 *Royal Mail* (R3435) and 35028 *Clan Line* (R3436).

Release is anticipated in early 2017 with a price of £164.99 per model. A Twin Track Sound fitted version as 35023 *Holland-Afrika Line* (R3382TTS) is also planned with a price of £184.99.

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

HORNBY RECEIVES DECORATED CATTLE WAGONS

The first decorated samples of Hornby's new 'OO' gauge Southern Railway 10ton cattle wagons were revealed during August, bringing the models one step closer to their planned October release.

The model will be available as a Maunsell 1930 vehicle as well as a later Bulleid 1947 vehicle. Both feature turned metal wheels and NEM coupling pockets with a choice of Southern Railway brown and BR bauxite liveries. The price per model is £19.99.

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

FTG Models is producing a second run of its 'OO' gauge BR SPA four-wheel steel wagons modelling the five vehicles repainted in Network Rail yellow.

The new production run will be available only as a set of five vehicles for £105 modelling SPAs 460049, 460056, 460059, 460060 and 460063. The models are limited to 220 of each vehicle and they are available to order from FTG Models.

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

MERL EVANS – 1947-2016

Bachmann's former Head of Research and Development Merl Evans passed away on August 10. Merl, who had retired from Bachmann in summer 2014, was instrumental in the model manufacturer's development of a new range of British releases from the early-1990s.

Merl first entered the model railway industry with Palitoy in the design department for Action Man accessories, but his passion for railways saw him introduce Mainline Railways with the company at the 1976 Toy Fairs. After a period working in point of sale design he took the opportunity to interview with Bachmann where he became well known for his work on the 'OO' gauge range.

Bachmann Europe Managing Director David Haarhaus commented: "We are all devastated by the loss of Merl. He was instrumental in the development of the company's large portfolio of 'OO' scale locomotives and rolling stock for over 20 years."

DAPOL PLANS 'O' GAUGE '57XX' AND REINTRODUCES LIONHEART MODELS

DAPOL HAS ANNOUNCED that it will be producing a new ready-to-run 'O' gauge model of the GWR '57XX' 0-6-0PT – a class which ran to more than 800 examples.

The '57XX' will have a similar specification to previous Lionheart Trains 'Panniers' with a die-cast chassis, five-pole motor, body variations, sprung buffers, 21-pin decoder socket and more all promised in the specification. Liveries will cover BR black with early crests as 5717 (Cat No. 7S-007-001), Great Western Railway (GWR) green with Great Western lettering as 5700 (7S-007-002), GWR green as 9659 (7S-007-003), London Transport maroon as L94 (7S-007-004) and BR black with late crests as 3716 (7S-007-005).

The price per model is expected to start at £235 for a Digital Command Control (DCC) ready model with DCC fitted and sound options promised too. A release date has not been specified.

Following the merger of Lionheat Trains with Dapol on August 5, Dapol has also announced the re-introduction of the former Lionheart Trains GWR '64XX' and '74XX' 0-6-0PTs together with the GWR Autotrailers previously produced by the independent 'O' gauge specialist.

Six 'Panniers' are on the cards, four '64XXs' and two '74XXs' with an identical specification to the original Lionheart models. However, the price has been reduced by 24% to £400. Complementing them will be five versions of the Autotrailer covering GWR and BR liveries with a price point of £200 – 42% less than previous releases.

The merger also sees Dapol take over the BR 16ton mineral wagons and 14ton Air Ministry tankers launched in early 2016 by Lionheart Trains for 'O' gauge.

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

Heljan reveals DMU and 'Mogul' plans for 'O'!

Four Diesel Multiple Units and a second GWR steam locomotive have been announced by Heljan for 'O' gauge with the Class 117, 120, 121 and 128 DMUs being planned together with a GWR '43XX' 2-6-0.

The announcement was made at the Gauge O Guild exhibition in Telford on September 3/4 where the manufacturer revealed that the Class 128 is proposed for release in the fourth quarter of 2017 at a price of £579.

It will be available in original condition with split headcode boxes as W55991 in BR green with speed whiskers (Cat No. 8910), W55992 in BR green with yellow gangway doors and white cab roofs (8911), M55994 in BR blue (8912) and W55991 in BR blue (8913). In addition the 128 will also be produced in its later format, without gangways, as M55995 in BR blue (8950) and 55993 in Royal Mail red (8951).

The Class 121, 117 and 120 DMUs are all at an early stage of development with pricing and delivery dates yet to be announced. The high-density '117' is to be produced as a three-car unit while the Swindon '120' is planned as two-car and three-car units.

The manufacturer has also begun CAD drawing work for a GWR '43XX' 2-6-0 – its second GWR 'O' gauge steam locomotive which will complement the recently announced GWR 'Large Prarie' (HM101).

Heljan has also updated the timescale for its previously announced 'O' locomotives with one per quarter expected for release throughout 2017. Due in the fourth quarter of 2016 is the GWR 'Large Prairie', the Class 37 with centre headcodes is due in the first quarter of 2017, the Class 45 in the second quarter, the Class 05 in the third quarter and finally the '128' in the fourth quarter of 2017.

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

'O' gauge 10ft wagons progress

New decorated samples of Dapol's 10ft wheelbase wagons have been received covering the planked and plywood side 12ton vent vans, 10ton insulated van, 13ton open wagon and 13ton Hybar wagon with tarpaulin rail.

All are now at an advanced stage of development with prices starting from £45 for the open wagons and rising to £49.95 for the box vans. Release is anticipated in November 2016 with models of the BR 12ton meat van and Vanwide expected to follow in 2017.

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

Dapol shows first Class 59 sample and more

Dapol has received new engineering and decorated samples for two of its new 'OO' gauge projects covering the Class 59 at first prototype stage and the latest livery samples of the MJA twin sets in Freightliner green.

The first sample of the Class 59 models the 59/1 sub-class with features including rotating axle stubs, posable cab doors, provision for a bass reflex speaker and a 'drop-in' smoke generator. The Class 59/0 and Class 59/2 will also be catered for.

Also shown by Dapol during August were decorated samples of the Freightliner green liveried MJA twin set bogie box wagons. These are subject to revision of the interior colour, but are currently expected to become available in early-2017.

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

WROXHAM MINIATURE WORLD PLANS LARGEST 'OO' LAYOUT

Construction of what is aimed at becoming the world's largest 'OO' gauge model railway is set to start this autumn at Wroxham Miniature Worlds in North Norfolk with the aim of having the first section open in summer 2017.

The project, which will cover 3,500sq ft, will form part of the developing permanent model railway attraction which now fills 15,000sq ft in total. The new 'OO' layout is expected to feature more than 10,000 trees, 6,000 people, 1,000 cars and more than 100 buildings.

A scale 40 miles of track will weave through the scene carrying a range of British outline train formations.

Since opening in spring 2014 more than 50,000 visitors have been recorded at the attraction with the trains and cars achieving an incredible 40,000 real miles.

The attraction is open all year round and is located opposite Hoveton and Wroxham station.

Hornby Magazine win passes to Wroxham Miniature Worlds in this month's competition.

● **For more information visit *www.wroxhamminiatureworld.co.uk*.**

THE WINNERS ARE...

The winner of HM110's Summer Giveaway competition is J Pearse of Bradford-on-Avon (Hornby 'Q6' 0-8-0). Runners up receiving a pack of *Hornby Magazine* special publications are I Fairbank from the Isle of Wight, J Anderson from Llanelli, B Hopkins from Herne Bay and M Platter from Brandon. Congratulations!

DJ Models launches CROWD FUNDING FOR A CLASS 92

THE CLASS 92 HAS BEEN selected as the next model for a crowd funded manufacturer campaign by DJ Models with the offer of versions in both 'OO' and 'N' gauge and with sound options. The projects launched on August 23 by inviting expressions of interest via DJ Models website.

The specification for the Class 92 in 'OO' aims for all-wheel drive, heavy chassis, correct lighting, a Plux22 DCC socket, two sprung pantographs, coreless motor, sound compatibility with space for a large bass reflex speaker, etched details and replacement front valances to cover the NEM coupling pockets.

The price for the 'OO' non-sound version is expected to be £150 with pricing for the sound version yet to be announced. Locomotives selected for release are 92016 in DB Schenker red and grey (Cat No. DJMOOC92-001), 92023 *Ravel* in unbranded triple grey with SNCF cab logos (DJMOOC92-002), 92032 in GBRf Europorte colours (DJMOOC92-003), 92001 *Victor Hugo* in EWS maroon (DJMOOC92-004) and 92030 *Ashford* in Railfreight Distribution branded triple grey (DJMOOC92-005).

In 'N' gauge the Class 92 is set to feature a similar chassis specification and sound compatibility as well as move forward to use the Next18 decoder socket. The price for non-sound 'N' gauge versions will be in the region of £130 and the same five locomotives are planned in the first batch.

Completing the list of new announcements from DJ Models in August is a third crowd funded initiative to produce packs of five 1960s and 1970s cars for British 'N' scale. Priced at £19.95 the vehicles will be a Vauxhall Viva, Austin Allegro, Austin 1100, Ford Zephyr and a Rover P5B.

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

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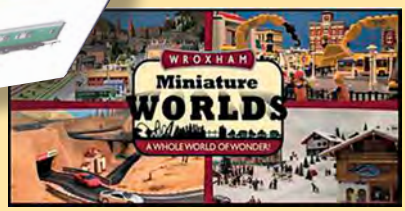

QUESTION: Who designed the Southern Railway 'N' 2-6-0?

a. Adams **b.** Maunsell **c.** Bulleid

HORNBY MAGAZINE'S latest competition offers a star prize of a £180 Bachmann Thanet Flyer trainset. It contains a Maunsell 'N' 2-6-0 and two Bulleid carriages in Southern Railway malachite green together with an oval of track which will fill 4ft x 3ft, an analogue controller and power connector. Plus we have runner up prizes of a family ticket and two pairs of adult tickets to Wroxham Miniature World – *www.wroxhamminiatureworld.co.uk* All you have to do to enter the competition is answer the following simple question by October 25 2016.

HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine Thanet Flyer Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, visit *www.hornbymagazine.com* and fill in the entry form or e-mail the same information to *competitions@keypublishing.com* with 'Hornby Magazine Thanet Flyer Competition' in the subject field.

Closing date for entries is October 25 2016 at 12:00 GMT and winners will be notified no later than November 1 2016. There is no cash prize alternative and Editor's decision is final. On occasions Key Publishing may make offers on products or services that we believe to be of interest to our customers. If you do not wish to receive this information please state NO INFORMATION clearly on your entry. No purchase necessary.

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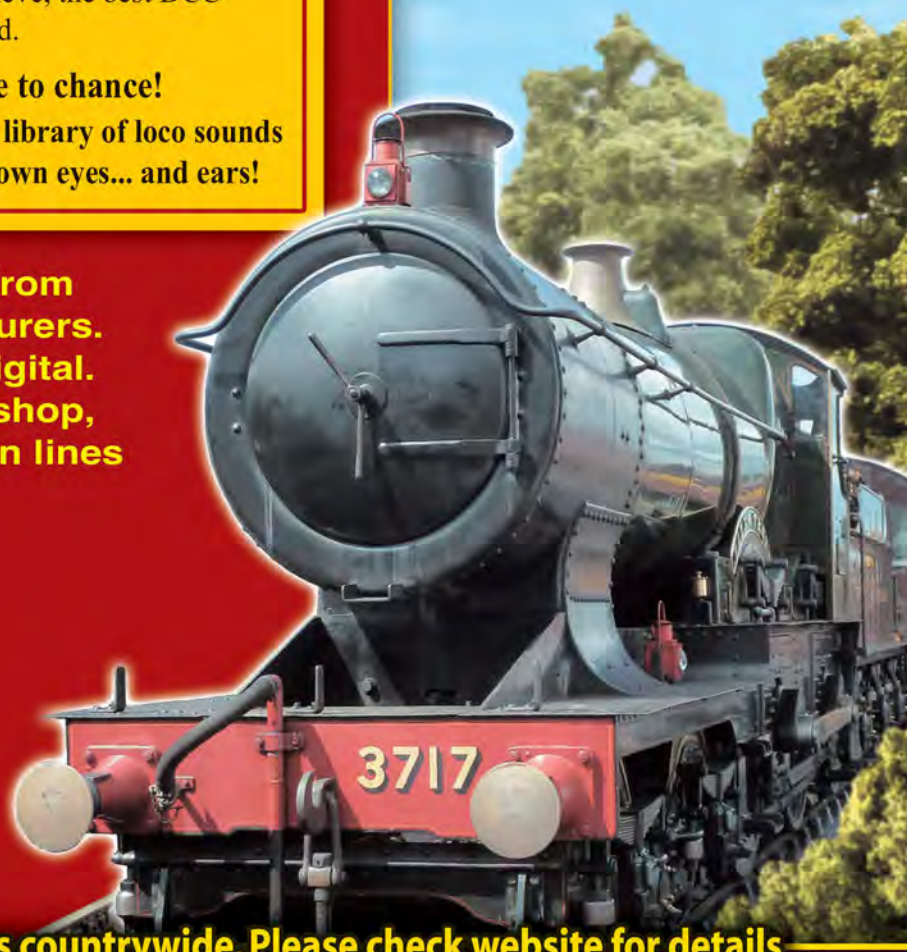

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Rannoch

Inspired by the lonely West Highland Line outpost, **MARK DARRAGH** *set out to build this pretty but isolated station in 'OO' gauge.*

PHOTOGRAPHY, NIGEL BURKIN.

1 Right inset: **The lineside cottage is lavishly detailed and even includes a rotating washing line.**

2 Below: **Class 37/4 37406 *The Saltire Society* departs Rannoch with an engineers working. The viaduct is scratchbuilt from plastic sheet and strip around a plywood base.**

STATISTICS

Owner:	Mark Darragh
Scale:	'OO' gauge
Length:	10ft
Width:	6ft
Track:	Peco code 100
Control:	DCC, Gaugemaster Prodigy
Period:	2005 onwards

RANNOCH takes inspiration from the real station located on the scenic West Highland Line that runs to Fort William and Mallaig. The remote location, rugged landscape and architecture make this line very appealing to modellers but it wasn't an obvious choice for me. After moving to Scotland with work back in 1999 I developed an interest in the Scottish rail network and my model collection grew to reflect what I saw. It wasn't until we moved to a bigger flat whilst living in Edinburgh that I gained a spare bedroom to have as a railway room and my thoughts turned to what I could build in the space I had available.

The room was a decent size with around 16ft x 9ft to play with, but it did come with one small caveat that it needed to be available to use as a bedroom if we had guests to stay. I also needed storage space for my models and I liked having my desk next to the window for good light to model in. I settled on a footprint of 10ft x 6ft as this gave me a decent size layout which fitted into the room and could stay up permanently to allow good progress.

With the plans in place for a layout, I just needed to work out what I was going to model. I wasn't short of ideas as during this time I travelled to work in Fife by train but many of my ideas required a much larger space. I kept looking at the stock I had and then remembered an article I had read that featured the West Highland Line 'sleeper', which up until 2006 was Class 37 hauled. The locations and scenery looked amazing and by chance I had seen 37416 at Edinburgh Waverley as it had failed to head North on that occasion.

The West Highland Line fascinated me and had well and truly captured my imagination. I focussed my search on the line turning to the internet and Google maps. Following the route of the line on there I noted down the station names I came across. I then searched using these station names for images until I discovered Rannoch. It retained its typical 'Swiss chalet' style station building and platform mounted signalbox and had a footbridge linking the platform to the car park. The viaduct beyond the station seemed a popular location for photographers and my location was decided.

With the location selected, a track plan was sketched out on a bit of paper which I thought would work in the space I had. »

This was then drawn on a roll of lining paper with a few points and lengths of flexible track laid out to check it looked acceptable in the space. I plotted where the key features and buildings would all go and at this stage I worked out that if I extended the scene around the corners I could fit in a viaduct, albeit much smaller than the actual one at Rannoch.

VISION TO REALITY

Prior to building Rannoch I had never attempted to base a model on an actual place before as the thought of having to

Left: **66111 crosses Rannoch viaduct on the approach to the station.**

Below: **Representing the new form of traction, for the era, on the 'sleeper' train, EWS Class 67 67001 enters the loop at Rannoch.**

scratchbuild everything to go on it put me off. I'd also not been on the West Highland Line to visit the actual location and still haven't made it to Rannoch yet. However, I needed to have a visual image of everything in my mind and get a feel for the atmosphere of the actual place, as both of these elements are important to help me create realism in a model.

I used the internet to gather as many images of the place as possible and made lots of notes and sketches of all the little details I could see in the photographs. I then worked from these to try and recreate everything as realistically as possible. An internet search produced some good results and the photograph sharing website Flickr proved useful as it had lots of images from this location. Many of the shots I found were taken by tourists of the surrounding scenery and at the station itself which included so much useful detail. Because there are so many everyday objects and people in these types of photographs it meant I was able to get a good idea of the scale of things and work out what needed to go where and also what to include on the model.

To give you an idea how I can work from a photograph, my starting point was the tiny entrance shelter from the car park. I found a photograph with the red telephone box and an estate car in front of it and tried to recreate this scene in model form. The telephone box was made up from the Langley kit as I think this captures the traditional red boxes well and I had a model estate car which I positioned a similar distance away from this. I held up a bit of card behind these objects and I marked on the top height of the walls, ends and roofline and then worked from there to create a model that would sit in the scene. »

5 Left: **EWS 66111, complete with Highland stag logo, waits to depart with a mixed rake of BDA bolster wagons and BR 45ton TTA tanks.**

6 Below: **Class 37/0 37174 ticks over in the permanent way siding at Rannoch.**

BUILDING THE STRUCTURES

The station building is one of my favourite aspects of the layout and took around six months to build on and off. I made some drawings to work to, adding in as much detail from photographs as I could. Whilst this helped create the footprint, where doors and windows would go and the height of the brickwork, the size of doors and windows were still a bit of a mystery. To overcome this I actually measured the front door of my flat as it was of a similar size, style and age to the real thing. I also had a bay window in the lounge and a single and double sized window in the bedrooms so this gave me enough to go on. Pete Harvey of PH Designs contacted me and designed a brass etch of all the doors and windows I needed, which not only saved a lot of time but greatly improved the finished results.

Like most of my buildings, I started off with a base of 2mm thick art card and drew out the building footprint. Onto this I then used Wills brick sheets, in this case glued into place with various sections of Evergreen plastic strip for the door frames, window frames and steps. The plastic strip was also used for the wooden frames that sit on top of the lower brick base sections with Slater's sheets for the wall sections above as I found something that would be a good representation for the wavy panelling above. The hipped roof was the hardest part to build and started off with the upper sections from Wills slate sheets first before the lower sections were added.

Tamiya masking tape cut into thin strips was used for the ridge sections and also for the lead flashings around the chimneys.

These were also made up from Wills brick sheets with Milliput for the cement at the top and pots made from plastic strip. The underside has wood planking (Slater's plastic sheet) and beams exposed with the gutters added and brass rod was used for the downpipes due to the size and bend in them. It's fair to say I got a bit carried away with the interior of the station which includes fireplaces, tables and chairs, till, glass cake counter and bunk beds, all made from plastic strip and card. Warm white LEDs are fitted with bright white micro LEDs for the exterior station lighting.

Other buildings were built in a similar way such as the cottage beyond the station and the other is a modified Hornby thatched cottage kit that I'd had for years. The footbridge was made up from a Lochgorm kit and was the first attempt at an etched kit. It went together well and was actually quite relaxing to build despite the concentration needed.

BUILDING THE BASEBOARDS

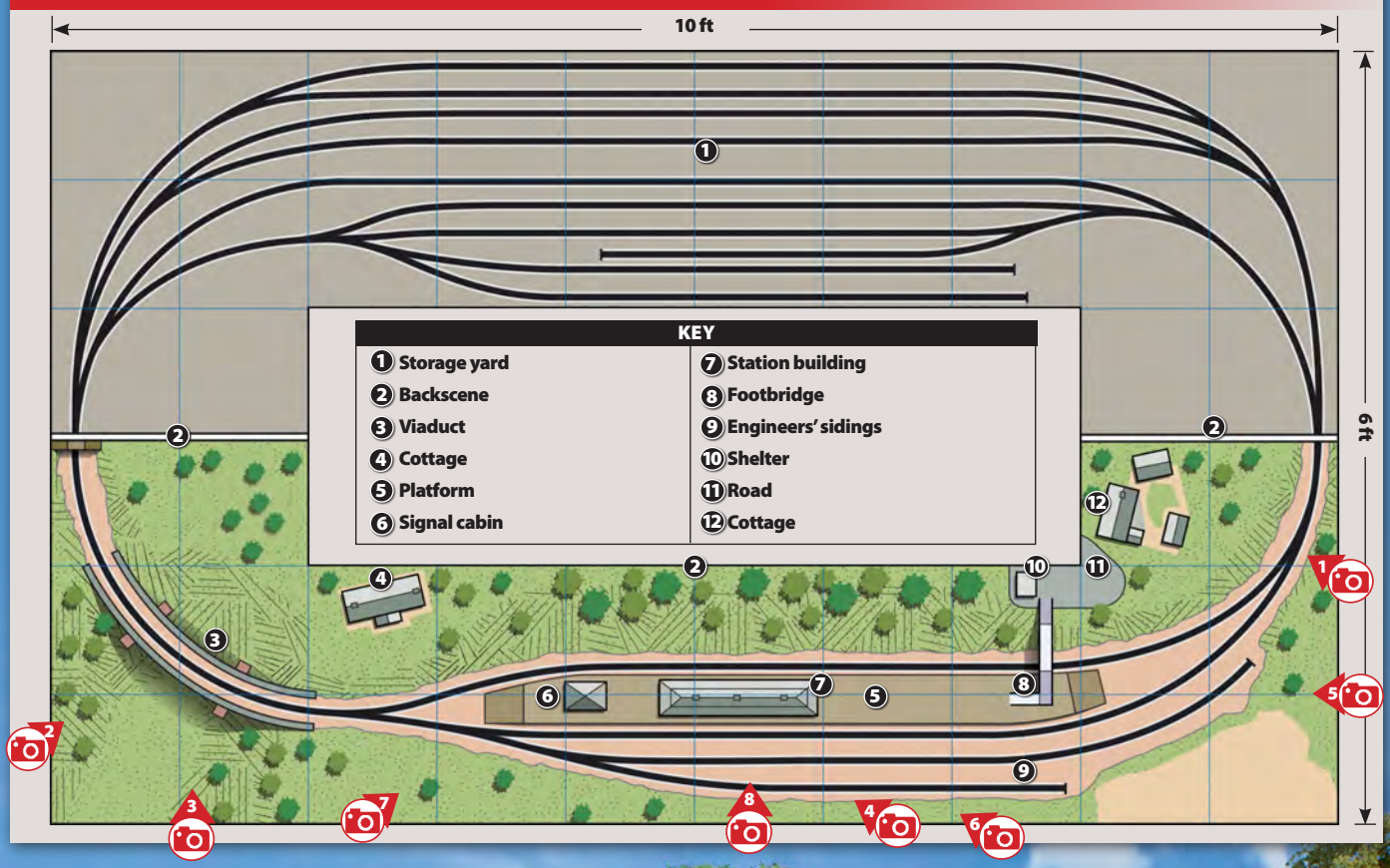
Rannoch was always intended as a layout to use at home but I knew we would move into a house at some point in the future so it needed to be portable. With living in a flat the baseboards needed to be constructed in the hall and materials obtained from my local DIY store about a mile away that could be carried on foot.

The boards are simple 6ft x 2ft 6mm plywood sheets with 2in x 1in planed timber frames. These were glued and screwed together with bullet type metal dowels for board alignment and small G clamps used to hold the boards together. The end result was a set of four boards which are solid but lightweight.

The board with the viaduct required a different design with part of the frame in the front corner dropped to a lower height to create the valley floor. The plywood sheet was laid on in full and, once the trackbed was drawn on, cut out with a jigsaw to leave the deck for the viaduct track bed. This had a couple of bits of wood added to provide support which would later be clad as the pillars. When the boards were put up in the room, I realised that the door couldn't be opened, so part of the lower frame was cut back and the frame altered to suit. The boards sit on wooden trestles built as fixed A frames and the layout stands at a nice height for being able to sit in front and watch trains go by.

Trackwork is all Peco code 100 and wired for Digital Command Control (DCC). I fitted plenty of droppers, soldering them to the bottom of rails to ensure good electrical continuity and they are also completely hidden by the ballast. This has proved to be very reliable in operation and the only thing I will do differently in the future is use code 75 on scenic sections and live frog points. Points are powered with Peco motors with Lenz LS150 units to control them digitally. »

RANNOCH TRACK DIAGRAM (Not to scale)



7 Brightly decorated GBRf Class 66 66720 draws out of the station with Alcan tanks.

SIGNALLING

A key feature of the West Highland line is the signalling system used to control the trains. The Radio Electronic Token Block replaced the traditional signalboxes and semaphores in the late eighties. The main details I wanted to include were the blue lights and stop boards at the end of the loops and the radio mast for the system. The mast was made up from steel wire soldered together and some relay cabinets arranged next to this. The stop boards were made up from two brass rods with an LED soldered between them. Phil Holman made the Stop board signs which were glued on.

From watching YouTube videos I learnt the lights flashed when the line was clear to proceed. This was achieved in the end by adding a Gaugemaster four function Omni decoder into the circuit and wired to the DCC bus around the layout. The two lights at each end have two Functions set - one flashing and the other set to be on. By switching the on function off the lights flash so a train can depart.

TRAINS AT RANNOCH

I enjoyed researching the workings I wanted to include on the layout using magazines, photographs and YouTube videos of the trains in action. This period is more varied than it might appear and the colourful privatised liveries stand out in the rural setting. It also suited a lot of the stock I had collected and was available to buy either as ready-to-run or kits.

8 Rannoch's distinctive station building was scratchbuilt using photographs as a guide.

The layout is operated from about 2005 onwards as the images of Class 37s on the 'sleeper' service inspired me to build Rannoch in the first place. The Fort William 'sleeper' was the iconic train that I wanted to recreate and was done from two standard Hornby Mk 3 'sleeper' coaches with the Mk 2 day cars converted using printed overlays. When Hornby released the new Class 67 model, this replaced the 37s which still appear on the freight services. With no decent model of the Class 156 Diesel Multiple Unit available, I have chosen to use Bachmann Class 150s and Class 158s for most passenger services. The steam-hauled 'Jacobite' coaching stock is created from detailed Bachmann Mk 1s with Railtec transfers added and works as an empty coaching stock move to Fort William with a 'Black Five' or West Coast Railways Class 37s. Hornby's 'K1' 2-6-0 has also been added to the fleet too to represent preserved locomotive 62005.

Freight trains represent the sort of workings that can be seen or were seen on the line in recent years mainly worked by EWS traction. Class 66s are starting to appear but the Class 37s are hanging on. The BP tanks, Alcan tanks, timber and engineers workings are all seen along with the Bachmann Multi-Purpose Vehicle in Network Rail livery. Wagons are mainly Bachmann and Hornby with several Cambrian kits used for the OTA timber wagons and several engineers wagons. Most stock has been weathered and locomotives and multiple units are sound fitted more often than not with Legomanbiffo sounds available through DC Kits.

My thanks go to Andi Walshaw of Cairns Road Works fame who has created a few special locomotives that see use on the layout including 37416 as I saw it at Waverley, West Coast Railway Company 37676 *Loch Rannoch* and Direct Rail Services 37423. The latter also has a special sound recording of the real locomotive that was kindly done for me by Kevin Pearson from his recordings.

Most of my stock and scenic items are bought from local model shops and suppliers, Harburn Hobbies in Edinburgh, R3Sprays and Crafty Hobbies in Barrow. A good model shop is valuable as I know I can pick up supplies of materials, paint and glues when I need and I also use specialist suppliers at exhibitions.

EXHIBITIONS

I started the planning and building work back in 2009 and the layout took around three years to complete. During the build I met Phil Holman and Alan Hall on the Diesel and Electric Modellers United (DEMU) society stand at Glasgow and a short while after the show I joined the group. I ended up getting involved in the area group activities and the internet forum is a great source of information which has helped push my modelling skills to a higher standard from things learnt along the way.

From being part of a group, it made exhibiting the layout a possibility and my first invites came from the Furness Model Railway Club and Stephen at Ayr. This really did help me to push on and finish the layout to a standard I was happy with. In the lead up to these first exhibitions I was living out of a hotel for three months so along with my suit carrier and gym bag, my modelling toolbox was taken along to work on various projects whilst away from the layout. The layout has also been seen at St Andrews, Model Rail Scotland and DEMU showcase exhibitions. Many viewers say it looks a lot smaller than in the photographs they have seen of it but it also shows you can build a layout that will fit into a spare room and still run decent length trains.

THE FUTURE FOR RANNOCH

Recent work has seen some tiny decals added to the relay cabinets which Colin and Mike gave me at R3sprays and as Oxford Diecast keeps releasing more modern vehicles, various new cars have appeared on the layout. To improve them the wheels all get painted with weathered black and a coat of matt varnish brushed on. Whilst I like to see what level of details I can achieve modelling should be fun, after all it's a hobby to enjoy.

A little mention of the cameo scene of Renton sat on the picnic table on the platform complete with carrier bag and cans of Tennant's lager seems appropriate with the filming of *Trainspotting 2* underway. Also whilst at Glasgow, Stephen and Ally from Ayr in raised voices stood to the side of the layout whilst there was a fair crowd out front and said it's quite good this layout but what lets it down is the whirligig doesn't go round. After getting an invite back to Ayr I added a small motor and some washing so it does now work!

I must thank my friends within our group Scottish Modellers for all their help at shows and Nigel Burkin for coming and spending a fun afternoon photographing the layout. Rannoch will be venturing much further south next year when it visits the Great Electric Train Show in 2017 which will be the only chance to see the layout at an exhibition that year. See you there!

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Sleep

QUIETLY GOING ABOUT THEIR nocturnal duties, sleeping car services largely went unnoticed by most rail users, given their late night departures and early morning arrivals.

Before the advent of improved domestic flights, upgraded road systems and accelerated daytime rail services, the once extensive network of overnight sleeper trains operated daily to destinations including Aberdeen, Barrow-in-Furness, Bristol, Edinburgh, Fort William, Glasgow, Holyhead, Leeds, Manchester, Newcastle, Penzance, Plymouth and more.

Most 'sleeper' services were centred on main London termini such as Euston, King's Cross, Paddington and St Pancras, although there were a few cross-country services too, such as that between Edinburgh/Glasgow and Bristol. Today, just three return 'sleeper' services survive, departing the capital six nights a week – two from Euston to Scotland and one from Paddington to the West Country. Destinations cover Aberdeen, Edinburgh, Fort William, Glasgow, Inverness and Penzance.

The formation of each train differed according to destination and time of departure. Some would contain a mixture of seating and sleeping car vehicles, while others were formed purely of sleeping cars. In addition, parcels, post office and Motorail vehicles might also be attached, either at the origination point or at strategic points on the network for onward transportation. The specific formation for each service could differ depending on the day of the week, as well as time of the year. As a result, overnight services would often run to long lengths, particularly in the summer. Today's Highland Caledonian Sleeper is the longest scheduled service running to 16 vehicles on departure from London Euston.

MODEL 'SLEEPERS'

For the modeller, a limited selection of suitable sleeping car vehicles exists ready-to-run in 'OO', and the following train formations make use of these carriages.

Bachmann produces two BR Mk 1 sleeper coaches, a Sleeper First (SLF) and a Sleeper Twin Standard with Pantry (SLSTP), while the company's extensive roster of BR Mk 1 and Mk 2 seated vehicles also prove useful. Add to these BR Mk 1 Gangwayed Brakes (BG) and General Utility Vans (GUV) for parcels and Motorail use and you have the makings of many useful formations. Hornby's range includes a London and North Eastern Railway Sleeper First (SLF) and ex-Lima BR Mk 3 Sleeper Either Class with Pantry (SLEP). The manufacturer's range of seated BR Mk 2 and Mk 3 air-conditioned vehicles are also very useful when creating realistic formations while its BR Mk 1 GUV in BR InterCity Motorail livery, also inherited from the Lima range, passes muster too.

Given the relatively small number of vehicle

A 'Deltic' leads a sleeper train formed of Bachmann BR Mk 1 stock including a SLF and SLSTP. Many sleeping trains from the 1960s only included two or three sleeping cars, with the rest being day vehicles.

ers

Overnight trains have always been rather different from their daytime counterparts. **MARK CHIVERS** looks at typical 'sleeper' train formations from the steam age to the mid-1990s.

types available, a large number of formations can be created – albeit with a little modeller's licence. The BR Mk 1 'sleeper' vehicles utilised the same outward appearance with just interior fitting out differing between types, which means that replicating some of the alternative vehicles such as the BR Mk 1 Sleeper Either Class (SLEP) or Sleeper Composite (SLC) is simply down to exterior decoration. In the case of the SLC, a short length of cantrail yellow striping and First Class numbers on the relevant doors would suffice.

This also applies to the BR Mk 3 design, where one vehicle represents both BR Mk 3 Sleeper Either Class (SLE) and Mk 3 Sleeper Either Class with Pantry (SLEP).

Not all vehicles are available ready-to-run, however, so modelling skills will be required to represent the BR Mk 2f Sleeper Reception/Lounge Cars (RLO) converted in the late-1980s. Lima's BR Mk 2f First Open (FO) is still available on the second-hand market as a good starting point, while Bachmann's new BR Mk 2f fleet is currently in development.

An interesting conversion undertaken by BR as a result of the introduction of BR Mk 3 sleeping cars during the early 1980s involved three redundant Class 25/3 diesel locomotives, dubbed ETHELs – Electric Train Heat Ex-Locomotive. These were converted for use in conjunction with Class 37/0 locomotives hauling the BR Mk 3 sleeping cars on the West Highland Line section of the overnight sleeper between London and Fort William. This was a stop-gap until suitable Class 37/4 locomotives had been converted for the task. Bachmann's 'OO' Class 25/3 model is an ideal donor model, simply requiring a repaint in the BR blue and grey colour scheme to match the carriages. The manufacturer also released a model of 97252 ETHEL 2 (Cat No. 32-400TF) in the InterCity Executive colour scheme, which was issued to retailers attending the British Toy and Hobby Fair in 2008. A small number were also released through the Bachmann Collectors' Club. Silver Fox Models has also produced a ready finished unpowered 'OO' gauge model of 97251 Ethel 1 in BR blue and grey.

In the early-1990s, a small number of BR Mk 1 BGs were similarly converted with generators on board to enable pairs of Class 37/0 locomotives to haul BR Mk 3 sleepers on the Highland 'sleeper' services. Bachmann or Hornby's BR Mk 1 BG would be suitable for this conversion.

Below is a selection of sleeper train formations representing a snapshot of those operated through the years by BR. Whilst not exhaustive, it is an indicator of the variety of services offered and given the length some of them ran to, selective compression has been adopted to keep the formations to a maximum of around nine vehicles. Also, while some of the formations shown include BR Motorail traffic, this will be covered specifically in a future article. Hm

Class 55 BR green (Bachmann), Gresley BG, BR Mk 1 SLF, SLSTP, SLSTP, SLF, SLF, SLF, SLF, BR Mk 1 BG – BR maroon
DATE: 1962 **SERVICE:** King's Cross to Newcastle/Edinburgh **LOCATION:** London King's Cross

BR 'Britannia' 4-6-2 BR green (Hornby), BR Mk 1 SK, BSK, SLSTP, SLCT, SLCT, CK, SK, BSK, BG – BR maroon
DATE: 1965 **SERVICE:** London Euston to Stranraer **LOCATION:** Carlisle

Class 40 BR green (Bachmann/Hornby), BR Mk 1 BG, SLSTP, SLSTP, SLSTP, SLSTP, CK, SK, BSK, SK – BR maroon
DATE: 1965 **SERVICE:** London Euston-Glasgow Central **LOCATION:** Crewe

Class 43 'Warship' BR maroon with small yellow panels (Bachmann), BR Mk 1 BG*, SLF*, SLSTP*, SK, BSK, CK, SK, SK, BG* – BR maroon except * BR blue and grey
DATE: 1967 **SERVICE:** Manchester to Plymouth/Penzance **LOCATION:** Totnes

Class 45 BR blue (Bachmann), BR Mk 1 SLF, SLSTP, BSK, SK, SK, SK, CK, BG – BR blue and grey
DATE: 1974 **SERVICE:** London St Pancras to Glasgow **LOCATION:** Kilmarnock

Class 52 BR blue (Dapol/Heljan), BR Mk 1 GUV*, GUV*, SLSTP, SLSTP, SLSTP, SLSTP, SLSTP, BCK – BR blue and grey except * BR blue
DATE: 1975 **SERVICE:** Penzance to London Paddington **LOCATION:** Truro

Class 85 BR blue (Bachmann), BR Mk 1 BG, SLF, SLF, Pullman 'Nightcap Bar' 354E, SLF, SLSTP, SLF, SLSTP, BG – BR blue and grey
DATE: 1975 **SERVICE:** Glasgow Central to London Euston **LOCATION:** Beattock

Class 27 BR blue (Heljan), SR CCT*, BR Mk 1 SLF, SLSTP, BCK, TSO, TSO, RMB, CK, BSK – BR blue and grey except * BR blue
DATE: 1977 **SERVICE:** Glasgow Queen Street to Fort William **LOCATION:** Crianlarich

Class 25 BR blue (Bachmann), BR Mk 1 SLSTP, SLSTP, SLF, SLSTP, TSO, BCK – BR blue and grey
DATE: 1978 **SERVICE:** London Euston to Fort William **LOCATION:** Bridge of Orchy

Class 55 BR blue (Bachmann) BR Mk 1 BCK, SK, SLF, SLSTP, SK, BCK, SK, BCK, BSK – BR blue and grey
DATE: 1978 **SERVICE:** London King's Cross to Leeds **LOCATION:** London King's Cross

Class 40 BR blue (Bachmann/Hornby), BR Mk 1 SLSTP, SLF, SLSTP, SLF, SLSTP, FK, TSO, POS, BG – BR blue and grey
DATE: 1979 **SERVICE:** London Euston to Inverness **LOCATION:** Aviemore

Class 33/1 BR blue (Heljan), BR Mk 1 BSK, FK, SLSTP, SLSTP – BR blue and grey
DATE: 1980 **SERVICE:** Bournemouth to Brockenhurst ECS **LOCATION:** Pokesdown

VEHICLE DESIGNATIONS	
BG	Gangwayed Brake
BCK	Corridor Brake Composite
BFK	Corridor Brake First
BSK	Corridor Brake Second
BSO	Brake Open Second
CCT	Covered Carriage Truck
CK	Corridor Composite
FK	Corridor First
FO	Open First
GUV	General Utility Van
POS	TPO sorting van
RMB	Restaurant Miniature Buffet
SK	Corridor Second
SLF	Sleeper First
SLC	Sleeper Composite
SLCT	Sleeper Composite Twin
SLSTP	Sleeper Second Twin Berth with Pantry
SLE	Sleeper Either Class
SELP	Sleeper Either Class Pantry
TSO	Tourist Open Second

USEFUL LINKS	
Bachmann	*www.bachmann.co.uk*
Dapol	*www.dapol.co.uk*
Heljan	*www.heljan.dk*
Hornby	*www.hornby.com*
Invicta Model Rail	*www.invictamodelrail.com*
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Class 55 BR blue (Bachmann), BR Mk 1 BG, SLF, SLSTP, CK, SK, BG – BR blue and grey
DATE: 1981 **SERVICE:** Newcastle to Edinburgh **LOCATION:** Dunbar

Class 25/2 BR blue (Bachmann), BR Mk 1 SLSTP, SLF, BSK, CK, TSO, CK, BG – BR blue and grey
DATE: 1983 **SERVICE:** London Euston to Barrow-in-Furness **LOCATION:** Barrow-in-Furness

Class 47 BR blue (Bachmann/Heljan/ViTrains), BR Mk 1 SK, SK, BSK, TSO, TSO, TSO, SLSTP, SLF, BG – BR blue and grey
DATE: 1983 **Service:** London Euston to Stranraer **Location:** Stranraer

Class 47 BR blue (Bachmann/Heljan/ViTrains), BR Mk 1 BG, BG, BG, BR Mk 2a TSO, TSO, BR Mk 1 SLF – BR blue and grey
DATE: 1983 **SERVICE:** Inverness to Glasgow Queen Street **LOCATION:** Glasgow Queen Street

Class 37/0 BR blue, BR Mk 1 CCT*, BR Mk 1 SLSTP, SLF, SK, CK, BR Mk 2a BFK, BR Mk 1 SK – BR blue and grey except * BR blue
DATE: 1984 **SERVICE:** Glasgow Queen St to Fort William **LOCATION:** Corrour

Class 37/4 BR 'large logo' (Bachmann/Vi-Trains), BR Mk 3 SLE, SLEP, BR Mk 2a TSO, BR Mk 2d BSO*, BR Mk 1 TSO, TSO, BR Mk 2a TSO – BR blue and grey except* BR InterCity Exec
DATE: 1986 **SERVICE:** Fort William to London Euston **LOCATION:** Fort William

Class 50 BR 'large logo' (Hornby), BR Mk 3 SLEP, SLE, SLEP, BR Mk 1 BG, BR Mk 2a BFK, TSO, Mk 2d-f TSO, BR Mk 1 BG – BR blue and grey
DATE: 1986 **SERVICE:** Penzance to London Paddington **LOCATION:** Camborne

Class 47/8 BR InterCity 'Swallow' (Bachmann/Heljan/ViTrains), BR Mk 1 BG*, BR Mk 3 SLE, BR Mk 2a TSO* - BR InterCity except* BR blue and grey
DATE: 1991 **SERVICE:** Edinburgh/Glasgow to Poole **LOCATION:** Eastleigh

Class 37/4 BR Mainline (Bachmann/ViTrains), BR Mk 1 GUV*, GUV, BR Mk 3 SLE, SLEP, BR Mk 2d-f TSO, FO, BR Mk 1 BG – BR InterCity except* BR blue and grey
DATE: 1992 **SERVICE:** Fort William to London Euston **LOCATION:** Fort William

Class 47/8 BR InterCity 'Swallow' (Bachmann), BR Mk 1 BG, BR Mk 3 SLEP, SLEP, SLEP, BR Mk 2d-f FO, BR Mk 3 SLE, SLEP, BR Mk 1 BG – BR InterCity
DATE: 1993 **SERVICE:** London Paddington to Penzance **LOCATION:** Newton Abbot

Class 47/8 BR InterCity 'Swallow' (Bachmann/Heljan/ViTrains), BR Mk 1 BG, BR Mk 3 SLEP, SLEP, SLEP, SLEP, BR Mk 2f RLO, BR Mk 2e TSO, BSO – BR InterCity
DATE: 1993 **SERVICE:** London Paddington to Penzance **LOCATION:** Dawlish

Class 37/0 Coal sector + Class 37/0 Dutch (Bachmann/ViTrains), BR Mk 1 BG, BR Mk 3 SLE, SLEP, SLE, BR Mk 2f RLO, BR Mk 3 SLE, SLEP, BR Mk 1 BG, BR Mk 1 GUV – BR InterCity
DATE: 1994 **SERVICE:** London Euston to Inverness **LOCATION:** Blair Atholl

Class 37/4 Transrail grey (Bachmann/ViTrains), BR Mk 1 BG, BR Mk 2f RLO, BR Mk 3 SLEP, SLE, SLEP, SLE, BR Mk 1 BG - BR InterCity
DATE: 1995 **SERVICE:** London Euston to Fort William **LOCATION:** Spean Bridge

utive

'OO' GAUGE ROLLING STOCK FOR 'SLEEPER' TRAINS

Type	Livery	Manufacturer	Cat No.
SR CCT	BR blue	Bachmann	39-528
LNER Gresley BG	BR maroon	Hornby	R4531C
LNER Gresley SLF	BR maroon	Hornby	R4570
BR Mk 1 BG	BR blue/grey	Bachmann	39-175E
BR Mk 1 BG	BR blue/grey	Hornby	R4646
BR Mk 1 BG	BR maroon	Bachmann	39-176F
BR Mk 1 BG	BR maroon	Hornby	R4625
BR Mk 1 BCK	BR blue/grey	Bachmann	39-225C
BR Mk 1 BSK	BR maroon	Bachmann	39-076G
BR Mk 1 BSK	BR maroon	Hornby	R4352
BR Mk 1 BSK	BR blue/grey	Bachmann	39-075D
BR Mk 1 BSP Nightcap Bar	BR blue/grey	Bachmann	39-321
BR Mk 1 CCT	BR blue	Bachmann/ Invicta Model Rail	39-551Z
BR Mk 1 CK	BR maroon	Bachmann	39-126F
BR Mk 1 CK	BR maroon	Hornby	R4350
BR Mk 1 CK	BR blue/grey	Bachmann	39-125C
BR Mk 1 FK	BR blue/grey	Bachmann	39-150C
BR Mk 1 GUV	BR blue/grey	Bachmann	39-274
BR Mk 1 GUV	BR InterCity	Bachmann	39-276
BR Mk 1 GUV	BR InterCity	Hornby	R6354
BR Mk 1 GUV	BR blue	Bachmann	39-277
BR Mk 1 POS	BR blue/grey	Bachmann	39-425
BR Mk 1 RMB	BR blue/grey	Bachmann	39-264
BR Mk 1 SK	BR maroon	Bachmann	39-026H
BR Mk 1 SK	BR maroon	Hornby	R4351
BR Mk 1 SLF	BR maroon	Bachmann	39-500
BR Mk 1 SLSTP	BR maroon	Bachmann	39-502A
BR Mk 1 SLF	BR blue/grey	Bachmann	39-501
BR Mk 1 SLSTP	BR blue/grey	Bachmann	39-503A
BR Mk 1 TSO	BR blue/grey	Bachmann	39-050F
BR Mk 2a BFK	BR blue/grey	Bachmann	39-411
BR Mk 2a BSO	BR blue/grey	Bachmann	39-380A
BR Mk 2a TSO	BR blue/grey	Bachmann	39-360B
BR Mk 2d BSO	BR blue/grey	Hornby	R4563
BR Mk 2d BSO	BR InterCity	Hornby	R4464A
BR Mk 2d FO	BR blue/grey	Hornby	R4215C
BR Mk 2d FO	BR InterCity	Hornby	R4462A
BR Mk 2d TSO	BR blue/grey	Hornby	R4216C
BR Mk 2d TSO	BR InterCity	Hornby	R4463C
BR Mk 2e BSO	BR blue/grey	Hornby	R4615
BR Mk 2e BSO	BR InterCity	Hornby	R4618
BR Mk 2e FO	BR blue/grey	Hornby	R4614
BR Mk 2e FO	BR InterCity	Hornby	R4617
BR Mk 2e TSO	BR blue/grey	Hornby	R4613
BR Mk 2e TSO	BR InterCity	Hornby	R4614
BR Mk 3 SLEP	BR blue/grey	Hornby	R4282A
BR Mk 3 SLEP	BR InterCity	Hornby	R4466A
BR Mk 3 SLEP	FGW green	Hornby	R4311
BR Mk 3 SLEP	FGW blue	Hornby	R4597
BR Mk 3 SLEP	ScotRail 'swoosh'	Hornby	R4283A
BR Mk 3 SLEP	First ScotRail	Hornby	R2663A

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THE GREAT ELECTRIC TRAIN SHOW PREVIEW

There are just a few short weeks until the doors open for the 2016 Great Electric Train Show at the British Motor Museum in Warwickshire. **MIKE WILD** previews the event and reveals all that is in store.

ON OCTOBER 8/9, 60 exhibitors will stream into the 2016 Great Electric Train Show at the refurbished British Motor Museum. Sponsored by *Hornby Magazine*, the event first launched in 2013 and is now in its fourth year.

Each year we have aimed to raise the bar for the standard of layouts selected to take part and this year is no exception. The variety extends to 'N', 'OO' and 'O' gauge British outline model railways, covering as many of the eras as possible. We've also brought in models which aren't local to the area with the furthest travelled coming from Cornwall and Scotland.

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 480404
Website:	*www.greatelectrictrainshow.com*

THE SHOW

Magazine favourites past, present and future have been selected for this year's 25 layouts line up ranging from the massive 'O' gauge Charnwood Forest Branch by the Soar Valley Model Railway Club to Nigel Adams' compact Plas Edwards and everything in between. These two 7mm scale layouts are being joined by a third – the fascinating 'O-16.5' narrow gauge Gweek North Quay from Falmouth and District Model Railway Club.

In 'OO' gauge there is Allan Cromarty's Oulton TMD (HM107), Neil Woodbine's Franwood, Croydon North Street by Darren Johnson (HM93), Max Fowler's Maxwell Colliery (HM105) and, in 'EM', Walford Town from the Leamington and Warwick Model Railway Society (HM31) modelling the 1980s to the present day. Joining them in the same scale for the steam era are Barnhill MRC's Kingsfield (HM30), Old Elms Road from Bodmin and District MRC (HM105), Dagnell End from Redditch MRC (HM34), Brian Woolrich's Durston (HM106), Simon and Hannah Denham's Goathland (HM99) and more. *Hornby Magazine* is adding to that list too with a final showing for Western and Southern Region themed St Stephens Road.

Bob Farrell will be exhibiting his new 'OO9' narrow gauge layout Penhalig Quay while David Lyon, who exhibited in 2014 with his Minic Motorways show layout, will be returning to the show but this time with a fully operational Triang 'TT' display.

Representing 'N' gauge are Low Yard

BUS TIMETABLE – SATURDAY ONLY	
From Leamington	**From the show**
9.30am	10am
10.30am	11am
11.30am	12pm
12.30pm	2pm
	3pm
	4pm

Junction by Gary Atkinson (HM109), Marsh Chipping by Dave Westwood, Tormouth by Paul Churchill (see pages 56-63) and the Dentdale Group's Dentdale (HM95). The *Hornby Magazine* team will be pulling the stops out to complete work on Barrenthorpe shed for it to make its exhibition debut at the event.

SKILLS ZONE

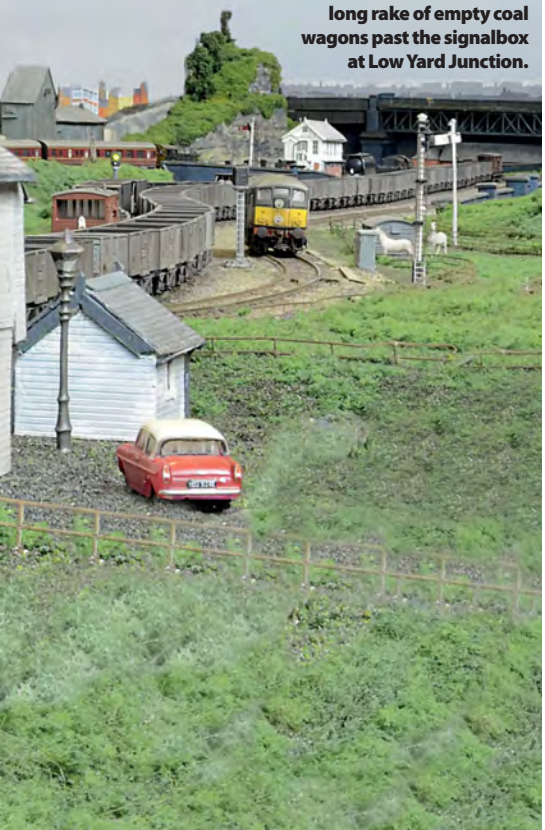
As well as a wide ranging collection of layouts, four skilled modellers will be filling the Skills Zone area of the Great Electric Train Show.

Alan Buttler's immensely popular 3D laser scanning demonstration will be back for the second year running offering visitors the opportunity to be laser scanned themselves or even to bring items of railwayana along to the show for scanning.

Joining Alan will be regular weathering demonstrator Mick Bonwick (who will be pleased to give hands on experience with airbrushes and painting techniques), *Hornby Magazine* contributor Paul Chetter with a digital sound demonstration and Tim Horn offering an insight into laser cut baseboards and their construction.

THE TRADE

No exhibition would be complete without trade stands, and this year sees 30 booked for the weekend including manufacturers Bachmann Europe and Gaugemaster. They will be joined by traders as diverse as Cheltenham Model Centre, DC Kits, Digitrains, P&D Marsh, H&A Models, Eileen's Emporium, Skytrex, Phoenix Precision Paints and Grimy Times.



A BR '9F' 2-10-0 leads a long rake of empty coal wagons past the signalbox at Low Yard Junction.

Walford Town is being exhibited by the Leamington and Warwick MRS for the last time before it is handed over to a new owner.

Brian Woolrich's Durston takes us back to the pre-nationalisation era on the Great Western Railway.

TABLE 1 - LAYOUTS 2016		
Layout	**Scale**	**Exhibitor**
Barrenthorpe Shed (various)	'N'	*Hornby Magazine*
Bigbury (HM98)	'OO'	City of Canterbury MRS
Charnwood Forest Branch (HM99/HM100)	'O'	Soar Valley MRC
Croydon North Street (HM92)	'OO'	Darren Johnson
Dagnell End (HM34)	'OO'	Redditch MRC
Dentdale (HM95)	'N'	Dentdale Group
Durston (HM106)	'OO'	Brian Woolrich
Franwood TMD	'OO'	Neil Woodbine
Goathland (HM99)	'OO'	Simon and Hannah Denham
Gweek North Quay (HM71)	'O-16.5'	Falmouth and District MRC
Haymarket Cross (HM59)	'OO'	Ian Harper
Kingsfield (HM30)	'OO'	Barnhill MRC
Low Yard Junction (HM109)	'N'	Gary Atkinson
Maxwell Colliery (HM105)	'OO'	Max Fowler
Marsh Chipping	'N'	Dave Westwood
Old Elms Road (HM105)	'OO'	Bodmin and District MRC
Oulton TMD (HM107)	'OO'	Allan Cromarty
Penhalig Quay	'OO9'	Bob Farrell
Plas Edwards	'O'	Nigel Adams
Poole-in-Wharfedale (HM104)	'OO'	Tom Couling
St Stephens Road (various)	'OO'	*Hornby Magazine*
Tormouth (HM112)	'N'	Paul Churchill
Tri-ang 'TT' display	'TT'	David Lyon
Walford Town (HM31)	'EM'	Leamington and Warwick MRS
Watermill Halt (HM105)	'OO'	Peter Midwinter

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Above: **Kingsfield, featured in HM30, is being shown by the Barnhill MRC.**

Whether it is a new ready-to-run product, that elusive component or the opportunity to top up your toolbox, chances are the Great Electric Train Show has something to offer.

THE MOTOR MUSEUM

It's not all about the railways though. Included in the admission price for the Great Electric Train Show is full access to the British Motor Museum, its newly refurbished museum and the extended Collections Centre.

Fourteen displays make up the newly refurbished British Motor Museum, previously known as the Heritage Motor Centre, including Jaguar and Land Rover collections, concept vehicles, sports cars and more. Plus there are feature displays of film and television cars, record breakers, royal cars and others. There is also a temporary exhibition of 16 vehicles from the acclaimed James Hull Collection.

New for 2016 too is the museum's Collections Centre. This 4,500m^2 store houses 250 cars from the reserve collections of the British Motor Industry Heritage Trust and the Jaguar Heritage Trust. Previously these vehicles weren't on public display, but since the creation of the new centre they can be accessed by all visitors to the British Motor Museum. The centre also provides a view of the restoration workshop giving unrivalled access to the museum's activities.

Visit *www.britishmotormuseum.co.uk* for more.

SAVE THE DATE

There are now just a few weeks to go before the Great Electric Train Show, but discount advance tickets are still available to purchase through *www.greatelectrictrainshow.com* or by calling 01780 480404.

A free shuttle bus service will be running from Leamington Spa railway station (provided by Travel De Courcey) on the Saturday only providing access for visitors travelling by train from London, Birmingham and beyond. Free parking is available onsite together with refreshments and disabled access.

The *Hornby Magazine* team is looking forward to opening the doors to the fourth Great Electric Train Show and we hope to see you there too. HM

MORE IMAGES ONLINE...

● Visit *www.greatelectrictrainshow.com* for full details of all the layouts, demonstrators and traders taking part in the event. Keep an eye on the home page for the latest announcements in the run up to the event…

GETTING THERE

BY ROAD: The Heritage Motor Centre is located off Junction 12 of the M40 on the B4100 just outside the village of Gaydon. The museum is signposted from the motorway and ample free parking is available on site. Stewards will be there to assist with parking and spaces are available for disabled visitors. The postcode for satellite navigation devices is CV35 0BJ.

BY RAIL: Leamington Spa is the nearest station to the venue and is served by Chiltern Railways, CrossCountry and London Midland services from locations including London, Birmingham, Manchester, Bournemouth, Stratford, Worcester, Coventry, Newcastle, Leeds and Southampton amongst others. A complimentary bus service will be available from Leamington Spa station to the Great Electric Train Show running on a regular basis on Saturday October 8 only.

TABLE 2 - TRADE STANDS 2016
ADM Turntables
Aspire Gifts and Models
Bachmann Europe
Ceynix Trees
Cheltenham Model Centre
D&E Videos and DC Kits
DCC Supplies
Digitrains
Don Bishop Photography
Eileens' Emporium
EKM Exhibitions
Gaugemaster Controls
Golden Age Models
Greenscene
Grimy Times/Sankey Scenics
H&A Models
Locomotion Models
Lord and Butler Model Railways
Modelmania
P&D Marsh Model Railways
Phoenix Precision Paints
Skytrex
Steve Currinn Books
Ten Commandments
Tootally Thomas
Train Tech
TTC Diecast
W M Collectables
Wealistic Models

TABLE 3 – DEMONSTRATORS 2016	
Alan Buttler	3D laser scanning
Mick Bonwick	Weathering
Tim Horn	Laser cut buildings and boards
Paul Chetter	DCC sound

Right: **Old Elms Road will be travelling to the Great Electric Train Show from Cornwall for the weekend. Modelled in 'OO' gauge, expect an impressive array of passing trains.**

Below: **Dagnell End from the Redditch MRC is one of the latest additions to the show line-up.**

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*Savings against BMM on-the-day ticket prices. Deadline for advance ticket orders 30 September 2016.

OCTOBER 8/9 2016

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FEATURING: 25+ WORKING LAYOUTS from the pages of *Hornby Magazine* including:

Layout	Scale	Exhibitor
Barrenthorpe Shed	'N'	*Hornby Magazine*
Bigbury	'OO'	City of Canterbury MRS
Charnwood Forest Branch	'O'	Soar Valley MRC
Croydon North Street	'OO'	Darren Johnson
Dagnell End	'OO'	Redditch MRC
Dentdale	'N'	Dentdale Group
Durston	'OO'	Brian Woolrich
Franwood TMD	'OO'	Neil Woodbine
Goathland	'OO'	Simon and Hannah Denham
Gweek North Quay	'O-16.5'	Falmouth and District MRC
Haymarket Cross	'OO'	Ian Harper
Kingsfield	'OO'	Barnhill MRC
Low Yard Junction	'N'	Gary Atkinson
Maxwell Colliery	'OO'	Max Fowler
Marsh Chipping	'N'	Dave Westwood
Old Elms Road	'OO'	Bodmin and District MRC
Oulton TMD	'OO'	Allan Cromarty
Penhalig Quay	'OO9'	Bob Farrell
Plas Edwards	'O'	Nigel Adams
Poole-in-Wharfedale	'OO'	Tom Couling
St Stephens Road	'OO'	*Hornby Magazine*
Tormouth	'N'	Paul Churchill
Tri-ang TT display	'TT'	David Lyon
Walford Town	'EM'	Leamington and Warwick MRS
Watermill Halt	'OO'	Peter Midwinter

Check website for full list of layouts, demonstrations and exhibitors

Practical demonstrations for hands on advice and inspiration:

- Paul Chetter - DCC sound
- Mick Bonwick - Weathering
- Tim Horn - Laser cut baseboards
- Alan Buttler - 3D laser scanning

Charnwood Forest Branch - 'O' gauge

St Stephens Road - 'OO' gauge

Dentdale - 'N' gauge

A wide selection of top quality traders and manufacturers including:

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- **Courtesy bus from Leamington Spa railway station** (Saturday only)

Advance Ticket Holders:
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Entry from 9.30am.

Opening Times:
Saturday October 8: 10am to 5pm
***AND* Sunday October 9:** 10am to 4pm.

812/16

Three's a crowd

TIM SHACKLETON offers some thoughts on populating your layout – choosing figures, grouping them and positioning them to best effect.

IN A PREVIOUS ARTICLE (HM108) WE looked in some detail at the whole business of painting figures realistically. So this time, let's consider some of the factors to bear in mind when selecting and siting them. As ever, observation is the key to success, rather than simply buying the same pre-painted proprietary figures as everyone else and installing them on your layout in exactly the same pose and in exactly the same place.

Whatever they're wearing, whatever they're doing, whatever scale you're modelling in, figures always draw the eye. That's why anything untoward, overdone or just plain wrong immediately attracts attention and shouts 'model railway!' So avoid clichéd 'action' poses that have to be held for hours at a time – guard waving flag, fireman shovelling coal, burglar emerging from upstairs window. To look believable, figures should be in relaxed, casual poses – a study in meaningful inanimation, if you like – rather than dashing to and fro. Leaning is good, and so is simply sitting or standing around. Marching bands, track worker perpetually swinging pick and policemen chasing bank robbers are definitely out.

Unless we're modelling King's Cross in the rush hour, I don't think the typical layout needs more than a handful of figures. I base this statement on repeated first-hand observation. The railway station in the busy market town where I live is completely deserted for 50 minutes in every hour, except for a brief flurry when the branch train arrives and departs back to the junction. I live on a street close to the centre of town with schools at one end and a supermarket at the other. Though I can see for a good quarter-mile in each direction, as often as not there's nobody in view – there are plenty of parked cars, but few if any pedestrians. If you study old photographs, you'll see it was always like this, certainly in the kind of situations we're likely to model.

Your miniature people, meanwhile, need to be dressed in costumes and especially colours that are appropriate to the period you're interested in – men did not wear bright red trousers in the 1950s. The photographs in this feature provide an idea of how I feel things should be. HM

People watching

Below: **A typical turn-of-the-century scene at a country station – Stainland, terminus of a short Lancashire and Yorkshire Railway branch near Halifax. Note the gent in the bowler hat. Although the scene is full of life there are only three other figures on view – a lady in Edwardian dress and a couple of railwaymen. There is much interest in the cameraman but the main element to note is economy – how to suggest activity by minimal means. It would be all too easy to pack the scene with action and incident, but if you value realism this is best avoided.**

Right: **A pre-war scene in Elland, a small industrial town in the West Riding of Yorkshire. It is late morning and the caption tells us we're on Southgate. The presence of so many children suggests either a summer Saturday or the school holidays. Nevertheless, most of the adults are wearing coats – as people did, year round, until very recent times. There is much to draw the eye and yet there are barely a dozen figures on view, some alone and others in groups. In the distance, a horse drawn milk float makes its way along the street. Everything suggests bustle and people going about their business.**

Above: **Historical re-enactments of all kinds are a great source of information about figure placement and groupings. The actors are coached in how to stand and how to look photogenic without the effect being forced. Old films such as *The Titfield Thunderbolt* and *The Ladykillers* are another rich contemporary archive, full of material about costume, colour and much else besides.**

Study any outdoor scene – a railway station, a market square, a shopping street – and you'll find most people are in a world of their own, intent on their own business and largely disconnected from those around them. What is everyone doing? The usual answer is, not much. Don't always be too concerned, therefore, about placing figures in little inter-related groups or cameos. On John Sutton's exquisite 3mm scale layout Southwell Central, a handful of passengers – each in their own private space – await the arrival of a train from Nottingham (Victoria) hauled by a Robinson 'C13' 4-4-2T.

»

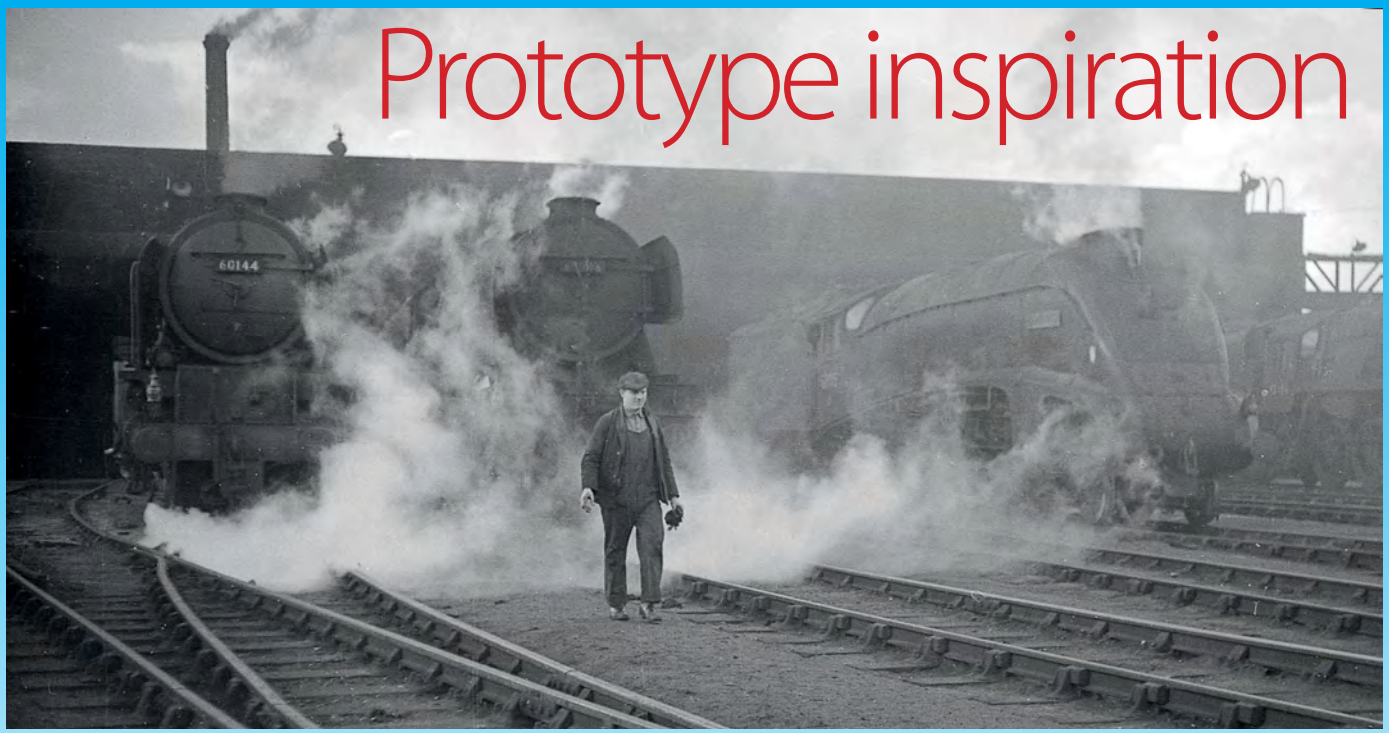
Masters of the art

Above: **The best way to understand the effective use of figures on a model railway is study how it's done on the Vale Scene at Pendon Museum – the finest layout in the country, bar none. Nothing appears forced or contrived, and everything – from the costumes to the subdued colours – is brilliantly naturalistic. In any grouping, as often as not just three figures are used. Many of Pendon's figures, by the way, were hand-made by a Californian sculptor.**

Right: **Peter Denny's 'EM' gauge Buckingham Branch is a masterpiece of improvisation and recycling: it continuously evolved over more than 60 years until its builder's death in 2009. The layout and its stock were almost entirely scratchbuilt and the figures – many of them dating back to the 1950s – were among the few bought-in items. Peter Denny's eye for placement and grouping more than made up for their physical shortcomings.**

Miniature people don't need to be doing anything in particular to look convincing. The driver of Alex Duckworth's 'OO9' War Department Baldwin leans casually out of his cab while an officer of the 31st Light Railway Operating Company, Royal Engineers, based in the Arras area, looks on disapprovingly: "You're in trouble unless I tell you otherwise". The figures are from W^D Models, which also makes a terrific 'Old Bill' bus.

Prototype inspiration



Above: **I took hundreds of photographs of engine sheds in steam days but in very few of them are railwaymen at all prominent. Contrast this scene at King's Cross in April 1963 with a typical MPD in miniature, with fitters and cleaners positively swarming over the locomotives and firemen frantically stoking up.**

Right: **Men at work – a BR 'Standard' '4MT' on a Southampton train stands almost unnoticed as workmen dig up the London-bound platform at Bournemouth Central. On a model, it would be better to show them taking a break rather than perpetually swinging a shovel. The same applies to firemen on the footplate. Masterly inanimation is the name of the game.**

Below right: **From a technical standpoint this isn't the best picture I ever took but I've always loved the easy interaction between the two figures – that's why I took it, one August afternoon at Bournemouth in 1966.**

Below: **A typical steam-shed scene – shovelling out char from the smokebox of a Bulleid 'Pacific' at Eastleigh in May 1967. While the pose is relatively static, the trouble with showing this kind of thing on a model is that the labourer will be there all day, and the next. A couple of minutes after I took this picture, he was gone.**

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Tail lamp information

WITH REFERENCE to the query from Mark Hamlin, HM111, quote from the BR Rule Book, 1950 edition, Rule 121:

Each train when on any running line must always have a tail lamp, properly cleaned and trimmed and attached to the rear of the last vehicle, and this lamp will furnish evidence to the signalman and others that the train is complete.

After sunset, or during fog or falling snow or when the block apparatus has failed in a section where there is a tunnel, or where otherwise provided, the tail lamp must be alight and show a red light, and, except in the case of passenger and other trains composed of coaching stock, fully fitted freight trains, and light engines, two red side lights must also be carried.

Freight trains with the exception of fully fitted trains must carry side lights showing a white light forward on the brake van after sunset or during fog, or falling snow; the indications to the rear must be as follows:

- *On main lines, fast lines and single lines - two red lights*
- *On slow lines, relief lines, or goods lines adjoining main or fast lines, and running in the same direction - one red light on side furthest away from the main line and one white light on the side nearest the main or fast line.*
- *On goods lines adjoining slow or relief lines, and running in the same direction - two red lights.*
- *On reception sidings, or loops controlled from one signalbox - the side lamps must be removed or obscured when the train has passed into the loop or siding.*
- *Where sidelights are shown to be carried, the side lamps must be in position during daylight as well as during darkness.*
- *Mixed trains must carry side lights as laid down for freight trains.*
- *Engines employed exclusively in shunting at stations and yards must after sunset, or during fog or falling snow, carry one red and one white light, both at the front and rear, one over each buffer.*

The lamp bodies were black for side lamps and white for the red only central lamp.

The lamp bodies are generally painted white on most regions although the London Midland Region seems to have sometimes painted theirs black. I hope this official extract clarifies brake van lamps.

Simon James, Norfolk.

'Radial' operations in Devon

I greatly enjoyed HM110, my interest being piqued by the Adams 'Radial' model, plus the excellent article on them by Evan Green-Hughes.

In the article, mention was made of their use double-headed on summer services. In practice, this was only true on summer Saturdays when a newly serviced engine would be sent from Exmouth Junction early on Saturday morning to assist the branch engine with the heavy holiday traffic.

By late afternoon when the rush was over, the branch locomotive would return to Exmouth Junction depot, by way of double-heading a service train, leaving the fresh locomotive to work the branch, effecting a changeover.

I have seen photographic evidence of the return working, but cannot put my finger on it right now.

A comprehensive description of the class can be found in D L Bradley's excellent Locomotives of the LSWR Part Two" published by the RCTS.

Adrian Norris, Dalton in Furness, Cumbria

Hornby 'Radial' ARRIVES!
EXCLUSIVE

MISLEADING BRANDING

I am writing to Hornby Post because I came across the letter from Tony Allen who asked the question, "Who made my Mk 1 RB?".

Bachmann never produced any model railway items for Palitoy and I do not believe that Palitoy would have had the name Bachmann on any of its items. The RB would have been manufactured by Kader Industries, Hong Kong, and was in fact produced for Replica Railways as catalogue number 12104. If you go to Replica Railways' website, you will find a list of items that Kader produced for Replica Railways between 1986 and 1993.

In 1989 Kader decided to produce British outline models under the name Bachmann and started up Bachmann Branch Line in the UK not far from the original Palitoy factory.

The only name that was ever shown on the bottom of the Palitoy Railway items was "Mainline Railways, made in Hong Kong".

I hope this information is helpful in this matter.

Reverend Chris Clewlow, Warwickshire.

Prices are becoming excessive for all

I am writing to express my concerns at the prices now being requested for forthcoming special railway models due for release later this year or 2017.

Firstly, how can the price of £289.95 be justified for the recently announced 'OO' gauge BR Southern Region 4-TC unpowered multiple unit – noting it is unpowered?

Secondly, in the same issue, the Blue Pullman is back for a second outing at the price of £599.95. Even allowing for inflation, an increase of £250 from its original price of four years ago is completely unacceptable, and it does give cause for alarm as to where the model railway industry is going.

Whilst both these models will obviously be, in detail, up to more modern day manufacturing standards, I feel the ordinary everyday modeller is being priced out of the market. Have the manufacturers thought their price structure through in that if their prices were lower, then it would open the market to the ordinary modeller?

Whilst it is appreciated overall prices have risen in the last year or so, I find these particular costs cannot be justified.

I do not believe I am alone in being shocked at the requested costs.

Stephen Spooner, Coulsdon, Surrey

ENJOYING EXTENDED COVERAGE

- After reading the editorial in HM111, I made the effort to go online to see the new content that is being produced for the *Hornby Magazine* website and really enjoyed seeing what was on offer, especially the videos. Please keep them coming!

Richard Cartwright, by e-mail.

If you have comments to make about railway modelling or *Hornby Magazine* you can write to the Editor by post or e-mail for inclusion in Hornby Post. Letters should be directed to: **Hornby Post, *Hornby Magazine*, PO Box 100, Stamford, Lincolnshire PE9 1XQ.** Or e-mail your views to: ***hornbymagazine@keypublishing.com***

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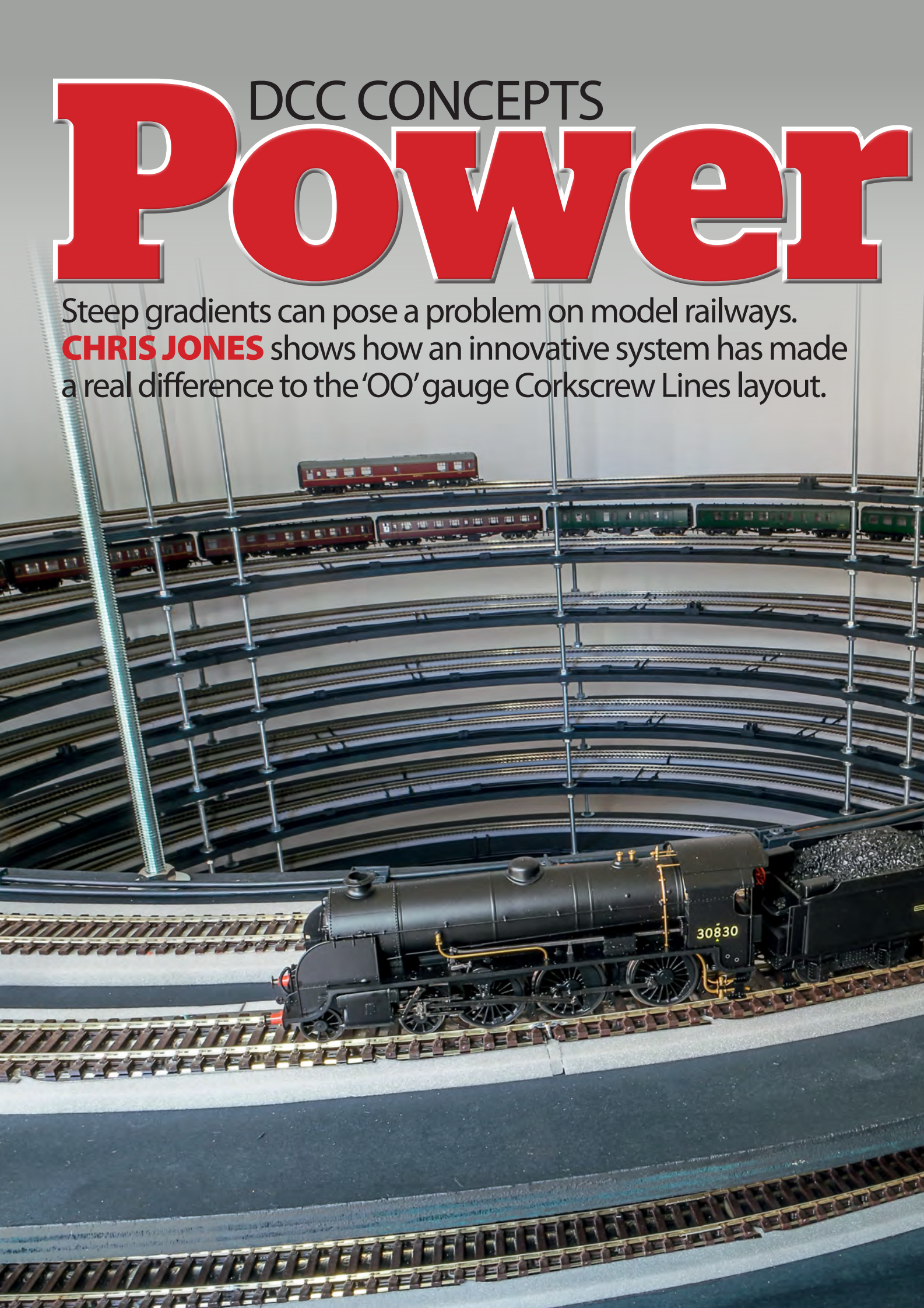
DCC CONCEPTS

Power

Steep gradients can pose a problem on model railways. **CHRIS JONES** shows how an innovative system has made a real difference to the 'OO' gauge Corkscrew Lines layout.



IN 'OO' base

Proof of the benefits provided by the Powerbase system is shown via this image of an 'S15' romping away with a 12-coach train on the helix. The locomotive has already come to a controlled stand halfway up the grade and then restarted this heavy train without any drama or wheel slippage.

GETTING HEAVY TRAINS TO climb steep gradients on the full sized railway has always been an engineering challenge and always will be. Given the opportunity, as railway modellers, we have traditionally taken the easier path and avoided gradients on our layouts altogether. Trying to run prototypically long trains up steep grades in model form has always been a pretty frustrating affair.

Modern image modellers have an easier time than their steam era counterparts. The current crop of model diesel locomotives is heavier and they typically have more driven wheels than the current steam models which allows for far easier uphill progress. However, the recent trend for far more detail on our models has also resulted in the use of more plastics cutting down on the weight of locomotives. This loss of weight will inevitably mean a consequential loss of tractive effort. Another fairly recent development is the understandable desire to install Digital Command Control (DCC) chips and speakers into our models. The space taken up by DCC equipment could have been used to add extra weight into a locomotive, particularly a problem with small steam engines where space is always at a premium. So things are starting to look a little bleak if you want to have well detailed, sound equipped locomotives hauling full length trains but you don't want to take the easy option and model the flat Lincolnshire Fens.

Being a committed transition era modeller, I have a large collection of steam locomotives and I want them to be able to haul trains of a realistic length. My model railway, the Corkscrew Lines, is a particularly ambitious project and I knew from the start that to get what I wanted from the layout I had to fully embrace the reality of model railway gradients and somehow find a way to counter the resultant challenges and difficulties. When finally completed, I will have trains running on four separate levels in my converted double garage - all connected via a large helix which sits in a purpose built outbuilding. As my entire layout is essentially based around the concept of a constantly climbing main line I have been looking for a solution to the steam traction problem for a long time. Initial trials with products such as Bullfrog Snot (I kid you not) where a sticky membrane is coated on a set of driven wheels gave mixed results. Any benefits gained from added traction were more than offset by a loss of electrical pick-up and the whole process was laborious and frustrating. What I needed - and what I suspect a great many modellers need - is the holy grail of an easy to use system that allows a substantial increase in locomotive haulage ability without having to rebuild or heavily modify locomotives or lose today's enhanced levels of detail. »

A POWERFUL SOLUTION

When DCC Concepts announced the Powerbase system using under-track steel plates and small magnets fitted to locomotives it looked like my prayers had been answered and the solution had finally arrived. The *Hornby Magazine* team have already seen benefits with it in 'N' gauge, but could it achieve the same and perhaps more in 'OO' gauge?

It offers what appeared to be a simple to install system which could apparently double the haulage capacity of some locomotives without even having to remove their bodies and fiddle with their oily bits. Further benefits claimed for the system included a better electrical contact between the rails and wheels and even a reduced requirement for track cleaning.

As I was at the layout planning stage I would have been able to easily incorporate the steel plates under any track laid on gradients and in what amounted to a major a leap of faith I decided to make a total commitment to the product and I proceeded to lay it extensively on my new layout. As I have now reached a stage in layout construction where I have enough main lines laid with Powerbase to make a fair assessment, I felt it was a good time to carry out some structured tests to see how well the system was performing. I chose the first six turns of my helix as the ideal location to compare locomotive performance. This is an unrelenting 135ft climb on a constant 1.5% gradient around a spiralling 32in radius curve.

When planning my layout, I set myself some strict minimum requirements with regards to train lengths and I was hoping the locomotives that failed to meet these standards straight from the box could be improved sufficiently with the Powerbase system to meet them. My diesel locomotive fleet could already easily haul trains up the helix so my personal adoption of the Powerbase system is primarily based around improving steam performance. I decided realistic goals would be a minimum four-coach train for small tank locomotives, six coaches for mixed traffic tender locomotives and eight coaches for express passenger classes. If Powerbase allowed all of my locomotives to meet their appropriate minimum train length then I would consider the product a complete success.

INSTALLATION

DCC Concepts stated the product was simple to install and so it proved to be. Once the trackbed has been laid, 6mm plastazote foam being my personal choice, the steel base plates are laid on top with the blue protective film uppermost. I use Copydex adhesive when laying the foam, base plates and track as I like the elasticity and flexibility it provides. It is also relatively easy to lift the components at a later date if required without everything being destroyed. Whatever adhesive you use, once the steel base plates have been firmly fixed down you can proceed to peel off the protective film and lay the track on top.

Holes have been provided in the plates to allow dropper wires to be soldered to the rails. The plates are thin enough to be easily cut with scissors and I modified some of the plates on the helix to allow me to use above baseboard wiring connections as per the accompanying images. Although DCC Concepts suggests using the steel plates under all tracks on your layout, I decided to only lay the plates on gradients and I found the whole process extremely simple, logical and fast.

Now it was time to test a typical selection of locomotive types on the helix to establish a base level of performance. Before any locomotive was tested I ensured the back-to-backs were measured and that the locomotive received at least 30 minutes running-in to loosen it up and check it was performing correctly. After cleaning the wheels and making a final visual inspection, the locomotive was attached to a rake of Bachmann Mk 1 coaches at the bottom of the helix.

As the helix is constructed in a building adjacent to the main layout I want to ensure that trains can be left to run reliably without any direct supervision. In the future the helix will be monitored via a CCTV system from the main layout room but to avoid the need to regularly attend stalled trains on the grade I added an extra element to the tests. Each locomotive needed to take as many Mk 1 coaches up the helix as possible including a complete stop and restart of the train when halfway up. Trains also had to approach the helix at a realistic speed and this could not be increased whilst it climbed. In effect, I wanted to ensure all trains could be reliably run onto the helix without the need for any further supervision or input until they reappeared at the top of the gradient.

The unaided testing proved to be fascinating with some locomotives easily managing heavy trains whilst others proved to be unable to haul even modest loads. Particular star performers were the Bachmann 0-6-0PT which managed a creditable six coaches and the extraordinary Hornby 'Schools' 4-4-0 which hauled an incredible 21 coaches, including the requisite restart, to the summit. I decided it was pointless fitting any magnets to the powerful 4-4-0!

STAGE TWO

Powerbase is a two stage product with the steel plates providing only half of the solution. The second, and perhaps more crucial, stage is the installation of small, powerful magnets to the underside of your locomotives.

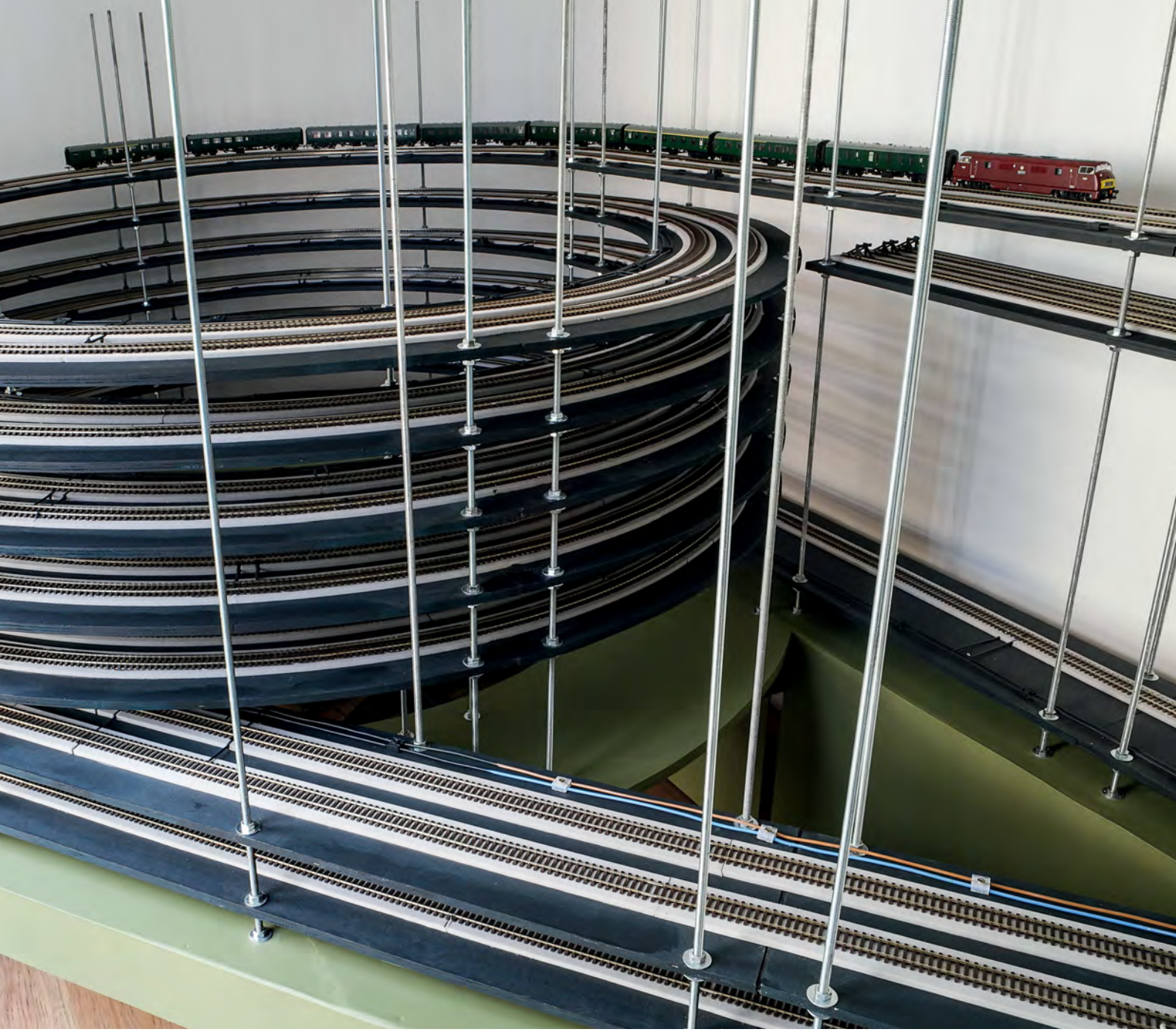
During installation of the magnets I found that no two locomotives are the same when it comes to baseplate design and there is no correct method of installation. By using a selection of magnets and where necessary plastic packers and sometimes the DCC Concepts saddle frets, a solution for most locomotives could be easily found. The key is getting the magnets as low as possible without them fouling pointwork. Increased magnetic attraction comes from multiple magnets or the use of the largest magnets possible. Magnets of differing sizes are available from DCC Concepts and I found a way to fit enough magnets to all of my locomotives without too many issues. With some models I found that although I could easily fit multiple large magnets this would have a negative impact on the appearance of the model. If you are not careful the magnets can be visually intrusive so wherever possible, hide them directly behind the driven wheels.

I found stacking smaller magnets gave as much magnetic attraction as fitting large single magnets. Often, for ease of installation, I found myself using superglue to affix the magnets followed by a coat of matt black paint to disguise them. In a couple of instances, I actually removed magnets which were too visually intrusive from locomotives and found a sufficient gain in traction could be achieved by using multiple

The helix which links the first two levels of the Corkscrew Lines consists of six complete turns at a constant gradient of 1.5%. The Bachmann 'Warship' seen here has just reached the summit with a typical rake of eight coaches which is my self-imposed minimum length express passenger train on the layout. I incorporated the DCC Concepts Powerbase system into the layout from the beginning to ensure all of my locomotives could haul trains of a prototypical length.

POWERBASE PERFORMANCE TESTS, 'OO' GAUGE

Locomotive	Coaches (unaided)	Coaches (magnets)
Bachmann Collett '57XX' 0-6-0PT	6	12
DJM/Kernow Adams 'O2' 0-4-4T	3	5
Hornby Drummond '700' 0-6-0	4	6
Hornby Drummond 'T9' 4-4-0	5	7
Bachmann Maunsell 'N' 2-6-0	7	12
Hornby Maunsell 'Schools' 4-4-0	21	n/a
Hornby Maunsell 'King Arthur' 4-6-0	7	12
Hornby Maunsell 'S15' 4-6-0	5	12
Hornby Bulleid 'West Country' 4-6-2	5	13



smaller magnets which were almost invisible.

Magnet installation certainly became easier with practice and a typical locomotive took no more than 10 minutes to convert. Another important thing to remember is not to fix magnets over the screws securing the baseplate to the locomotive. You may need to access the running gear at a later date. This may mean you cannot fit as many magnets as you ideally want to. An element of compromise may be required.

SECOND TESTS

Having fitted the representative steam fleet with magnets I returned to the foot of the helix and began to once again to test the locomotives in exactly the same way as previously. As you would expect, some locomotives had proven to be more difficult to fit magnets to than others. Locomotives with unusual wheel arrangements or where there was insufficient space to physically install as many magnets as I would like did not show a dramatic improvement. However, every locomotive fitted showed some improvement in haulage ability and crucially the locomotives which previously failed to reach my minimum load requirement prior to the fitment of magnets now met or exceeded it.

By my own criteria, Powerbase had succeeded and proved itself worth the relatively small additional investment in time, cost and effort. The results table shows a summary of the improvement gained for each locomotive in the trial following the installation of magnets.

As you would expect, the larger steam locomotives have more space available for magnets and therefore, as expected, show the greatest gains in performance. All of the larger locomotives exceeded my eight-coach minimum standard with ease which is particularly satisfying. Express classes can now actually haul prototypical loads of 12 coaches up the 1.5% gradient and as I have a large stud of Bullied 'Pacifics' this was particularly important. As Southern Railway modellers will know, the full sized machines did not need much encouragement to slip and spin their driving wheels in dramatic fashion when restarting a train. I really didn't want to be replicating this behaviour on the Corkscrew-Lines with only a five-coach load.

THE RESULT

The gains in haulage ability with my fleet of steam locomotives means I can now run whatever classes I want with realistic length trains and effectively forget about all of the normal problems and disadvantages associated with steep gradients on model railways.

Whilst it is certainly true some small models will not benefit from Powerbase as much as others, there is nothing stopping you combining the magnets with the more traditional tried and tested techniques such as adding additional weight to try and improve traction. Conversely, the glamorous express passenger locomotives which we have a propensity to buy disproportionate numbers of over the more mundane mixed traffic maids of all work, are happily the very models which are the easiest to modify with magnets and show the greatest gains from the Powerbase system. You may, like me, make a decision to fully embrace gradients on your layout or perhaps you have them forced upon you through necessity. Either way, there is now no longer any reason to compromise on train length or performance on your layout.

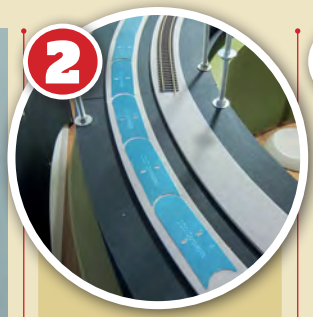
- For further information and images regarding everything to do with the Corkscrew Lines and in particular the installation of the Powerbase system and helix construction, check out my blog at *www.corkscrewlines.blogspot.co.uk*
- **Visit *www.dccconcepts.com* for more information.**

STEP BY STEP INSTALLING POWERBASE IN 'OO'

1

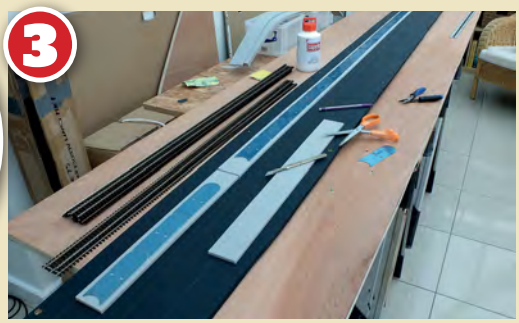
Here are the basic components which make up the Powerbase system. The thin steel plates come in packs covering up to 5m of track and can also be purchased in packs including a selection of magnets. Additional magnets can be purchased in dedicated packs as can an etched fret of saddles which can be screwed to locomotive baseplates ready for magnets to be fixed in place. Miniature screws and even the correct sized drill bit for drilling holes for the screws are included in the packs.

2



The steel plates are very easy to install and because of their design they can be laid around curves of any radius, as demonstrated here on the first climbing turn of the helix.

3



The design allows for the steel plates to be laid under both straight and curved sections of track including transitions with only the one plate design required. Here the plates are being quickly and easily installed under the section of track which will run off the top of the helix. Remember to continue laying the plates beyond the end of a gradient for a distance equal to the length of the train to ensure smooth running.

4

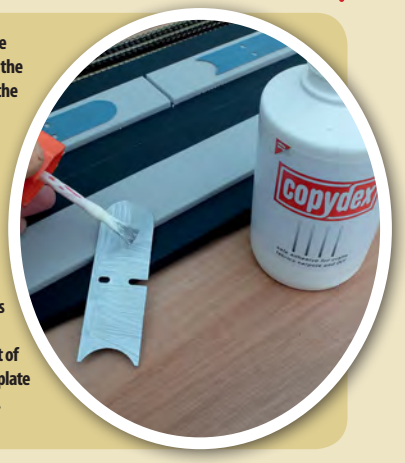
The plates incorporate holes to allow dropper wires to be added to the track. Here I am carrying out a modification by cutting an elongated opening in the plates to allow me to lay my track feeds above the baseboards on the helix. The plates can be cut to any shape or modified very easily with a pair of scissors.

5

The electrical track feed will be slid under the plates through the channel cut into the plastazote trackbed. The plates are so easy to cut and modify that they can be placed under any track formation, including pointwork, with ease.

6

Once you are happy with the location of the plates they can be permanently stuck down. DCC Concepts recommends PVA glue for this but I have found Copydex to be just as good whilst allowing you to lift the components easily if required in the future. A thin coat of adhesive under each plate is all that you require.



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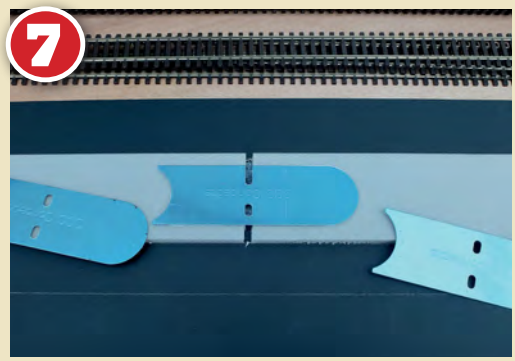


I always fix the modified plates down first and then work away from them in both directions. You will have plenty of time to adjust the plates before the adhesive starts to go off so any small corrections can be made.

8

Once you are sure the plates are in the correct locations it is time to apply some weight whilst the glue sets. A benefit of using Copydex is the way the adhesive forms a semi-flexible membrane meaning there is a small degree of movement and 'bounce' to the track which acts just like the real permanent way. I have found strategically placed tins of foodstuffs are all that is required to allow the Copydex to set.

9

The final stage is to peel off the protective blue film from the plates and lay your chosen track system on top. Here I am using Peco code 75 flexible track. Simply lay the track as you normally would by applying the adhesive, Copydex in this instance, to the top of the plates and then applying further pressure until the glue sets.

10

Here is the finished result. The 'Warship' passes over a section of track fitted with Powerbase steel plates. Once the track is ballasted in the conventional way the plates become invisible.

11

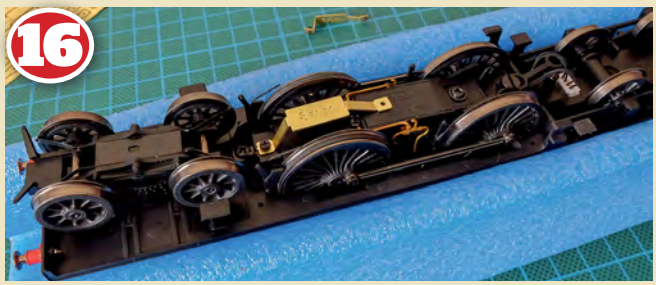
Seen on my workbench are a gathering of representative steam locomotives ready to be tested on the helix. I tried to choose locomotives with wheel arrangements typical for all eras and regions although my particular fleet consists of Southern and Great Western Railway designs. There were certainly some surprises and disappointments when it came to testing time.

The essential elements for fitting the magnets. A selection of magnets is scattered around the etched fret of saddles which allow magnets to be fitted to baseplates. The saddles are screwed into place via the tiny screws supplied in the magnet packs.

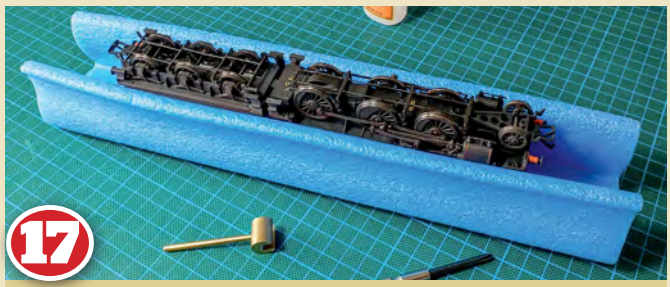
13 Do not forget you can combine Powerbase with other methods of gaining additional traction. If you are unable to fit enough magnets to make a significant difference to performance, then maybe consider the addition of some Bullfrog Snot to a pair of driven wheels or simply add more weight to the model in the traditional way.

14 Despite being of a very similar size, these two locomotives performed very differently when tested. The Bachmann '57XX' 0-6-0PT easily hauled six coaches up the helix unassisted and doubled this to an impressive 12 when fitted with magnets. In sharp contrast, the DJM/Kernow Model Rail Centre Adams 'O2' only managed three and five coaches respectively, demonstrating how differing wheel arrangements and lack of weight over driven wheels affects performance.

The mixed traffic and 4-4-0 classes were a real mixed bag. The Hornby 'Schools' hauled an astonishing 21 Bachmann Mk 1 coaches up the helix and it was therefore not deemed necessary to continue with fitting any magnets. The Hornby 'T9' however, despite having a similar wheel arrangement, only managed five coaches and fitting magnets only added another two to the total. As this is within my six coach minimum requirement category, the 'T9' has passed - but only just.

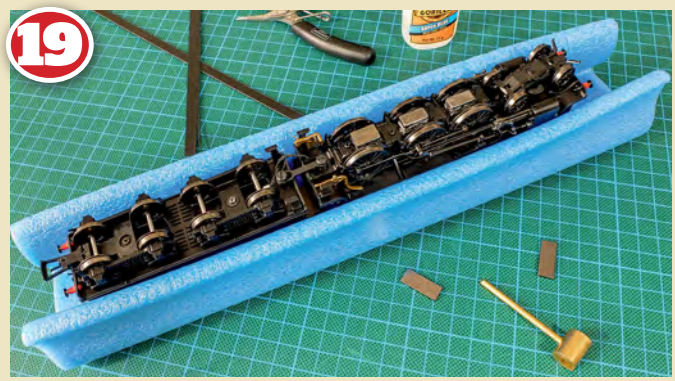


Etched saddles are being added to the Hornby 'T9' ready to accept magnets. The lack of a flat baseplate and the difficulty in disguising the magnets behind the elegant wheels on the 'T9' meant there was only so far you could go with magnets before everything became visually compromised. Luckily I had already reached the traction I required for this model but for steeper grades or heavier trains, added weight in combination with magnets would be the answer.



The Bachmann 'N' 2-6-0 has a completely flat baseplate design and despite the inclusion of the brake rigging it was comparatively simple to fit a couple of magnets under the central pair of driven wheels and a further pair of magnets under the footplate. Here the locomotive is seen before magnets are added. When tested in modified form the model managed 12 coaches, double what I required.

Perhaps the most significant locomotive category. I had set myself the target of an express passenger locomotive or large 4-6-0 being able to handle a realistic eight-coach load on the Corkscrew Lines so the five-coach result for the 'S15' and 'West Country' was not a good start. However, as these locomotives have large baseplates there is plenty of opportunity to add magnets and it proved relatively simple to more than double the haulage capacity of these models meaning they could handle 12 coach trains with ease - making the eight-coach load a very simple task.



The 'S15' is shown here on the workbench. Just 10 minutes was all it took to fit a plasticard packer to sections of the baseplate and then add three stacks of paired magnets between the driven wheels. This was all easily done with superglue and once the magnets were painted matt black they were all but invisible. This conversion was tackled very quickly having gained experience with other locomotives. I now consider the whole Powerbase magnet installation process to be straightforward and just another element of preparing a new model for the layout along with adding a DCC chip or changing couplers.

Tormouth

PAUL CHURCHILL *wanted to offer a different take on the railways of the South West. This beautiful 'N' gauge exhibition layout is the result.*

PHOTOGRAPHY, MIKE WILD.

I HAVE been a member of the Cambridgeshire N Gauge Society area group for some time, attending many shows with the club layout Horseley Fields. Having a keen interest in Digital Command Control (DCC) but seeing a distinct lack of automated running of layouts at shows, I decided I wanted to build my own exhibition layout that could be run fully by computer control if so desired.

Fellow member Ben Ando and myself sat down and put some ideas together. I wanted the layout to be set somewhere on the South Devon coast. Originally I had decided upon a terminus station but as the design progressed we decided that the double track line would terminate at the station whilst a single track branch could feasibly have been added at a later date to serve communities further down the route which would then also allow for looping stock in and out of a hidden storage yard. Then came four or five iterations of a track plan until we were happy that train movements would work effectively as well as some interest for the watching public with shunting moves in the station areas.

We had decided at an early stage that the layout's standout feature should be cliffs running along the front of the scenic area. Added to this we decided to create an estuary, allowing me to install two Kibri double viaduct kits that I had purchased. So with that remit the railway was built on a higher level with a drop in the front to

1 A BR green 'Western' takes the through line at Tormouth as a Class 22 departs with a ballast working on the double track main line.

STATISTICS

Owner:	Paul Churchill
Scale:	'N'
Length:	8ft
Width:	2ft 8in
Track:	Peco code 55
Control:	DCC, Lenz/Railcom
Period:	BR Western Region, 1970s

Right: **Tormouth signalbox was scratchbuilt by Iain Robinson for Paul Churchill. It features full interior detailing and moving signalman too!**

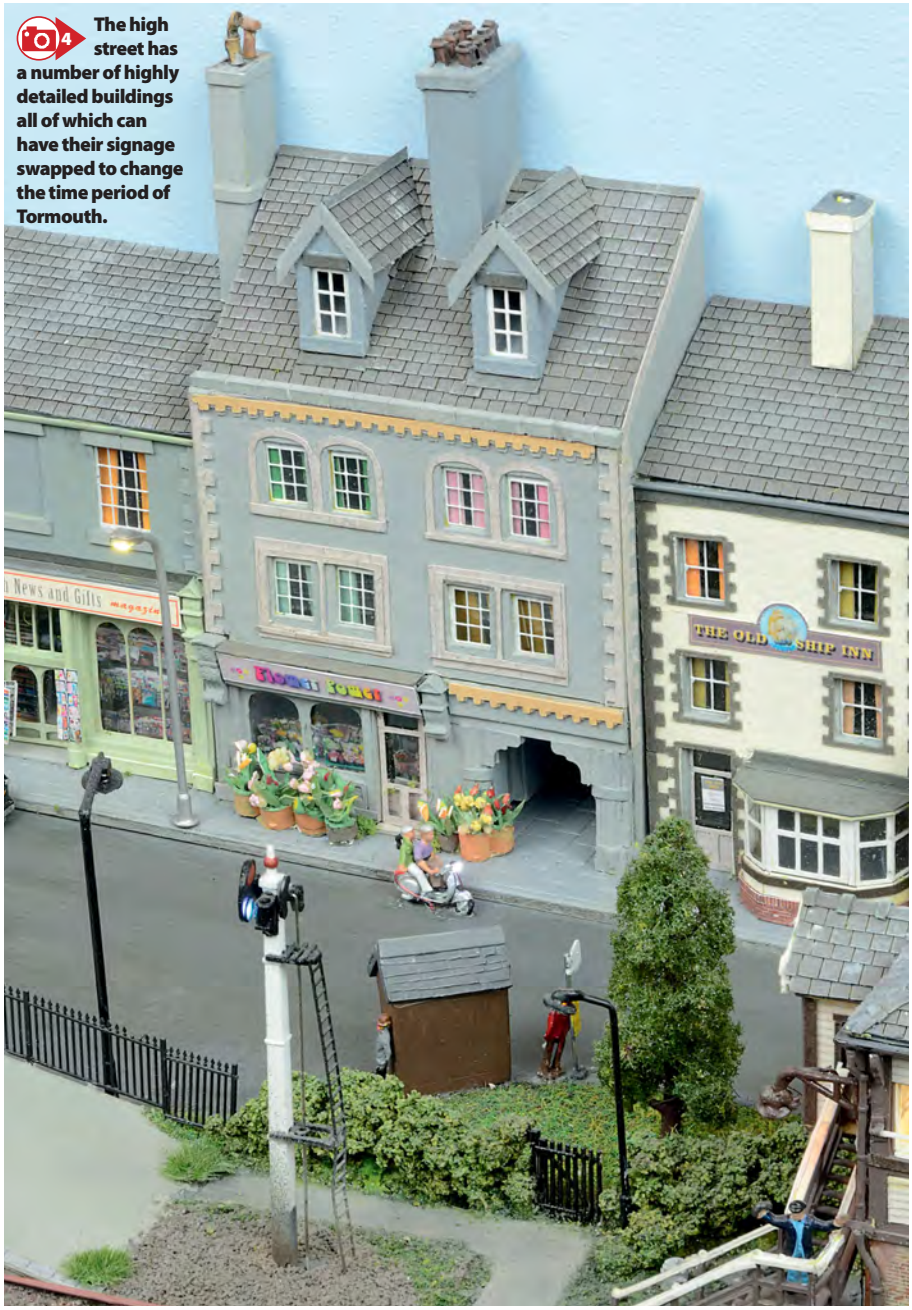
allow us to create the sea, cliffs and river. The boards are built from 5.5mm plywood and 2in x 2in frames. Each board is 4ft x 2ft 8in and split in the middle for transport.

The storage yard was built to house eight small trains which can either travel north or south and two specific lines for a Diesel Multiple Unit (DMU) shuttle service which runs into the terminus. We have since found that the hidden yard is a little small and it will be extended in the near future to allow for more trains to be run during exhibitions.

The cliffs were made from pieces of old packing foam hot glued into place and then coated with a filler mixture. When the filler mixture was almost dry we used scrunched up tin foil to indent the cliffs so they no longer looked uniform. Ben then chipped away at parts of the cliffs once they were fully dry to make them look more realistic before laying a shingle beach at their base.

We decided to take the rather unusual step of painting the sea rather than using readily available resins to create the water. »

3 A Class 121 ticks over in the terminating platforms as a Class 22 arrives with a through train of Collett corridor stock.



4 The high street has a number of highly detailed buildings all of which can have their signage swapped to change the time period of Tormouth.

The wavelets are just raised DAS clay scored and sanded before being painted with standard emulsion. The cliffs were then sprayed in varying colours to achieve the desired effect of the South Devon location. Once this was complete various types of Woodland Scenics scatter were liberally applied to the top of the cliffs.

HYDRAULIC LEAD

I'm not really interested in steam models so although the location for the layout was firmly based on Western Region metals my main locomotive interest is in the early diesel era including all the usual stalwarts, such as 'Warships', 'Hymeks' and 'Westerns'. The layout is set in the 1960s-1980s era.

The track is all code 55 Peco using live frog medium radius turnouts. This is wired for DCC operation and split into sections using Digitrax hardware. The control station when in operator mode is a Digitrax Zephyr and a handheld DT402 unit. For block control there are two BDL168 Digitrax detector boards installed under the layout, each of which is able to detect a locomotive in up to 16 sections. This is necessary for the computer to know exactly what is in each section of the layout when it is controlling the timetable. All points are controlled by DCC too using nine Digitrax DS52 point control modules which are in direct control of the computer, allowing any of the 17 motors to be switched when required. Each of these units has its own capacitor discharge unit so there is no limit to the number of turnouts which can be switched at once. The layout can be computer controlled when at exhibitions to allow the operators to interact and field questions.

SETTING THE SCENE

As part of the station design we imagined that the old engine shed and goods yard had been replaced by a more modern diesel servicing facility and the existing semaphore signalling system was slowly being replaced by colour light signals. All the signals function (including the ground »

5 'Warship' D827 Kelly leads a rake of Sealion ballast hoppers across the estuary.

D1015 *Western Champion*, bearing its unique Golden Ochre colours, crosses the viaduct on the approach to the station with a milk train.

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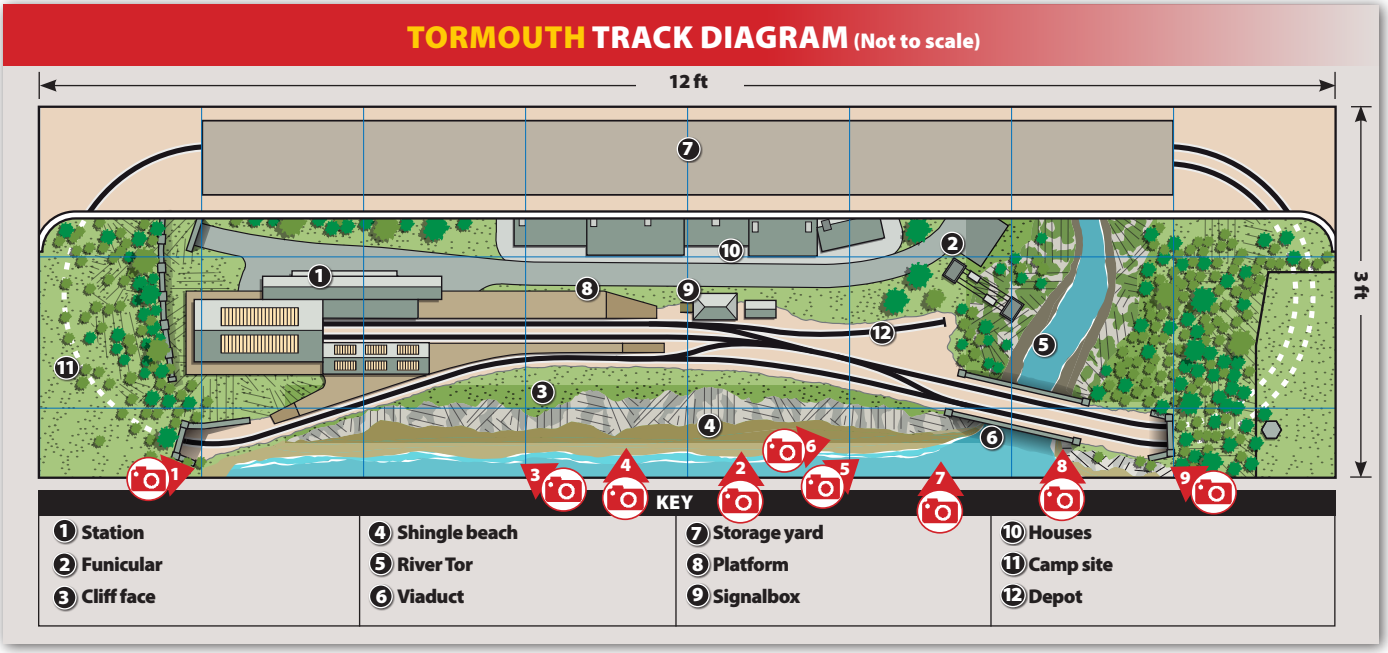
7 At the depot a 'Western' can be seen inside. British Rail yellow Commer vans complete the scene.

signals). Dapol semaphores have the original motors removed and replaced by servos which are in turn connected to the Peco Smart Switch servo control system. This allows all the signals to be controlled and interlocked by the computer when it is running an automated timetable.

With some space to fill behind the viaduct and down to the river, a cliff railway kit was purchased from Langley Models and installed as a feature of the town. The railway cars move up and down the cliff on a small motor, the reversing of which is controlled by a series of magnets under the cliff cars and reed switches mounted into the track. The buildings for the cliff railway were based on those of the Babbacombe Cliff Railway in Devon and then 3D printed and glued to the layout. At the base of the cliff railway is a small jetty made from DAS clay to accommodate the lower funicular building. Most of the scenic items and boats on the jetty were kits from P+D Marsh.

The station area is a mixture of Ratio kits and homemade parts. The platforms are made of Balsa wood with the edging coated with Redutex brick embossed self-adhesive sheet to produce the desired effect and the platform tops painted to match. The canopies are modified Ratio kits joined together and the station building itself is two Ratio kits fixed end on end and then shelled with Redutex brick sheet to give the appearance of a single station. The platform and car park lights are all from CR Signals and the fencing is again a Ratio kit. Moving across to Tormouth signalbox, the centrepiece of the station, the lights were added by myself from sub-miniature LEDs and the signalman moves back and forth on a servo depending on what turnouts are thrown. The signalbox was made by a professional model maker called Iain Robinson to a design hashed out through various conversations and completely suits the layout. So impressed was I when the signalbox arrived that I commissioned Iain to build the entire town, leaving me to concentrate on electrics and automation.

Three of the buildings in the town are based on real places, the Tor View Hotel is really Forth View Hotel in Aberdour, and the pub is based on one in my hometown of Baldock, Herts. The buildings have an additional feature of being able to have the signage changed to suit the era we want to »



run at an exhibition as it is all printed on magnetic backed boards. If we decide to run up to date stock for any reason the Italian restaurant becomes Costa and the other buildings take on similarly recognisable current identities. So whilst rare, it is not unlikely to see a First Great Western HST passing a class 153 in the bay platform!

At the left-hand side of the layout we decided to place a small campsite to fill a scenic void. The caravans are white metal kits and the tents are Noch. The vehicles are various Oxford Diecast models and the clubhouse is made from an old jewellery box sawed to size and painted to resemble something similar to those seen in the early-1970s.

ROAD COMPETITION

Tormouth also has the option of moving road vehicles. It was our intention from the outset to incorporate the Tomix moving bus system into the layout (it's the most talked about feature on our club layout) so before any scenics were created we cut a small 2mm groove all along the layout with a circle at each end hidden by hills.

Once the groove was cut we dispensed with the usual Tomix road system and laid No. 4 piano wire into the groove which was glued in with impact adhesive to create the track that the magnets on the Tomix buses would follow. The road was laid by using cut to size A4 paper in two layers, glued to the plywood and then painted with a number of different shades of grey to create the road effect. Most Tomix ready to plant vehicles are too modern for Tormouth so other 'N' gauge vehicle bodies were modified to fit the Tomix chassis. To this date we have two 1960s buses and a Foden lorry which traverse the roads.

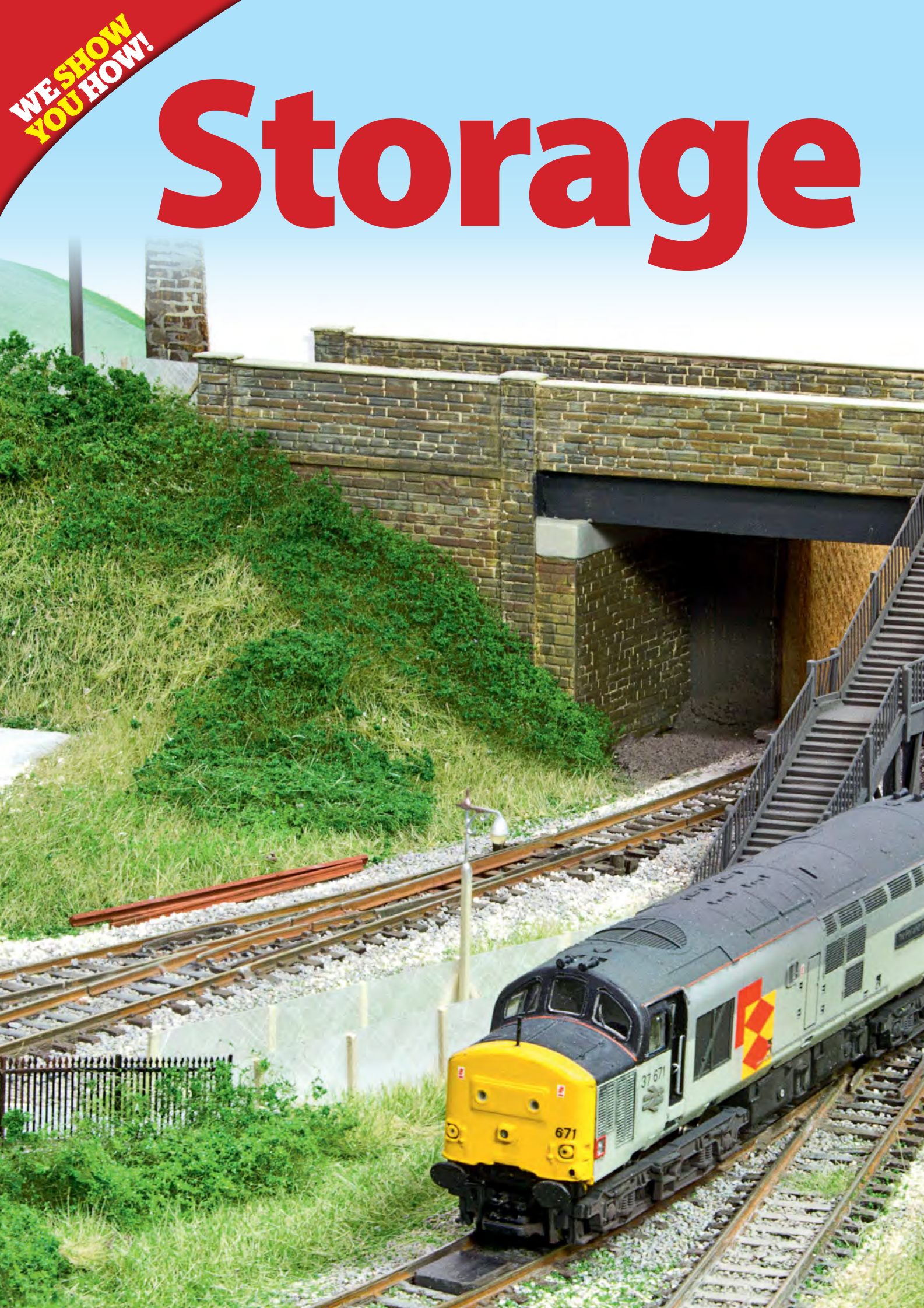
The combination of railway, road, cliff lifts and the moving signalman all contribute to creating a layout that has been well received on the show circuit. We're looking forward to being out on show again at the Great Electric Train Show on October 8/9 – see you there. Hrn

8 The cliff railway is a mechanised Langley kit. Magnets and reed switches control starts and stops.

9 A pair of 'Hymeks' depart Tormouth. To the right is the working cliff railway.

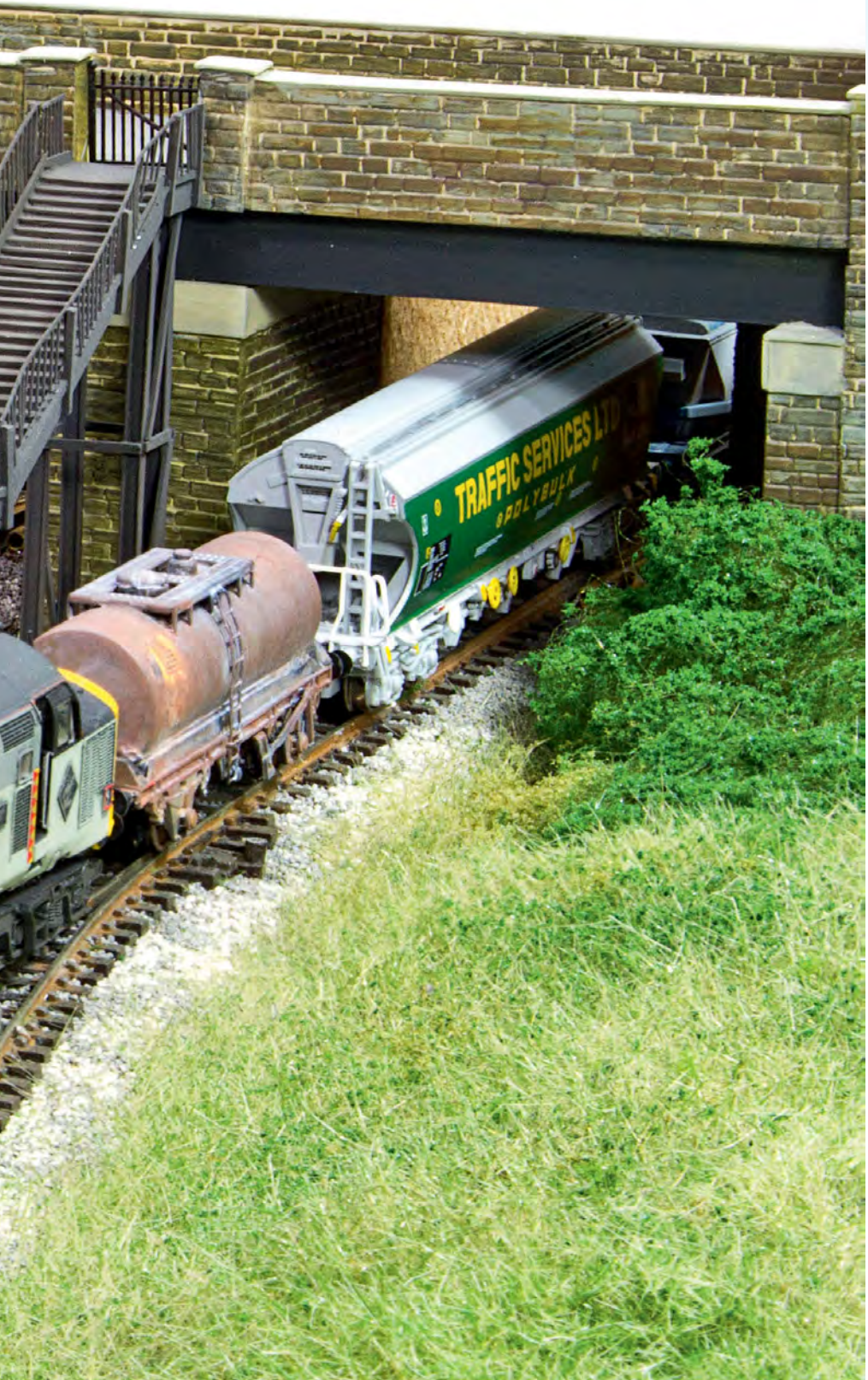
WE SHOW YOU HOW!

Storage



cassettes

Following on from his introduction to train staging in HM110, **NIGEL BURKIN** shows how he built a flexible staging yard system ideal for small and compact layouts in any scale using his 'N' gauge Cornish byway at the basis.



HAVING A WIDE CHOICE OF off-scene staging ideas to toy with can make the final decision a hard one to make. For my compact 'N' gauge layout Wheal Annah I used a temporary system while I considered the best option for a permanent solution.

During construction, I noted how well 'N' gauge equipment with up-to-date low profile wheels run over joins in track work at baseboard joins, including gaps between staging yard units such as cassettes and the main layout. To determine if the cassette unit system would work in 'N' gauge, as well as it does in 'OO' and 'EM' gauges, I experimented a little before committing to full scale construction. Tests helped in the decision to use track sections instead of aluminium angle for cassette units. This article looks at how I built a simple cassette staging area for Wheal Annah and offers a different approach to that employed by *Hornby Magazine's* Twelve Trees Junction layout, primarily in the alignment and connection process.

Cassettes are track units which can be plugged into the layout to dispatch or receive trains. They are favoured by finescale 'OO', 'EM' and 'P4' modellers where short train formations are used as they allow trains to be either removed from the layout entirely or turned around ready for a return trip over the layout. The key benefit is reducing the amount of direct handling of stock during an operating session. The lack of a fan of turnouts on the entrance to the staging area saves a great deal of space and reduces the cost of staging area construction dramatically too.

The simplest designs are usually composed of a stable length of wood or plywood fitted with a length of track securely fixed at each end and capable of being plugged into the layout with a standard plug-in system such as rod and tube. They are carefully constructed to be as standard as possible and carefully measured for train length. A layout can have cassette units of varying length depending on the trains being operated: a medium length unit will suit a locomotive and brake van whilst a short one is perfect for a single-car diesel train.

SAFETY GATES

Simplicity is the watchword in my layout construction: the less complex a layout is, the less there is to go wrong during an operating session. This applies to the cassette safety gate »

needed to prevent uncoupled stock from rolling off the end and onto the floor. Keeping things simple, I chose to use offcuts of foam from my lined stock boxes. Square in section, it can be cut to length and inserted in the ends of the cassette to provide a soft cushion for stock to roll into. Furthermore, the foam pieces can be located at any position along the cassette depending on the length of the train and compressed for an interference fit with the cassette. However, side rails must be fitted to each cassette to protect the stock and hold foam pieces in place.

Another place for a safety gate is the exit tracks from the scenic part of the layout for when there is no cassette ready to receive a train. The last thing you want is a beautifully detailed engine damaged by a fall into the staging area.

There are some limitations with the use of cassettes as there are with any staging area design concept - each one is a compromise. My personal feeling is that they really only suit compact or micro layout designs simply because of the ability of operators to safely handle cassette units. A 6ft long unit for a 'OO' gauge train is going to be unwieldy and potentially heavy to say the least – the Twelve Trees operators will testify that! A heavy locomotive will unbalance the cassette by having most of the weight at one end, although there are ways around this including separate cassette sections dedicated to locomotives.

For cassette units to work reliably, accuracy of construction is needed together with consistency in which construction techniques are applied. There is little room for error because the system, whether you use track or aluminium angle, is very unforgiving. Soldering skills are also necessary to ensure that track ends and any plug-in system devised with tube and rod is consistently assembled for reliable operation.

Finally, should aluminium angle be your choice of cassette material, give some thought about how it is to be attached to the wood base and how electrical connection and alignment with the layout is to be achieved. Some modellers design a simple clip system whilst others resort to a short entrance section of angle to which bulldog clips can be used to 'plug in' the cassettes.

MATERIALS

The basis of cassettes used on my own layouts, be they 'OO' or 'N' gauge, is usually 18mm plywood. Careful selection of timber at the point of sale together with the patience to leave it unwrapped in the layout room for a week or two to stabilise should result in material straight and stable enough for cassettes.

Side rails to protect the stock are composed of 4mm hardboard or 6mm plywood – whichever is to hand in my workshop at the time. They are glued to the side of the cassettes and reinforced with wood screws. You will need to have both screws, wood glue and some clamps to hand when constructing cassettes. If the side rails are taller than the stock, it is possible to fit a couple of pieces of dowel to keep the sides from bowing inwards and as a convenient hand hold when lifting cassettes from the layout.

The plug-in system is terribly simple on the two layouts where I have used this system. K&S Metals brass rod and tube was used on the Wheal Annah project – one being a fit to the other for accurate track alignment. It is soldered to the same copper-clad board as the rail ends of the track.

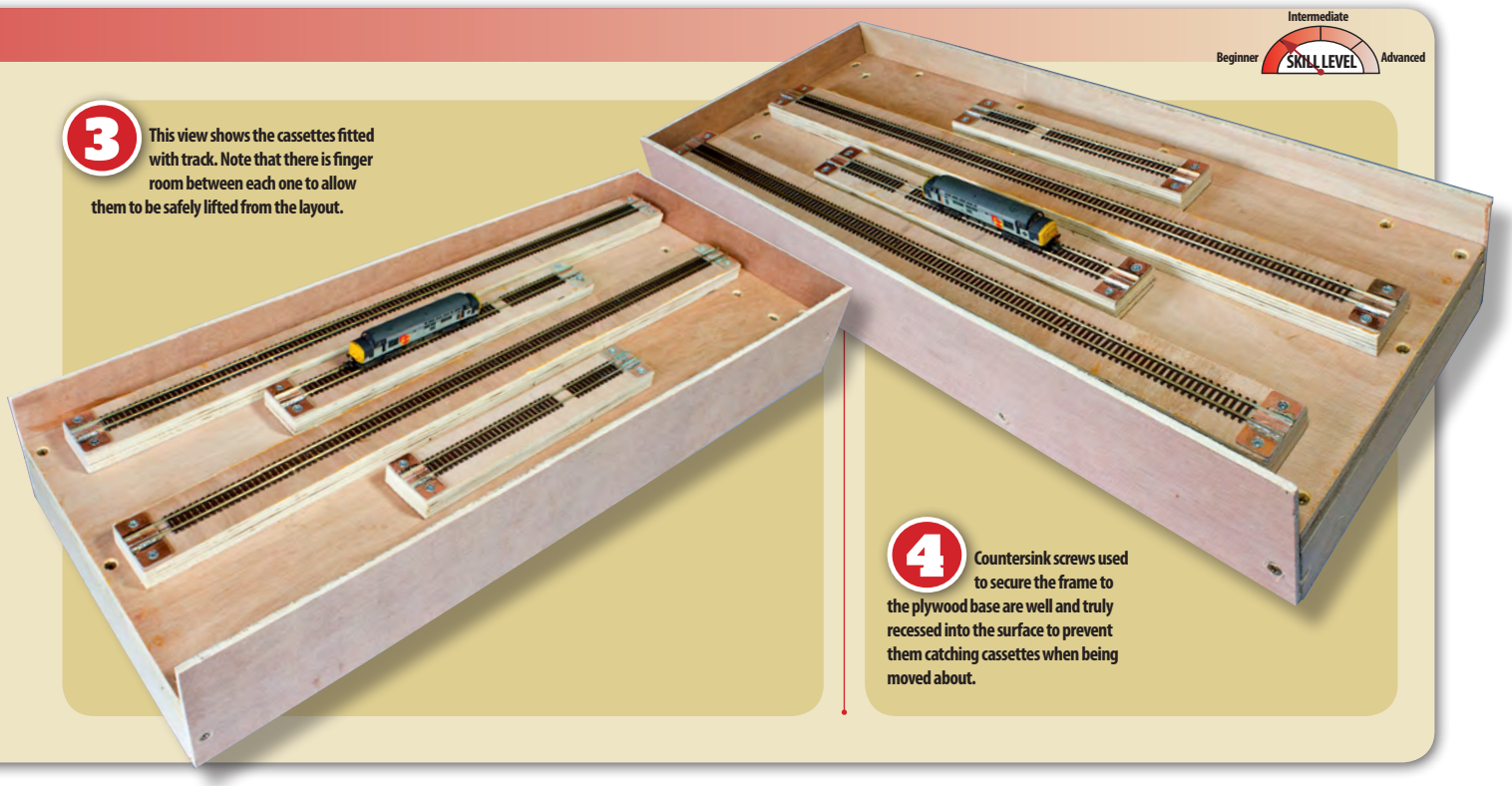
The staging first usexd with Wheal Annah was temporary, adjusted to suit the position and spacing of the track at the point where they left the scenic layout. The disadvantage of this compromise became clear at the two exhibitions I attended with the layout: there was too much stock handling and no flexibility. As the collection of equipment grew, the storage of stock and locomotives between moves became ever more disorganised, resulting in the need to build a suitable staging system. The layout is ideally suited to cassette units and this sequence of photographs shows how the layout was equipped with a new staging area with cassettes. HM

● **To read Nigel Burkin's introduction to train staging solutions, see HM110 (August 2016).**

STEP BY STEP **BUILDING SIMPLE CASSETTES**

1 A simple box composed of 18mm plywood and planed timber measuring 18mm x 44mm forms the base of the staging area. It is slightly longer than the longest cassette to allow room to manoeuvre the units around.

2 Sides of 6mm plywood protect the staging area and prevent the cassettes from being pushed onto the floor.



3 This view shows the cassettes fitted with track. Note that there is finger room between each one to allow them to be safely lifted from the layout.

4 Countersink screws used to secure the frame to the plywood base are well and truly recessed into the surface to prevent them catching cassettes when being moved about.

5

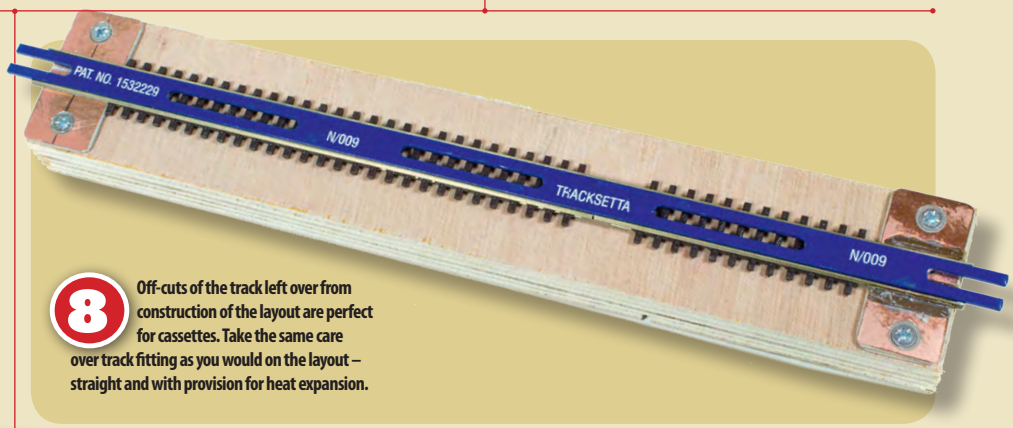
The ends of the track fitted to each cassette are secured to copper-clad board, cut to the width of the cassettes' wooden base and deep enough for strong soldered joins between rails and copper.

6

Each piece is secured to the cassette with countersink screws, well recessed to avoid fouling locomotives and stock.

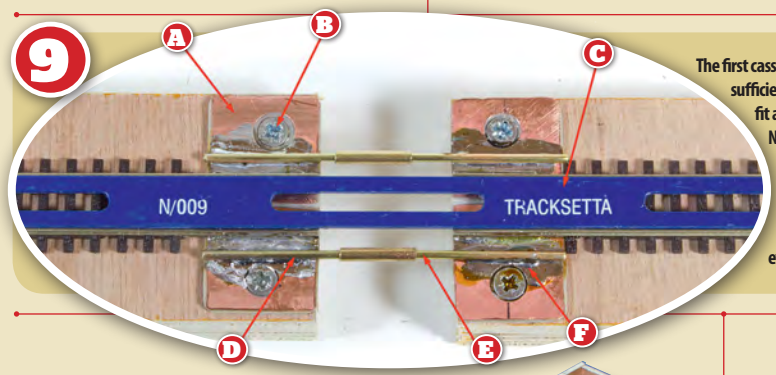
7

In this photograph, cassette units are shown fitted with copper-clad board at the ends ready for track fitting. Note that the upper piece has had the surface scored in the centre to prevent electrical shorts – the lower piece awaits the same treatment.



8 Off-cuts of the track left over from construction of the layout are perfect for cassettes. Take the same care over track fitting as you would on the layout – straight and with provision for heat expansion.

9



The first cassette to be fitted with alignment rods is done so after careful measurement to allow sufficient clearance from the track to avoid fouling the stock. It is then used as the standard to fit alignment tube to the layout exit track and for fitting rods to the rest of the cassettes. Notes - A: Copper-clad board secured with countersink screws; B: The screws carefully recessed into the surface of the copper-clad board; C: Track alignment between the 'standard' cassette and the one being assembled is achieved with Tracksetta; D: Alignment rod in brass by K&S Metals; E: Alignment between both rods is achieved with offcuts of the same tube used at the layout exit tracks and F: Solder is used to secure everything to the copper-clad board after adjustments are made.

10 The staging area is now ready for fitting to the layout. Pattern makers' dowels and other alignment methods can be used to fit the staging area baseboard to the layout.

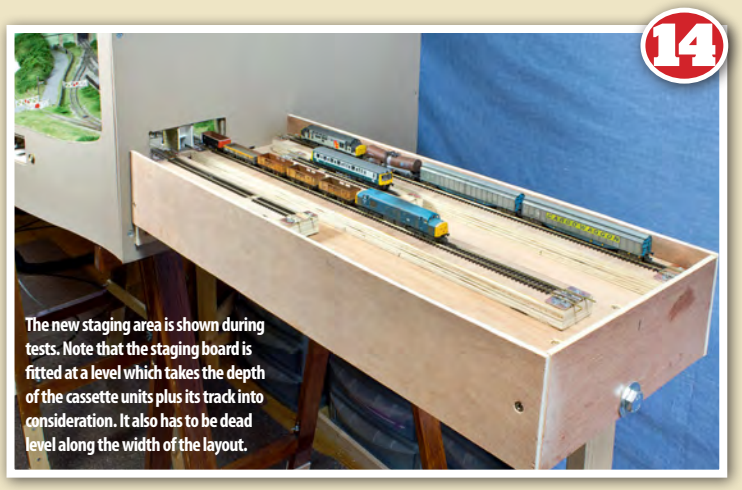
TIP

Alignment is crucial at baseboard joints for smooth operation. To ensure all tracks were correctly aligned we used a Tracksetta alignment bar.

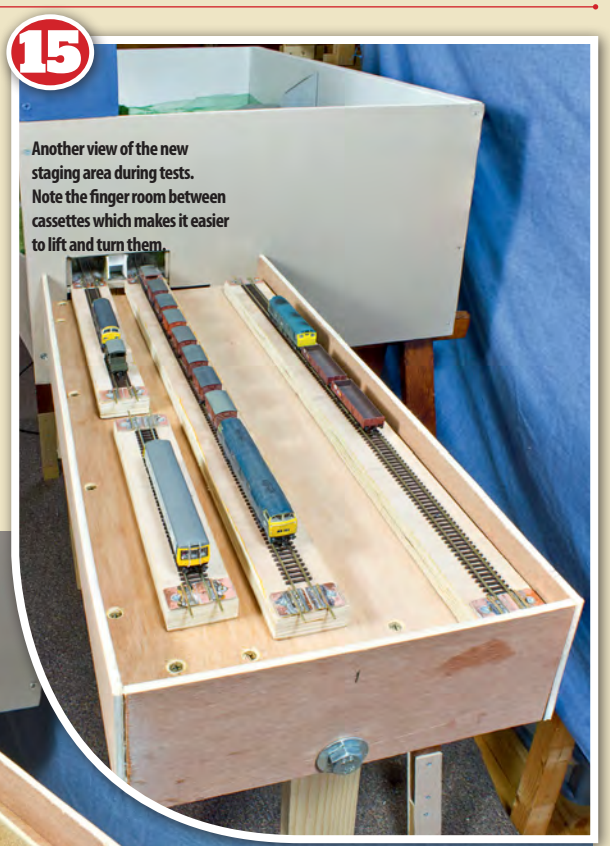
11 The point at where the track leaves the scenic baseboards are equipped with brass tube for both cassette track alignment and electrical connection.

12 The side drop boards fitted to Wheal Annah can be removed to assist with maintenance in this vital area of the layout.

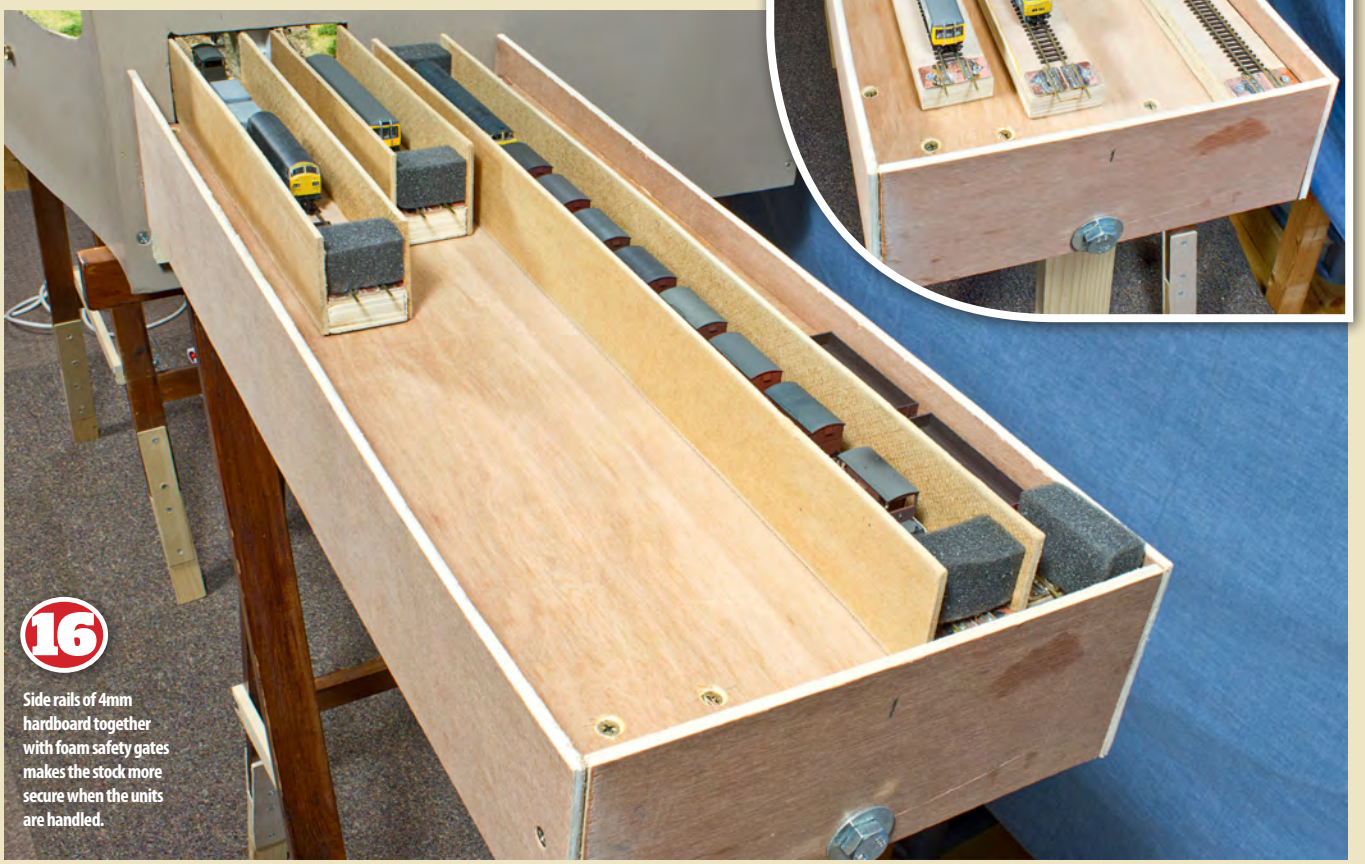
13 Test alignment of cassette units with the layout's exit tracks.



14 The new staging area is shown during tests. Note that the staging board is fitted at a level which takes the depth of the cassette units plus its track into consideration. It also has to be dead level along the width of the layout.



15 Another view of the new staging area during tests. Note the finger room between cassettes which makes it easier to lift and turn them.



16 Side rails of 4mm hardboard together with foam safety gates makes the stock more secure when the units are handled.

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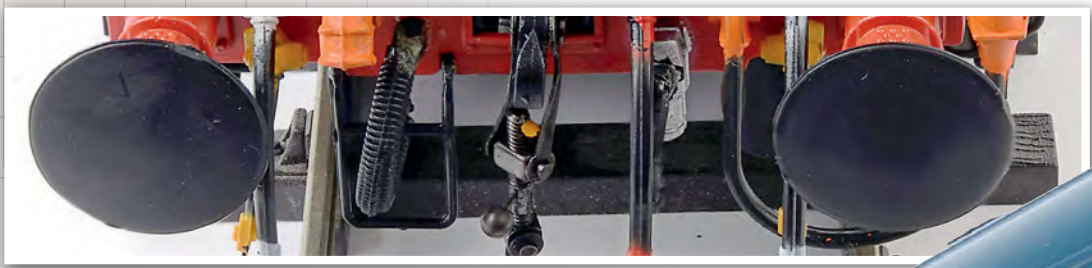
617

Sulzer Type 2 GOES LARGE!

Heljan's 'O' gauge range goes from strength to strength, and the latest arrival during August was the BR Sulzer Class 25. **MIKE WILD** takes a closer look at this new arrival for 7mm scale.



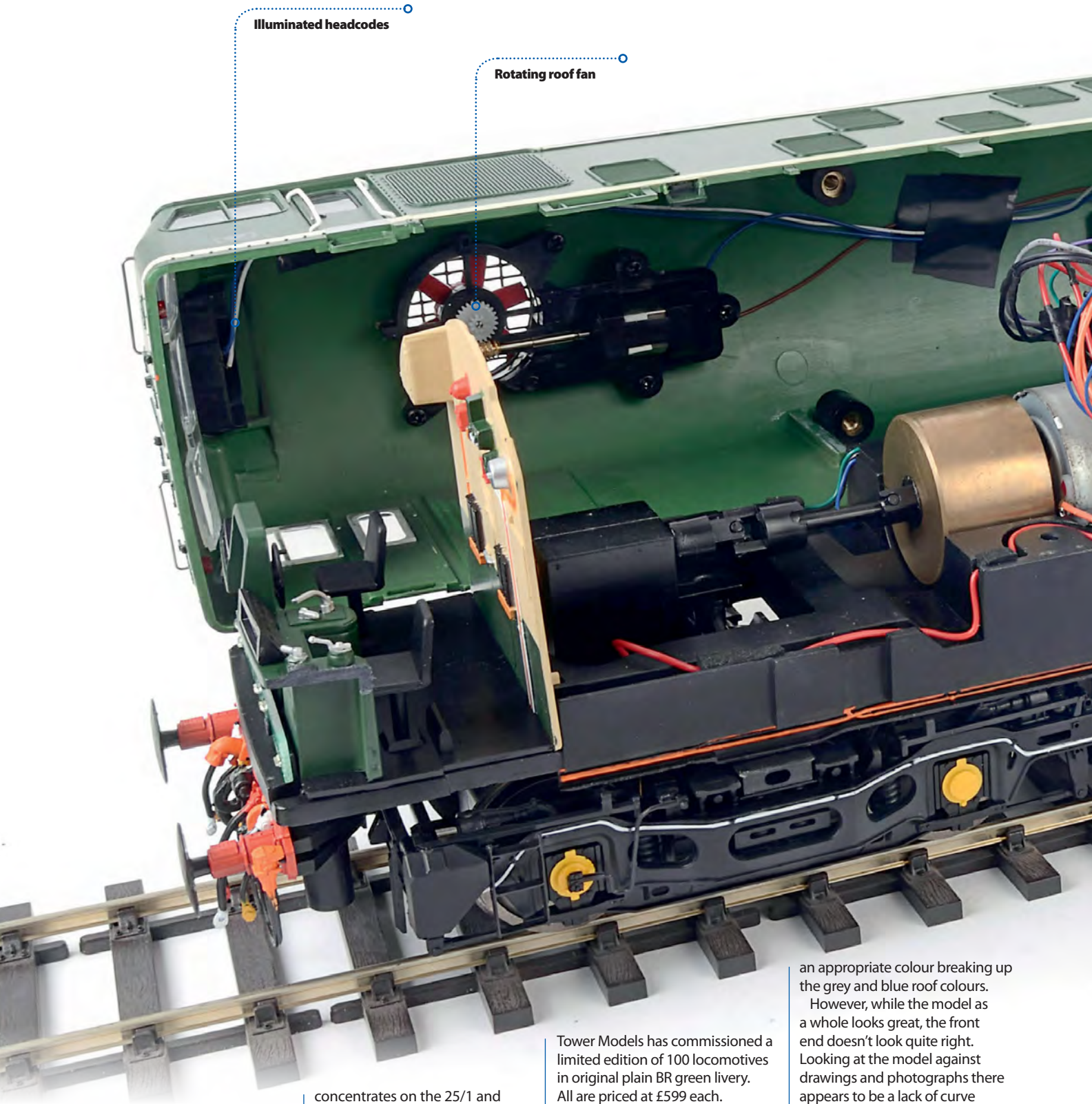
THE TYPE 2 DIESELS are often a great choice for a model. These go anywhere, do anything machines were versatile and widespread, and modellers can fit them on nearly every layout from compact branch line to giant main line.

Heljan's promise to deliver a ready-to-run Class 25/1 for 'O' has been fulfilled with the arrival of this new model – its third 7mm scale locomotive of 2016 following on from *Falcon* (HM106) and the 'Warship' (HM109). It is this popularity for 'O' gauge which is driving the manufacturer and Heljan clearly has faith in the scale as it has also announced seven new locomotives in 'O' this year. It has also begun a collaboration with Hatton's of Liverpool to produce the 'A3' and 'A4' class 'Pacifics' and Gresley teak carriages (see Update).

This model is of BR's Midland and Eastern Region operated Type 2 diesel-electric. Classified 25 under the TOPS numbering system they first entered traffic in 1961 with 327 built by 1967. Initially they were turned out in plain BR green with a white lower bodyside band, but later small yellow warning panels were applied from the mid-1960s. In the same decade full yellow ends

THE DETAILS

Manufacturer:	*www.heljan.dk*
Sample supplier:	*www.tower-models.com*
Cat No:	2550 (green)/2553 (blue)
Description:	Class 25 Bo-Bo
Scale:	'O'
Price:	£599.00
Era:	5
DCC:	DCC compatible
Couplings:	Working screw links



became *de rigour* while BR blue was first seen on the class before the end of '60s. The last of the class were withdrawn in 1987. 20 have been preserved covering all but the Class 25/0 sub-class.

There were four distinct groups with the Class 25 fleet – the original Class 25/0s, the Class 25/1s which had modified traction motor packages, the restyled Class 25/2s and the Class 25/3 which had differences to its generator equipment. Heljan's new model concentrates on the 25/1 and three factory versions, as well as the Tower Models limited edition, are being produced.

THE MODEL

As per usual for Heljan 'O' gauge, the Class 25 is being delivered un-numbered, but otherwise with its livery application complete. Choices are BR green with small yellow warning panels (HJ2551), BR green with full yellow ends (HJ2552) and BR blue with full yellow ends (HJ2553). In addition, Tower Models has commissioned a limited edition of 100 locomotives in original plain BR green livery. All are priced at £599 each.

From the box the instant weighty feel of a Heljan product is apparent. As usual it has twin motors, one for each bogie, and all wheel pick-up. Paint application is excellent throughout with Tower noting that amendments have been made to the production models over our sample of the plain BR green version including colour correction on the BR crests and the cab front handrails being body coloured. Neatly, the fibre glass roof panels have been finished in an appropriate colour breaking up the grey and blue roof colours.

However, while the model as a whole looks great, the front end doesn't look quite right. Looking at the model against drawings and photographs there appears to be a lack of curve across the front. Even so it is still clearly a Class 25 and from some angles the discrepancy is barely noticeable - it is probably least obvious on the BR blue version.

On the positive side, the bufferbeam is fully detailed from the factory and includes a working screw coupling. You also get sprung buffers and directional lighting as standard. The cab interior is detailed with seating, control desks and bulkhead fittings.

Moving onto the side and

Central PCB for motor and light control

Twin motors with brass flywheels

Detailed bogies and all wheel drive

the distinctive arrangement of bodyside grilles and panels has been reproduced superbly by Heljan with the main grille finished with an etched brass cover. Separate handrails adorn the cab doors too while bodyside steps are neatly moulded.

The underframe is very well done indeed with impressive separate pipes along the lower valance plus daylight above the fuel tank and excellent models of the Class 25 bogies. The latter include separately fitted steps, correct shaping, sandboxes, sandpipes and detailed stretcher bars front and rear.

Tower Models has commissioned this plain BR green version of the new 'O' gauge Class 25.

PERFORMANCE

The Class 25 is the second 'O' gauge locomotive to be able to take full advantage of our new test track where it was put through its paces on second and third radius curves both light engine and under load.

Straight from the box our sample purred quietly and smoothly throughout the speed range under analogue control and proved relatively straightforward to fit with a DCC Concepts Zen Buddha large scale decoder.

Installing the latter means removing the original factory PCB and taking care to ensure all wiring connections are positioned in the correct ports on the decoder, with particular emphasis on the lighting. It's a matter of about 10 to 15 minutes work.

In terms of haulage, we tasked our sample with a seven coach load of Heljan Mk 1 stock which it handled without discontent. Pointwork was negotiated smoothly too, including a double slip.

OVERALL

Even with our reservations about the cab front profile, the Class 25 is a great addition to the Heljan 'O' gauge range and one which will find plenty of use on layouts large and small. Its performance and decoration make it a force to be reckoned with on the track and it will sound great with digital sound installed too. (MW)

Curlew swoops in

BACHMANN'S 'OO' gauge Peppercorn 'A1' 4-6-2 returns to the range in BR express passenger lined blue with early crests as 60122 *Curlew*. Built in the late-1940s for use on express passenger duties, 49 'A1s' were constructed at Darlington and Doncaster Works for British Railways. 60122 emerged from Doncaster Works in late-1948.

This latest addition to the Bachmann fleet carries the colour scheme applied to the prototype early in its career, together with the 34A shedplate and K+ (King's Cross) lettering on its front bufferbeam.

Application of the BR express passenger lined blue livery is superb, displaying a rich satin paint finish together with crisp white-black-white lining, numbers, nameplates and British Railways crests.

Performance matched this model's impressive appearance, operating smoothly and powerfully, aided by its weighty chassis. For digital installations, a 21-pin Digital Command Control (DCC) decoder socket is located within

Proses timber and profile cutter

This new Proses timber and profile cutter may, in time, may prove to be a tool that you can't live without.

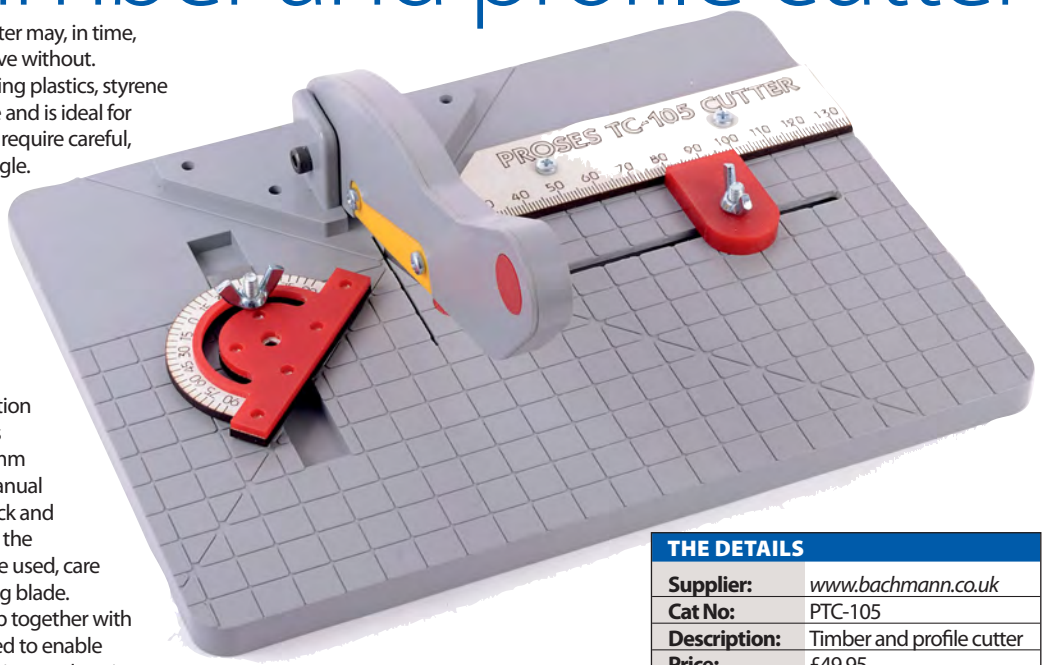
Designed for small tasks such as cutting plastics, styrene and soft woods, this is a mini guillotine and is ideal for structure modelling where small parts require careful, regular cutting, often at a particular angle.

Measuring 220mm x 163mm, the device is formed of a sturdy plastic base with moulded guidelines upon which a cutting arm is mounted, fitted with a sharp blade. Four screws are included to enable the base to be mounted securely to a workbench, if required.

Our review sample managed a selection of tasks on small, soft materials such as 2mm thick laser-cut wood frets and 2mm plastic strip with ease. The supplied manual suggests that materials up to 8mm thick and 30mm wide can be cut, depending on the source material. As thicker materials are used, care should be taken not to force the cutting blade.

A useful ruler and moveable end stop together with a choice of angle stops are also included to enable materials to be cut at accurate angles, time and again.

Ideal for those small, yet often repetitive, cutting tasks. (MC)



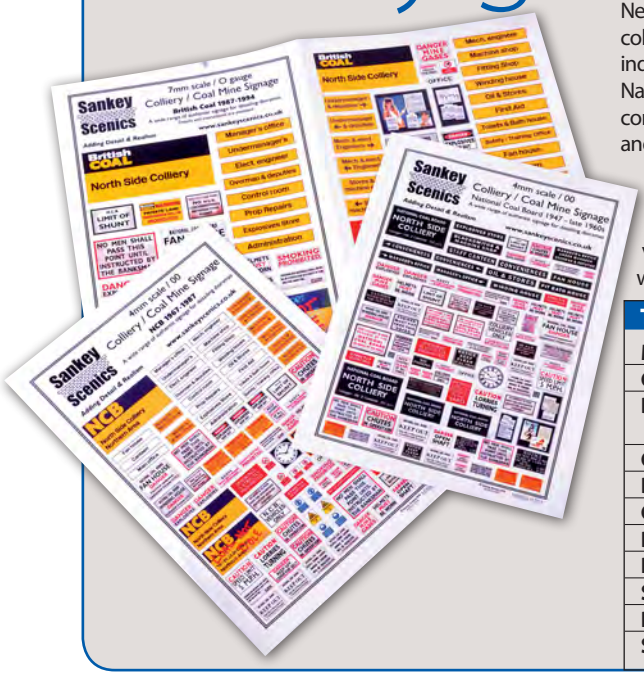
THE DETAILS	
Supplier:	*www.bachmann.co.uk*
Cat No:	PTC-105
Description:	Timber and profile cutter
Price:	£49.95
Scale:	Any

the semi-permanently connected tender which is also designed to accept a 28mm round speaker for sound. Small tension lock couplings in NEM pockets are fitted at each end while a separate pack of small details contains brake rodding, cylinder drain cocks, a set of etched nameplates and more.

Another stunning release from Bachmann. (MC)

THE DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	32-561
Description:	Peppercorn 'A1' 4-6-2 60122 *Curlew*, BR express passenger blue
Price:	£179.95
Scale:	'OO'
Era:	4
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

Sankey goes mining



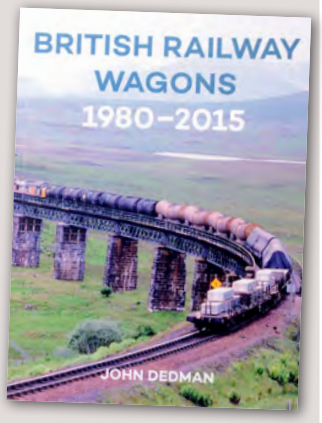
New from Sankey Scenics' are these packs of colliery signs covering three periods in British mining industry. The first covers the early years of the National Coal Board (NCB) from 1947 to 1967 and contains a wealth of mainly white and black or red and white warning signs. In the second pack, the abbreviated NCB yellow and black corporate image is introduced while the third represents the British Coal period from 1987 to 1994 with its variation on the yellow and black theme, together with modern health and safety warnings. (MC)

THE DETAILS	
Manufacturer:	*www.sankeyscenics.co.uk*
Cat No:	4767
Description:	National Coal Board colliery signage 1947-1960s
Cat No:	6787
Description:	NCB colliery signage 1967-1987
Cat No:	8794
Description:	British Coal colliery signage 1987-1994
Price:	£3.25
Scale:	'N'/'OO'
Price:	£4.95
Scale:	'O'

RECOMMENDED READING

BRITISH RAILWAY WAGONS 1980-2015

Author:	John Dedman
Publisher:	Amberley Publishing
Website:	*www.amberley-books.com*
ISBN:	978-1-4456-6182-7
Price:	£14.99
Spec:	96 pages, softback



THIS LATEST PICTURE title from Amberley Publishing concentrates on British railway wagons operating since 1980.

Featuring a good selection of photographs and in many cases the train working and its reporting number are included in the caption too. Where possible, the wagons are presented in alphabetical order according to their Total Operations Processing System (TOPS) code and cover a large range of traffic such as aggregates, cement, chemicals, coal and more. A selection of engineers' vehicles is also included.

Reproduction is generally good and many of the images demonstrate how wagons weathered in service – ideal for modellers wishing to replicate these prototypes in miniature.

In addition, there are a few slightly more quirky images such as the six-wheel milk tank converted for anti-freeze storage and the Lowmac wagon at Tinsley Traction Maintenance Depot loaded with the roof section from a Class 47 locomotive – each of which is perfectly modellable!

This is a useful addition to the modern-era modelling library and a great value resource. (MC)

'Austerity' debut for DJ Models

The Hunslet 'Austerity' was a humble but hard working saddle tank with many operators across the British Isles. Now DJ Models has released its debut model of the prototype for 'OO' gauge. **MIKE WILD** takes a closer look at this important new release.

In profile the new DJ Models Hunslet 'Austerity' captures the locomotives outline superbly.

CHOOSING WHAT TO make has to be one of the hardest parts of being a model railway manufacturer – and especially today when there is so much competition and product development. But imagine being a new name on the scene. Where do you go, what do you make?

If you want to make your mark there are two clear choices – niche or mass market – and DJ Models has wisely chosen the latter for its first home-grown ready-to-run 'OO' gauge model by producing a model of the Hunslet 0-6-0ST, a design which ran to over 400 examples built between 1943 and 1964.

The class saw service with the military, the London North Eastern Railway (LNER) and British Railways, the National Coal Board (NCB) and private industrial operators too with allocations from the south coast to the north of Scotland. Livery options abound, so in its choice DJ Models has chosen very wisely – especially as the last of the class weren't withdrawn from industrial service until the early-1980s.

THE MODEL

Choice is one thing, but execution is another. Fortunately DJ Models, whilst being a new name, isn't inexperienced in model railway production and that shows in the ethos of the 'Austerity' design. The tooling has been created to cater for a number of variations including smokebox doors, chimneys, steps, handrails and bunkers to name but a few.

It has also been considered from a digital control point of view, although only in terms of motor control. Access to the decoder socket is superbly simple as the smokebox door is secured by a pair of small magnets with the socket resting inside. Those wishing to fit sound are in for a challenge though as removal of the body is tricky to say the least – provision for sound installation would have taken this

A 6-pin decoder socket is located in the smokebox of the 'Austerity' 0-6-0ST.

Detailing of the cab interior is impressive and the 0-6-0ST can be configured with different chimney, bunker, pipework and step arrangements by DJ Models.

THE DETAILS

Manufacturer:	*www.djmodels.co.uk*
Cat No:	DJMOOJ94-001
Description:	Hunslet 'Austerity' 0-6-0ST 68023, BR black
Scale:	'OO'
Price:	£99.99
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

model forward to another level in terms of flexibility and attraction.

External detailing though is excellent. For review we had the opportunity to inspect a number of versions including BR black 68023 from DJ Models, Kernow Model Rail Centre's Longmoor Military Railway liveried model and four of the 10 limited edition versions which have been produced for Hatton's of Liverpool.

All exhibited the same high build standard with a feel of quality and delicacy. The shaping of the locomotive is accurate in all respects and provides a significant step up from its predecessor, last produced by Hornby, which had its roots in the late-1990s with Dapol. As you would expect, handrails are separately fitted throughout while a detailing pack contains bufferbeam pipes for the front and rear and a pair of tension lock couplings to clip into the NEM pockets. It is worth noting that not all locomotives had brake pipes, »

THE DETAILS	
Supplier:	*www.hattons.co.uk*
Cat No:	J9409
Description:	Hunslet 'Austerity' 0-6-0ST No. 7, Littleton Colliery lined blue
Cat No:	J9405
Description:	Hunslet 'Austerity' 0-6-0ST *Hurricane*, Bickershaw Colliery lined green
Cat No:	J9407
Description:	Hunslet 'Austerity' 0-6-0ST NCB No. 4, Backworth Colliery lined black
Cat No:	J9401
Description:	Hunslet 'Austerity' 0-6-0ST *Robert*, NCB Bold Colliery lined green
Scale:	'OO'
Price:	£99.99 each
Era:	5-7
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

particularly industrial locomotives, so many won't need the pipes fitting leaving a pair of open holes in the bufferbeam. An etched fret of fire irons is also included to further enhance the model, which has a superbly detailed cab interior.

Other highlights include the finely produced turned metal wheels, separately fitted brake rigging, steps and sprung buffers at all four corners. Plus there are even differing numbers of triangular bracing plates behind the bufferbeams. Daylight is visible under the boiler too while the reversing lever has that hefty look of the prototype. One small negative is the injector pipework which, while certainly robust, is heavily moulded in comparison to the rest of the locomotive's detailing.

Decoration on all of our samples was superb with crisp edges between all colours and impressively fine printing and lining where appropriate. Particularly impressive are the weathered finishes applied to the selected Hatton's models. These have been recreated in the factory from Mercig masters and offer a very impressive finish.

PERFORMANCE

DJ Models has turned to the modern coreless motor for its 'Austerity' following its success with the Kernow Model Rail Centre Adams 'O2' 0-4-4T (HM100). This compact motor means that more space is available for the decoder socket while the drivetrain is neatly hidden within the firebox, providing drive to all three axles via a gear system.

This latter point is important as DJ Models is currently the only 'OO' gauge steam manufacturer providing full geared drive to all axles – all other models being fitted with single axle drive with the motion taking the strain. So what does that mean in reality? Greater haulage capacity and smoother running as the gears are taking the strain and not the coupling rods.

On the track our samples all proved to be smooth running, quiet and consistent performers. Light oiling was required before service but once through the running in stage they were put to work on our test track for both main line train operation and shunting work. Our tests loaded 68023 to seven carriages – more than enough for most situations – which it handled with ease. Continuous running for eight hours at a time was no problem either with 68023 racking up somewhere in the region of 40 hours running on our test track.

The gearbox design also makes the 'Austerity' perfect for its primary purpose – shunting. Shuffling wagons around the yard is a pleasure with one of these models but, like all short wheelbase locomotives, clean wheels and clean track are essential for the best performance.

With this in mind Digital Command Control operators would be well advised to choose a decoder with a 'stay alive' feature, especially when using them for

These two pristine 'Austeritys' are limited editions for Hatton's of Liverpool.

An impressive weathered finish has been applied to this pair of locomotives for Hattons.

shunting operations. A 6-pin NEM socket is provided for digital layout owners, but as stated, sound will require care, consideration and creativity to achieve.

OVERALL

DJ Models has chosen a winning formula with the Hunslet 'Austerity'. The operational sphere is tremendous and their use on main line and industrial railways makes them appealing for so many reasons.

The end result is a model which has a quality feel to it and which is certainly a big step forward from what went before for this design in model form. Perhaps its greatest trick is its performance. That fully geared chassis is an impressive piece of kit which aligns the performance of this steam locomotive with that of small bogie diesels in terms of haulage capacity.

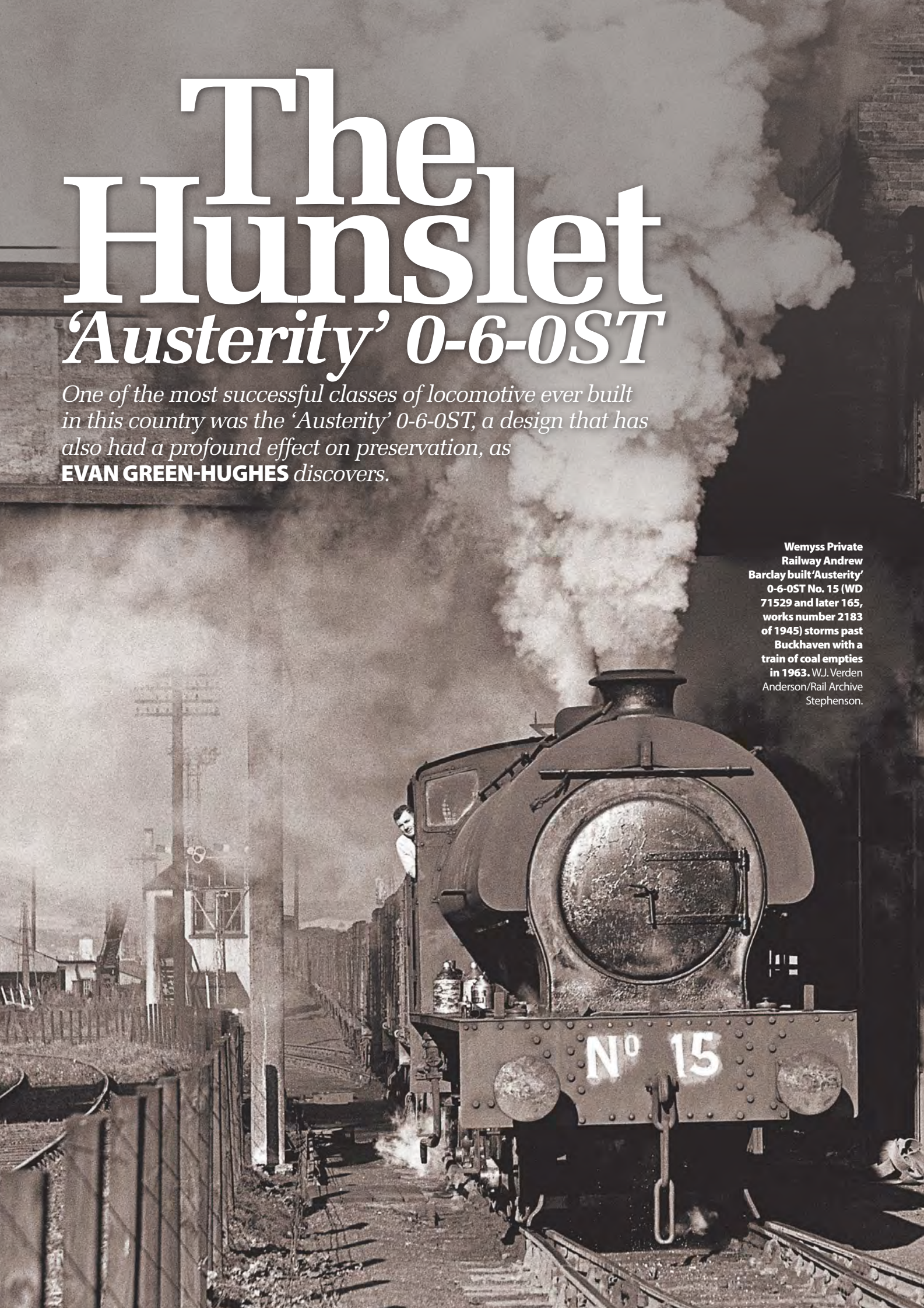
It gets a thumbs up from us and we hope that DJ Models continues to impress and inspire. (MW)

THE DETAILS	
Supplier:	*www.kernowmodelrailcentre.com*
Cat No:	DJMOOJ94-099
Description:	Hunslet 'Austerity' 0-6-0ST 196 *Errol Lonsdale*, LMR blue
Scale:	'OO'
Price:	£109.99
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

Kernow Model Rail Centre's Longmoor Military Railway limited edition.

The Hunslet 'Austerity' 0-6-0ST

One of the most successful classes of locomotive ever built in this country was the 'Austerity' 0-6-0ST, a design that has also had a profound effect on preservation, as **EVAN GREEN-HUGHES** *discovers.*



Wemyss Private Railway Andrew Barclay built 'Austerity' 0-6-0ST No. 15 (WD 71529 and later 165, works number 2183 of 1945) storms past Buckhaven with a train of coal empties in 1963. W.J. Verden Anderson/Rail Archive Stephenson.

IF YOU WERE TO VISIT ONE OF the country's smaller heritage railways you have a very good chance that your train will be hauled by one of the 70 or so 'Austerity' 0-6-0STs which have survived into preservation. These sturdy and simple locomotives with their distinctive full-length saddle tanks have been the mainstay of the movement almost since it began, providing economical haulage even under the most primitive or challenging of circumstances and soldiering on regardless of their mechanical condition.

This famous design originated at the Hunslet Engine Company, a company established in Leeds in 1864 which soon established a reputation for building simple but workmanlike locomotives, mainly for use in industry and quarrying. Many of these were inside cylinder engines with saddle tanks, a feature that was used so that the motion would be more easily accessible to enginemen when oiling round.

In 1937 the company produced the first of its 18in designs, so called because of the size of their cylinders, and which was destined for use by Guest Keen Baldwin Iron and Steel Co. This engine was a development of the 1923 16in cylinder design which had proved exceptionally popular, so much so that the company continued to build them right into the 1950s.

From the outset the new engines were a great success, having a tractive effort of more than 26,000lbs, but they had one drawback and that was that the saddle tank, which only extended as far as the smokebox, provided inadequate water capacity for some duties. Therefore in 1941 an improved version was designed in which the saddle tank was extended right to the front of the locomotive, with the chimney running through it.

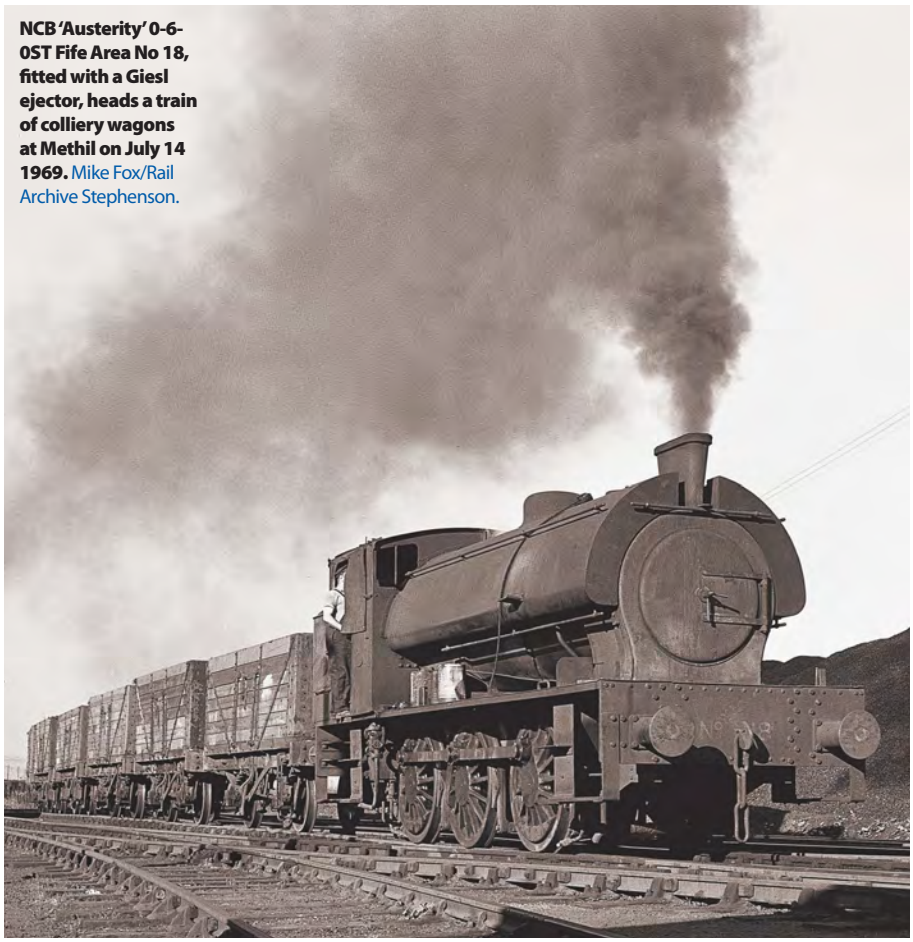
Giesl ejector fitted Hunslet Engine Company 3843 *Wizard* is hauled past the National Coal Board's Walkden Central workshops in 1964. Jim Carter/Railphotoprints.co.uk.

A WARTIME STALWART

In 1942 preparations were started for an invasion of Europe by the Allies and as part of this it was realised that it would be necessary to provide a large number of locomotives which would be shipped to France to haul the advancing army's trains.

The Ministry of Supply was in charge of procurement and at first the plan was that a large number of the successful LMS 'Jinty' 0-6-0Ts would be manufactured, but Hunslet Chairman Edgar Alcock, proposed an alternative solution based on his firm's industrial saddle tank which would be easier to maintain, have a greater route availability, be more powerful and cheaper to manufacture. »

FACTS AND FIGURES	
Designer:	Hunslet Engine Co
Built:	1943-1964
Withdrawn (BR):	1960-1967
Last in service (industry):	1982
Builders:	Hunslet Engine Co, Andrew Barclay, WG Bagnall, Hudswell Clarke, Robert Stephenson and Hawthorns, Vulcan Foundry, Yorkshire Engine Co.
Purpose:	Goods and shunting
LNER number series:	8006-8080
BR number series:	68006-68080
Total in class (all variants):	460
Number in BR service:	75
Power classification:	'4F'
Wheel arrangement:	0-6-0ST
Weight:	48tons 4cwt
Driving wheel diameter:	4ft 3in
Length:	30ft 4in
Wheelbase:	11ft 0in
Boiler:	Parallel
Boiler diameter:	4ft 3in
Boiler length:	10ft 2in
Boiler pressure:	170psi
Cylinders:	Two inside, 18in x 26in
Tractive effort:	23,870lbs
Coal capacity:	2tons 5cwt
Water capacity:	1,200gallons



NCB 'Austerity' 0-6-0ST Fife Area No 18, fitted with a Giesl ejector, heads a train of colliery wagons at Methil on July 14 1969. Mike Fox/Rail Archive Stephenson.

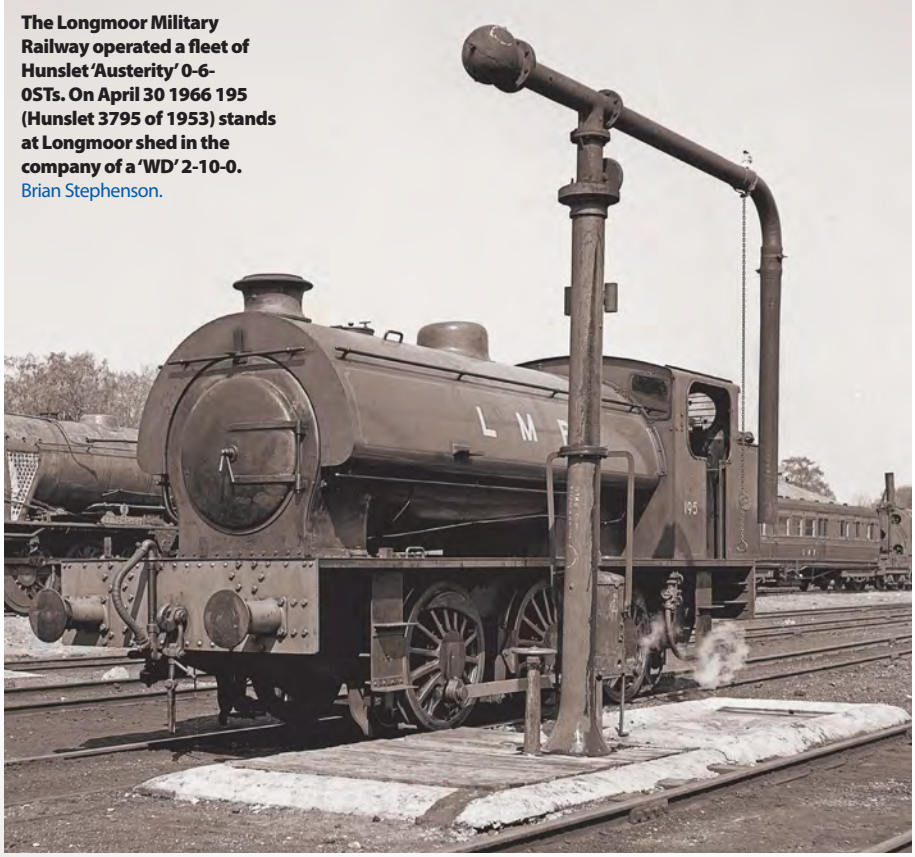
The proposal was accepted and work immediately began on a suitable design.

The Ministry's specifications called for a locomotive that could work for up to two years with minimal maintenance while being able to start a train of around 1,000tons on the level and also being able to haul 300 tons up a 1-in-50 gradient. To achieve this some modifications were made to the existing Hunslet design, in particular the driving wheel size was increased from 4ft ½ in to 4ft 3in and coal capacity was increased by 5cwt to 2ton 5cwt. There were also changes to the firebox and heating surfaces. The first locomotive to the new specification – officially designated as the Hunslet 50550 class - was completed in 1943, following which the drawings were distributed to the other manufacturers, with Hudswell Clarke and RSH managing to quickly outshop some in the same year.

Most of these were turned out in dark green with six inch high lettering but some were khaki.

Early examples went to the Longmoor Military Railway while others went to the Ministry of Power. Of interest was that the Longmoor locomotives, and those which were sent to the Shropshire and Montgomeryshire Railway, were fitted with vacuum ejectors and train braking equipment so that they could be used on passenger trains. In time, of course, many were shipped to Europe where they proved pivotal in getting continental railway systems up and working again as the allies advanced towards Germany.

When the Second World War ended in 1945 the country found itself the owner of a large fleet of these engines, 377 having been built by this time. Many were in mainland Europe and consequently 27 were loaned to Dutch State Railways while 11 went to the Dutch State Mines. Some were sold to industrial users in France and Belgium while six were sold to the Chemins de Fer Tunisiens in North Africa. Others were sold to the Port of London Authority, the Manchester Ship Canal Railways and to various steel works and industrial plants in the UK.



The Longmoor Military Railway operated a fleet of Hunslet 'Austerity' 0-6-0STs. On April 30 1966 195 (Hunslet 3795 of 1953) stands at Longmoor shed in the company of a 'WD' 2-10-0. Brian Stephenson.

The largest number of sales was made to the National Coal Board (NCB) which adopted the design as its standard shunter, liking them so much that it had new batches built until 1964. The War Department also retained 90 for use at its own depots in the UK and again ordered a new batch for itself in 1952.

MAIN LINE SERVICE

During the war the London and North Eastern Railway (LNER) had been responsible for the maintenance of 25 of the class which had been allocated to working open cast coal sites in their area for the Ministry of Fuel and Power and once hostilities ceased it was able to obtain one of these on loan for trials.

At the time the LNER needed more heavy shunting locomotives but materials were in short supply and there was little possibility of building more of its standard 'J50s' (HM104). Instead the LNER took 75 of the surplus 'Austerities' and adapted them for its own use. Of these 29 came straight out of military service in the UK, 40 were unused but in storage while six were still under construction at Andrew Barclay and Co. Many needed urgent repairs and all were modified to LNER standards, including the fitting of new cab seats, side doors and different lamp irons. Some also had their coal bunkers extended

LNER 'J94' 0-6-0ST 68037 (ex-WD 75322, Vulcan Foundry 5312 of 1945) approaches Darlington with a lengthy down transfer goods on June 13 1964. Gordon Hepburn/Rail Archive Stephenson.

upwards to provide additional capacity, a modification that entailed adding a rear ladder and steps. The locomotives were designated 'J94' under the LNER system.

Employed on heavy shunting and trip work, the 'J94s' were allocated to a number of sheds with Immingham having the largest allocation of 25. Later in British Railways days the class became widespread with examples working to Brymbo in North Wales and on the Cromford and High Peak Railway in Derbyshire as well as in traditional shunting yards in the North East.

Meanwhile production of similar engines continued for industrial customers with Barclay, Bagnall, Yorkshire Engine Co and Hunslet all producing examples between the end of the war and 1964. The bulk of these went to the National Coal Board, while others went to the steel industry and to the War Department.

In 1961 Hunslet began rebuilding former War Department locomotives to reduce smoke emissions in an attempt to counter the effects of the Clean Air Act . These were fitted with an underfeed stoker and modified grate designed to consume all unburned gasses. Part of this modification was that a Giesl ejector was fitted in place of the chimney. Locomotives so treated were sold on and all were given new Hunslet works numbers, even though many had originally been built by other companies.

On the main line, the 'J94s' gradually lost work to diesel shunters during the 1950s and consequently the first withdrawal took place in 1960. Six were sold to the NCB between 1963 and 1965 and the final example was withdrawn from the Cromford and High Peak line in 1967. Those in industrial service also dwindled during this period but some hung on until the 1970s with the very last being withdrawn in 1982.

The Cromford and High Peak Railway was one of the last bastions of 'J94' operation on the BR network. On April 30 1967 'J94s' 68012 (Hunslet 3174 of 1944) and 68006 (Hudswell Clarke 1755 of 1944) storm up Hopton Incline with the SLS 'Cromford & High Peak Farewell' special. Brian Stephenson.

PRESERVATION'S SAVIOURS?

As the preservation movement got under way the Hunslet 'Austerity' was seen as an ideal locomotive, particularly for start-up operations. Two of the former BR examples escaped from the scrapyard, 68077 is currently at the Spa Valley Railway after initially being preserved at the Keighley and Worth Valley Railway. This locomotive had been sold off to the NCB in 1962 after decades shunting at Immingham, ensuring that it survived long enough to be preserved. 68078 is at a private site in Sellindge following a second career with the NCB at Widdrington disposal point.

Remarkably there are around 68 other 'Austerities' preserved with examples in the UK and in Holland. These mostly have come out of industrial service and as may be expected at any one time a large proportion are either under restoration or rebuild. One or two have also been dramatically rebuilt, with one acquiring side tanks and masquerading as 'Thomas' while another has gained a tender and runs without its saddle tanks.

It is an interesting to note that there are more of these engines preserved than of all the BR 'Standard' classes put together, surely making them the most successful preserved locomotive of all time?

Given the long pedigree of successful designs from the Hunslet Engine Company it is no surprise that the 'Austerity' was a master of the work for which it was proposed. That it has continued to be so right into the age of preservation is a great credit to both its designers and to the many companies that built them over a period of more than 20 years.

'USA' tank docks

Bachmann has filled an interesting gap in the Southern Region tank engine department with this exclusive commission of the 'USA' 0-6-0T. **MARK CHIVERS** inspects this attractive new arrival.

WITH so many of the popular prototypes now available ready-to-run in model form, increasingly we are seeing models once considered niche appearing as mainstream projects, not just from the big manufacturers, but through retailers and individuals alike. One such example is this long-awaited 'OO' gauge USA 'S100' 0-6-0T, manufactured for Bauer Media by Bachmann.

Built during the Second World War, following a rapid design and approval process which took just one week, the fleet of 382 United States Army Transportation Corps (USATC) 0-6-0Ts were destined for deployment on railways in mainland Europe and beyond.

Following the end of the war, railway companies soon began to look at building new locomotives. With a need for new shunting locomotives at its Southampton Docks complex, the Southern Railway (SR) considered its options and trialled a previously stored example in 1946. The trials proved a success, and 15 were subsequently purchased. All but two were from a batch built at the Vulcan Iron Works in Pennsylvania.

Following acquisition, 14 were modified for use and put to work on freight and passenger traffic within Southampton Docks. Renumbered 30061 to 30074 following nationalisation and classified '3F' these 10ft wheelbase 0-6-0Ts became synonymous with the docks until replaced by diesel shunters during the early 1960s. Four former SR examples have been preserved.

THE MODEL

Our sample represents 30069 in BR black with early crests and carries a 71A (Eastleigh) shedplate, the depot where it was withdrawn in 1962.

Straight from the box you get the sense that this model is something special with its rugged and austere appearance, capturing the look of the American prototype to a tee.

Head-on, the distinctive smokebox door catches the eye with its U-shaped metal handrail and SR-style six-position route indicator lamp irons. The busy front end also features exquisite boiler side steps, pipework and mechanical lubricator while two boiler mounted sand boxes and the boiler dome are each neatly represented, together with a fine

THE DETAILS	
Supplier:	*www.modelrailoffers.co.uk*
Cat No:	MR-103
Description:	USA 'S100' 0-6-0T 30069, BR black with early crests
Price:	£124.95
Scale:	'OO'
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

"Straight from the box you get the sense that this is something special."

MARK CHIVERS

chimney, whistle and safety valves.

The distinctive slab-sided angular water tanks and fillers look the part as does the flush-glazed cab. Closer inspection reveals a well-appointed moulded cab interior with backhead detail and a separately fitted regulator handle picked out in silver. Fine grilles protect the glazing to the rear, while tiny metal grab handles are fitted either side of the coal bunker.

Decoration is excellent with a high quality, evenly applied satin black paint finish – as we would expect from a Bachmann production - and crisply printed British Railways crests, numbers and small details such as the legible Vulcan Iron Works plate on our sample.

PERFORMANCE

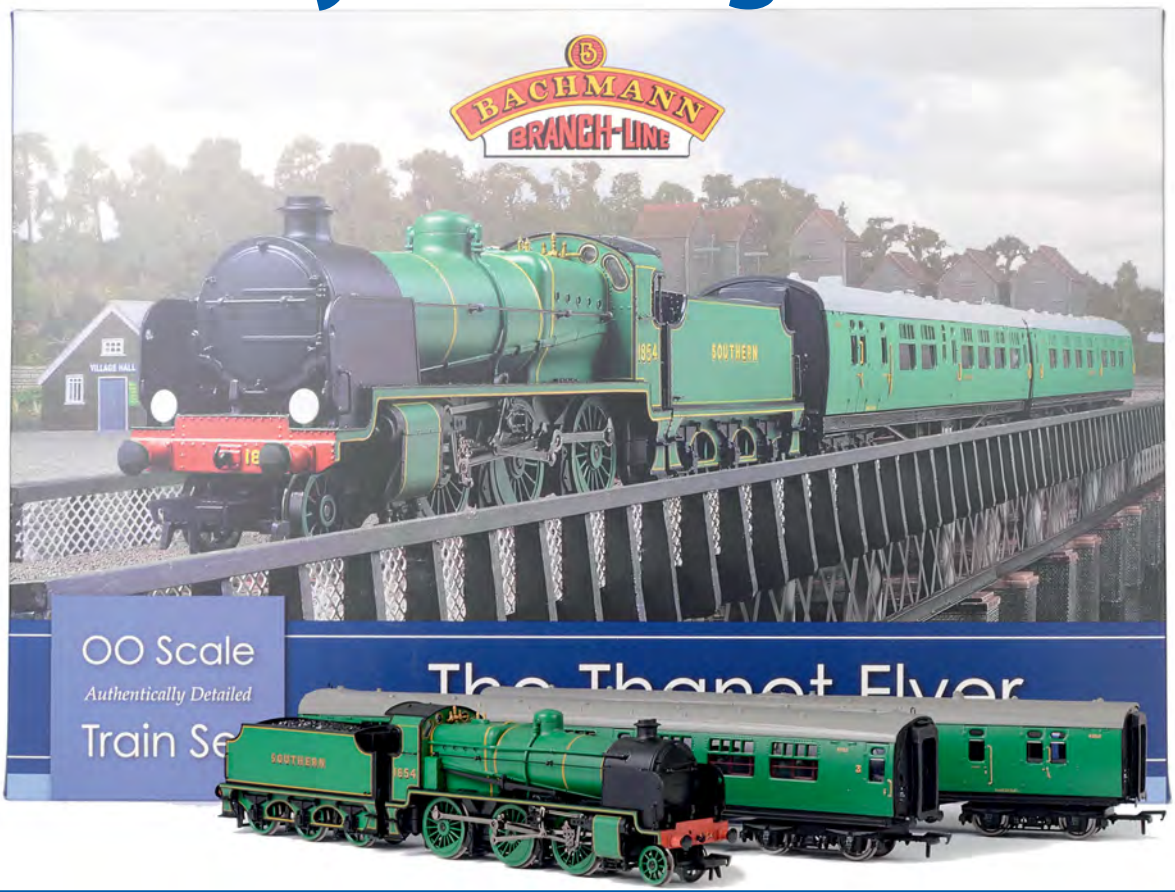
Performance was equally impressive, the model operating smoothly and incredibly quietly through a range of speeds aided by its heavy die-cast chassis and wiper blade pick-ups to all wheels. Demonstrating sure-footedness throughout, our sample proved capable of hauling seven Mk 1 carriages on the level on *Hornby Magazine's* office test layout.

A 6-pin Digital Command Control (DCC) decoder socket is fitted midway along the chassis for digital installations. Sound fitment could present a challenge – as is often the case with small tank locomotives – but there is potential for those with a creative mind. Body removal and access to the chassis is illustrated in a welcome new-style instruction manual which also provides location details for small parts such as bufferbeam pipework, brake rodding and the front drop plate, where carried.

Metal buffers, darkened metal Walschaerts valve gear, moulded pipework, sturdy metal cab steps, brake shoes in line with wheels, fine sandpipes and small tension lock couplings in NEM pockets complete this attractive new release.

While on the face of it this model may have limited appeal, given the wide range of liveries and variants available - ten in total - it is sure to be a must-have release for modellers of Southern, military, industrial and preserved prototypes alike. (MC)

Thanet Flyer analogue train set



Loads take flight

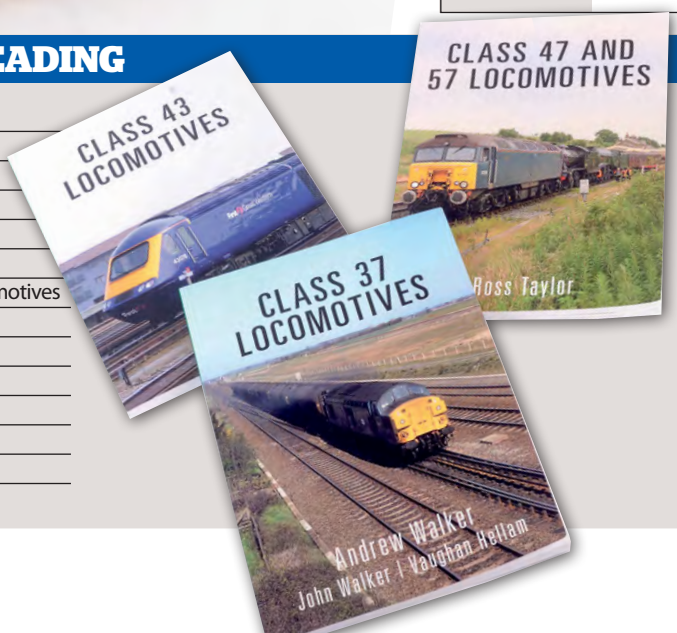
If you're looking for something a little different to place in a goods yard or on a 'OO' gauge bogie bolster wagon, this accessory pack of aircraft parts from Proses might fit the bill. Each pack contains four grey plastic aircraft internal wing ribs, together with a fine fret of laser-cut wooden supports.

Simple to assemble, the wooden parts are easily removed from the fret with a sharp craft knife and can be glued together to form the supports, upon which the wing ribs are then secured, to create two separate wagon loads. Perfect for adding variety to goods train formations. (MC)

THE DETAILS	
Supplier:	*www.bachmann.co.uk*
Cat No:	PHL-K-003
Description:	Aircraft wing ribs
Price:	£7.95
Scale:	'HO'/'OO'

RECOMMENDED READING

Title:	Class 37 Locomotives
Author:	Andrew Walker
ISBN:	978 1 4456 5737 0
Title:	Class 43 Locomotives
Author:	Andrew Cole
ISBN:	978 1 4456 5901 5
Title:	Class 47 and Class 57 Locomotives
Author:	Ross Taylor
ISBN:	978 1 4456 6089 9
Author:	Kevin Derrick
Publisher:	Amberley Publishing
Website:	*www.amberley-books.com*
Price:	£14.99
Spec:	96 pages, softback



AVAILABLE FROM Amberley Books is this series of pictorial titles on selected classes of BR traction.

For review we received three volumes on Class 37, Class 43 (HST) and Class 47 and Class 57 diesel locomotives. Each book includes an introduction to the class together with a good selection of captioned pictures of the class through time.

With around 200 photographs of the Class 37, Andrew Walker's book

NEW in from Bachmann is this Southern Railway (SR) inspired 'OO' gauge train set, The Thanet Flyer, containing Maunsell 'N' 2-6-0 1854 in SR malachite green and a pair of Bulleid carriages - Corridor Composite 5723 and Semi-Open Brake Third 4302.

Contained within is a circuit of 'OO' gauge set track to create a 4ft x 3ft (1,250mm x 910mm) oval consisting of eight second radius curves and two 335mm long straights. A power clip, analogue controller and transformer are also included together with a poster backed with ideas for expanding your layout with the Bachmann range. Useful maintenance tips are included too.

The train itself is turned out in matching Southern Railway malachite green livery with the 'N' having excellent application of its colour scheme. Both carriages also feature a light grey roof with door handles and handrails picked out in brass and door droplights in silver.

Small fixed tension lock couplings are fitted to both carriages and one end of the 2-6-0 (the tender is fitted with an NEM coupler pocket) while a selection of detailing parts, such as a set of SR route indicator discs, are also included.

Attractively packaged, this latest train set from Bachmann contains all you need to get started making this a great introduction to railway modelling. (MC)

THE DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	30-165
Description:	The Thanet Flyer train set
Price:	£179.95
Scale:	'OO'
Era:	3
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks

Proses tests voltages

This useful device from Proses is designed to detect different track voltages with the different lights showing different voltages. Suitable for 'Z' to 'OO' gauge analogue and digital applications, it is simple to use and available now. (MC)

THE DETAILS	
Supplier:	*www.bachmann.co.uk*
Cat No:	PVT-001
Description:	Track voltage tester
Price:	£14.95
Scale:	'Z'/'N'/'TT'/'HO'/'OO'

contains plenty of evocative views of the locomotives hard at work, particularly in BR blue days, and covers many of the liveries carried through the years.

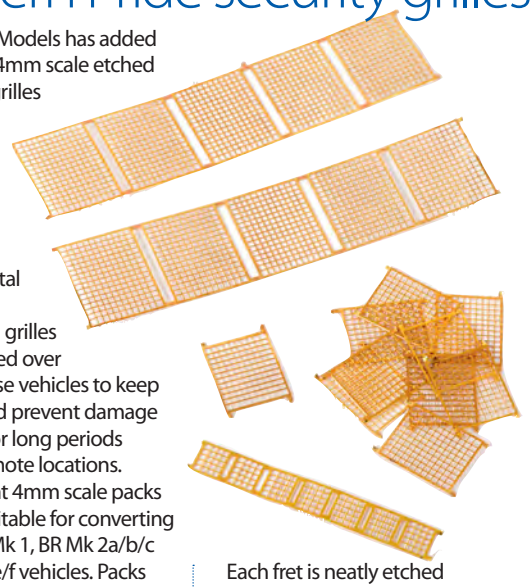
The album on the High Speed Train Class 43 power cars also features a good selection of the myriad liveries witnessed during the past 40 years of passenger service, together with mixed formations and a few detail shots of power cars on their own, coupled back-to-back and also being hauled between depots by diesel locomotives - all useful inspiration for modellers.

Finally, the combined Class 47 and Class 57 volume from Ross Taylor majors on the locomotives since privatisation of the railway and also highlights the many colourful liveries applied to both classes as well as focusing on the trains they hauled.

Useful pictorial references for modellers, these volumes act as a gentle reminder of how quickly the rail scene evolves. (MC)

Southern Pride security grilles

Southern Pride Models has added a new range of 4mm scale etched window mesh grilles to its range, designed to enable BR Mk 1 and BR Mk 2 carriages to be converted into departmental or engineering examples. Mesh grilles were often placed over windows of these vehicles to keep them secure and prevent damage when stabled for long periods of time or at remote locations.



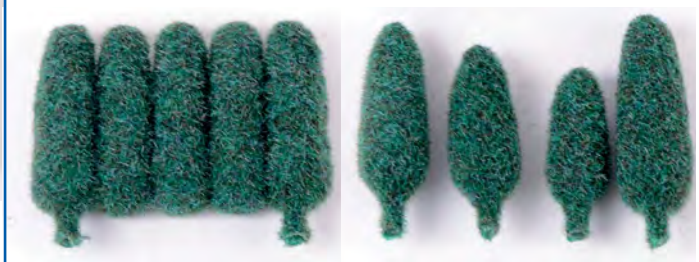
Seven different 4mm scale packs are available, suitable for converting 'OO' gauge BR Mk 1, BR Mk 2a/b/c and BR Mk 2 d/e/f vehicles. Packs include BR Mk 1 19.5mm x 15mm grilles, 15mm x 12.5mm BR Mk 2a/b/c corridor window grilles and a smaller pack containing 5.5mm x 6.5mm small multi-purpose grilles.

Each fret is neatly etched and simply requires separating from the carrier, cleaning up and fixing in place over the appropriate carriage windows.

Available now. (MC)

THE DETAILS	
Manufacturer:	www.southernpridemodels.co.uk
Cat No:	P401
Description:	BR Mk 1 standard window security grilles (x10)
Cat No:	P402
Description:	BR Mk 1 and BR Mk 2 a/b/c corridor window security grilles (x10)
Price:	£4.75
Cat No:	P407
Description:	Multi-purpose small window security grilles (x6)
Price:	£2.75
Scale:	'OO'
Era:	7-9

Busch conifers are a 'SURE FIR' SUCCESS



New to the Busch range of 'HO' scale detailing accessories are these Leylandii conifer trees. Each pack contains three sprues, each with four separate conifers in three sizes - 12 in total - and three sets of five moulded conifers in a row – 15 in total. The latter are particularly useful for placing together to create a tight-knit row of conifers in a garden or back yard. Each sprue is moulded in plastic and features a coating of dark green static fibre material. A quick and effective way of creating scale borders. (MC)

THE DETAILS	
Supplier:	*www.goldenvalleyhobbies.com*
Cat No:	1270
Description:	Leylandii Conifers
Price:	£10.40
Scale:	'HO'
Era:	Any

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Fresh thinking...

New technology is breeding new ideas. **PAUL CHETTER** describes how Bachmann have updated the chassis of the venerable 'V3' 2-6-2T to equip it for potential DCC sound installation and puts it to the test.

A CHASSIS update was long due for Bachmann's 'V3' 2-6-2T and it's running characteristics were covered in HM110. It was one of Bachmann's very first new models in the early 1990s and until now previous versions had relied on the old and outdated split chassis design. That chassis had no facilities for installing even a standard motor decoder making it a difficult choice for those using DCC.

That Bachmann took the opportunity to equip the model not only for Digital Command Control (DCC) readiness, but to include features to simplify fitting of DCC sound is a welcome move. The inclusion of a Next18 decoder interface brings things right up to date.

To fit a non-sound DCC decoder could hardly be simpler. Remove one screw, separate body and chassis, remove blanking plug, install decoder, refit body to chassis and secure with screw. What is more surprising is that because of the preparation for its installation at the design stage, adding sound is equally straightforward. This is something that for several years we at *Hornby Magazine* have been lobbying manufacturers to provide.

In each case, the decoder must be of the Next18 interface. This will be new to many readers, but you will be seeing a lot more of it from now on with Bachmann firmly committed to replacing its 6-pin socket locomotives with upgrades to Next18 and DJ Models also revealing it will be using the socket type for its new Class 92 in 'N' (see Update).

What is a Next18 decoder? Essentially it's a non-wired connection which provides multiple Function Outputs and a standardised format guaranteed to fit into models having the Next18 interface. A predetermined space is provided for the decoder, as each Next18 decoder is designed to fit within a given footprint.

Bachmann branded non-sound Next18 decoders are supplied by Zimo, and are identical to the Zimo MX618N18 which is a top link item. For this installation I chose the MX658N18 sound decoder as the basis for my conversion.

DESIGNED CLEVER

Introduction of the Next18 decoder socket goes further than just a different socket design. Making life considerably easier for the modeller, the chassis has solder pads on the printed circuit board (PCB) to which speaker wires can be connected and a dedicated route for the speaker wires through three separate built-in retaining guides. Provision has been made to fit a 12mm x 15mm x 9mm cube speaker at the front of the chassis ahead of the motor. These 8 ohms speakers are ideally matched to the MX658N18. Another feather in Bachmann's cap is the inclusion of comprehensive sound fitting instructions with clear diagrams, though you will find a couple of extra tips in the step by step guide which follows.

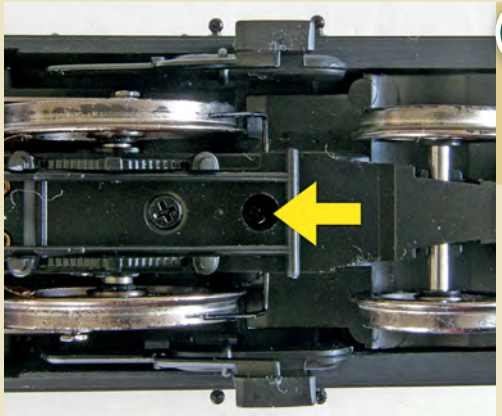
And there is more. There are additional solder pads for front and rear light operation which tempted me to add working locomotive lamps. It's a pity that more pads for the decoder's other function outputs aren't provided but hopefully in later models this will be addressed as it would allow separate control of tail lamps, cab lighting and more.

To provide realistic lighting I used the working LNER locomotive lamps from the DCC Concepts range. These, painted white, claim to be 'ready to use'. They are really good scale replica lamps but in my experience they benefit from a little extra preparation before installation.

There can be a degree of 'light bleed' both

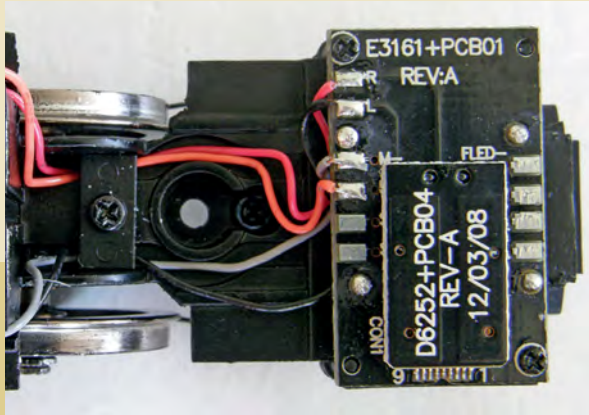
STEP BY STEP INSTALLING SOUND AND LIGHTS IN A BACHMANN 'V3' 2-6-2T

Beginner — Intermediate — Advanced (SKILL LEVEL)



1 Remove this screw to allow the body to tilt forward, releasing the forward retaining lug and allowing the body to be removed from the chassis.

2 This shows the blanking plate fitted to the hidden Next18 socket on the PCB.



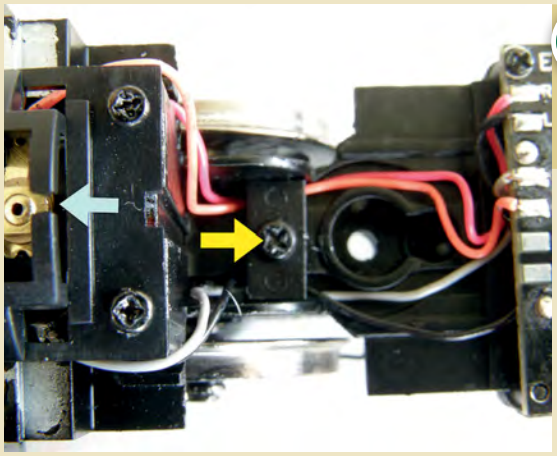
The latest generation LNER 'V3' 2-6-2T features a new chassis design with a Next18 decoder socket and provision for installing a Zimo sugar cube speaker. This internal design makes the sound fitting process straightforward.

through the body of the lamps and more particularly from the open base of each lamp. This is more obvious if you set your lamps to be very bright. To overcome this tendency, I always begin by plugging the base with a very small ball of mastic or Blu Tack.

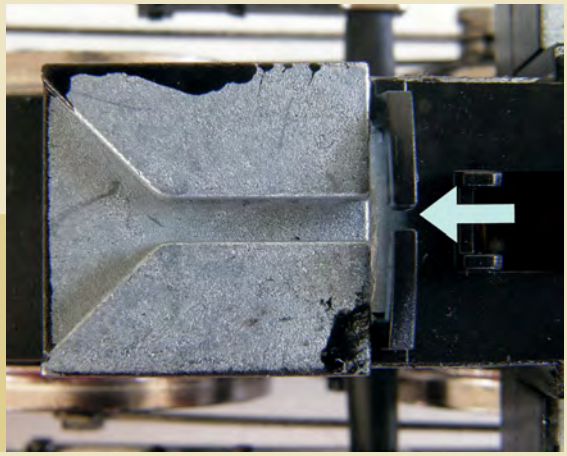
Next, I give the lamp a coating of black paint, avoiding the lamp 'lens'. When this has dried, I then coat with white. An imperfect finish allows the black to show through in parts giving some suggestion of wear and tear. The handles can be modelled in the upright or folded position, useful in this case as the space available for the rear lamp is restricted due to the rear handrail.

I used a 4.7K ohms series resistor in the positive connection of each lamp. This protects the LEDs from over-current and reduces the brilliance to more realistic levels. Final dimming adjustment can be made with CV60 on the decoder as required. I used a cyano adhesive to fix the lamps and wiring in place, with a transition to normal insulated wires for connection to the appropriate (labelled) PCB solder pads.

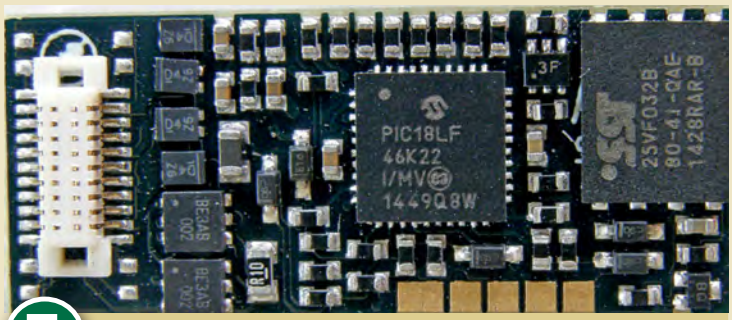
I loaded the decoder with my own custom 'V3' sound project, and then plugged it into its socket prior to refitting the body to the chassis. The Next18 interface is an excellent step forward, but combined with the solder pads and designed-in speaker location it makes the new 'V3' chassis one of the most thoughtful internal designs that we have seen in recent times. It is highly encouraging and for the sound installer it is a brilliant move which makes the process all the more simple.



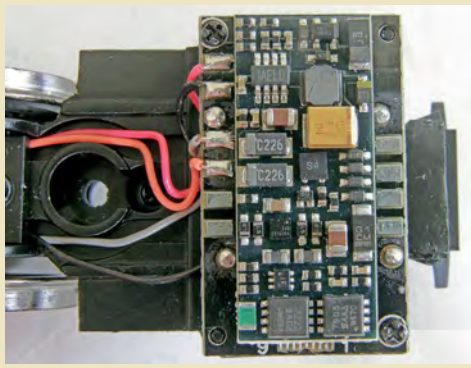
3 The blue arrow points to one of the speaker wiring guides, whilst the yellow shows the guide for multiple wires below the cab floor.



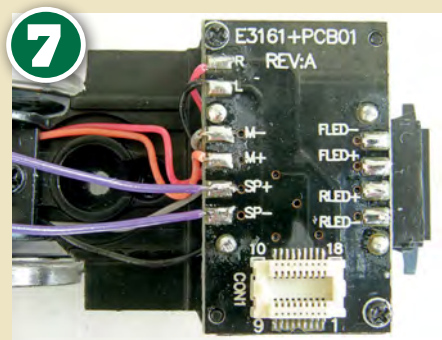
4 The blue arrow highlights the forward speaker wiring guide. In the forward chassis high point, the channel for the wiring, opening up to allow wires to meet the cube speaker connectors, can be seen.



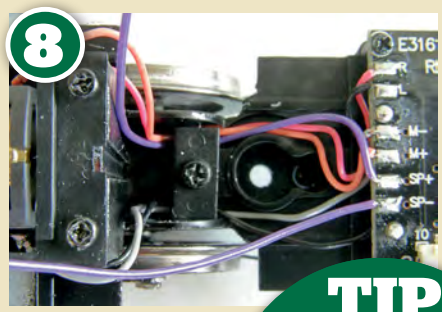
5 A closer view shows the Next18 connector on the left in this picture.



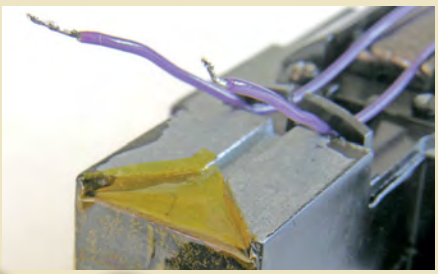
6 The compact size of the decoder is used to good effect by fitting it transversely.



7 The decoder was removed to solder the speaker wires (each wire should be 120mm long) to the PCB.



8 The speaker wires should pass under the screw fitted clamp and in the channels provided.



9 Just to be extra safe, insulate the metal areas near to the speaker's solder points. This will stop any potential for a short circuit occurring. Kapton tape has been used here.

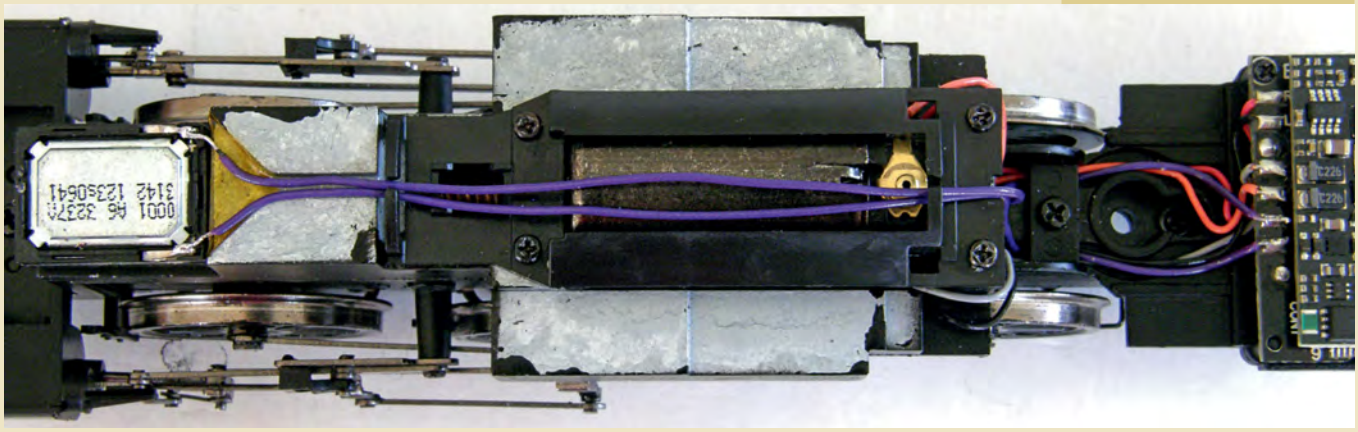
TIP

The clamp is very fiddly to replace if removed. Instead, loosen the screw a couple of turns then feed each wire through as shown. Re-tighten screw afterwards.

WHAT WE USED

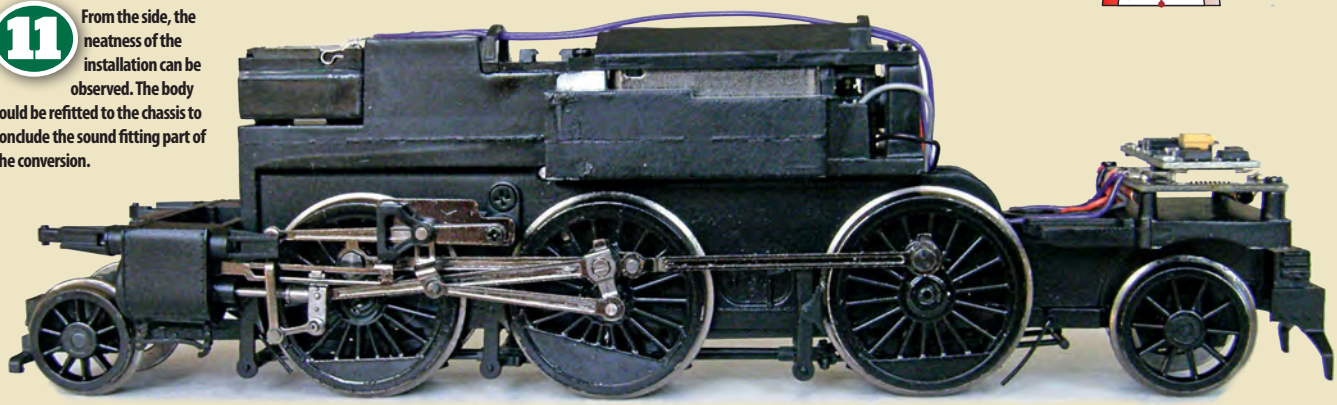
Product	Supplier	Price
Zimo MX658N18 sound decoder	*www.digitrains.co.uk*	£90.00
Zimo 8mm x 12mm cube speaker	*www.digitrains.co.uk*	£9.00
DCC Concepts locomotive lamps	*www.digitrains.co.uk*	£30.00

10 Fix the speaker enclosure to the front of the chassis block and solder the speaker wires to it, ensuring all wires are correctly in place.



Intermediate
Beginner SKILL LEVEL Advanced

11 From the side, the neatness of the installation can be observed. The body could be refitted to the chassis to conclude the sound fitting part of the conversion.



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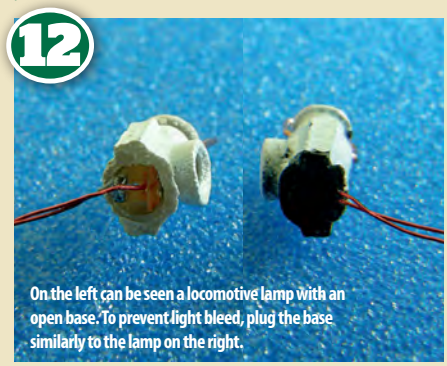


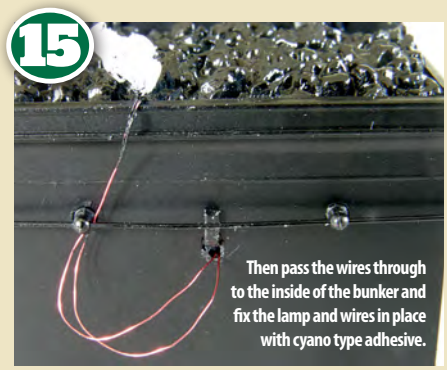
On the left can be seen a locomotive lamp with an open base. To prevent light bleed, plug the base similarly to the lamp on the right.

13

A coating of black paint helps to stop light passing through the plastic body of the lamps. Finish off with a coat of white - but not too white!

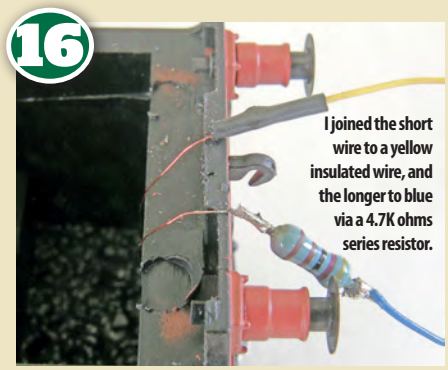
14 I used a 0.5mm drill bit in a pin vice to drill just below the upper lamp iron. Pass the rear lamp wires behind the handrail when installing the lamp.

15



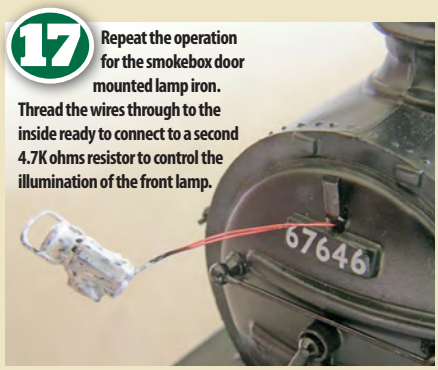
Then pass the wires through to the inside of the bunker and fix the lamp and wires in place with cyano type adhesive.

16



I joined the short wire to a yellow insulated wire, and the longer to blue via a 4.7K ohms series resistor.

17 Repeat the operation for the smokebox door mounted lamp iron. Thread the wires through to the inside ready to connect to a second 4.7K ohms resistor to control the illumination of the front lamp.



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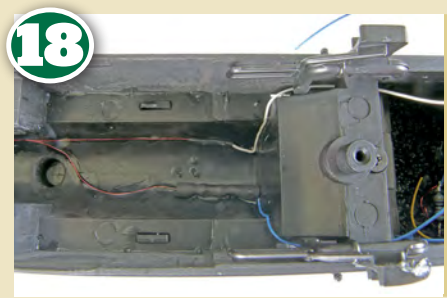
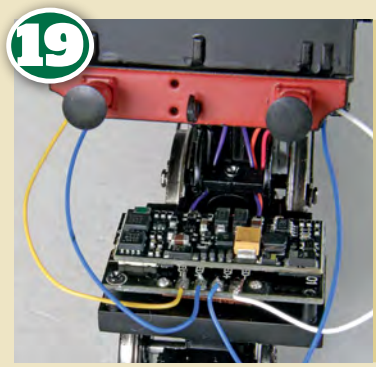


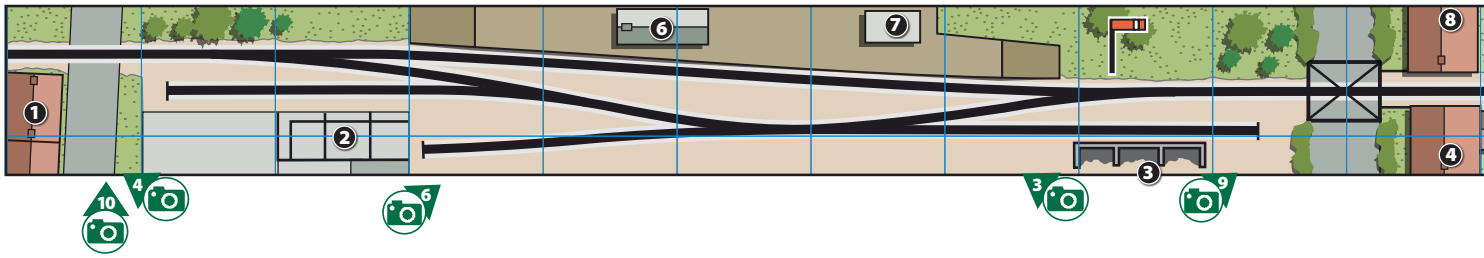
I fixed the wires in place with adhesive, checking that no fouling would occur on reassembly. This is particularly important near the rear driving wheels, but will be safe if passed though the mouldings as shown.

19



One of the beauties of the new PCB design for the Next18 socket are the solder pads for lighting wires. Simply solder the correct wire to the correct pad (with the decoder and body removed) . White connects to front LED negative, yellow connects to rear LED negative, blue to front LED positive and rear LED positive.

20 A touch of yellow tint tones the whiteness of the LED to something closer to the colour of oil lamps. The rear lamp receives the same treatment and will automatically illuminate if the locomotive runs bunker first when lamps are switched on.



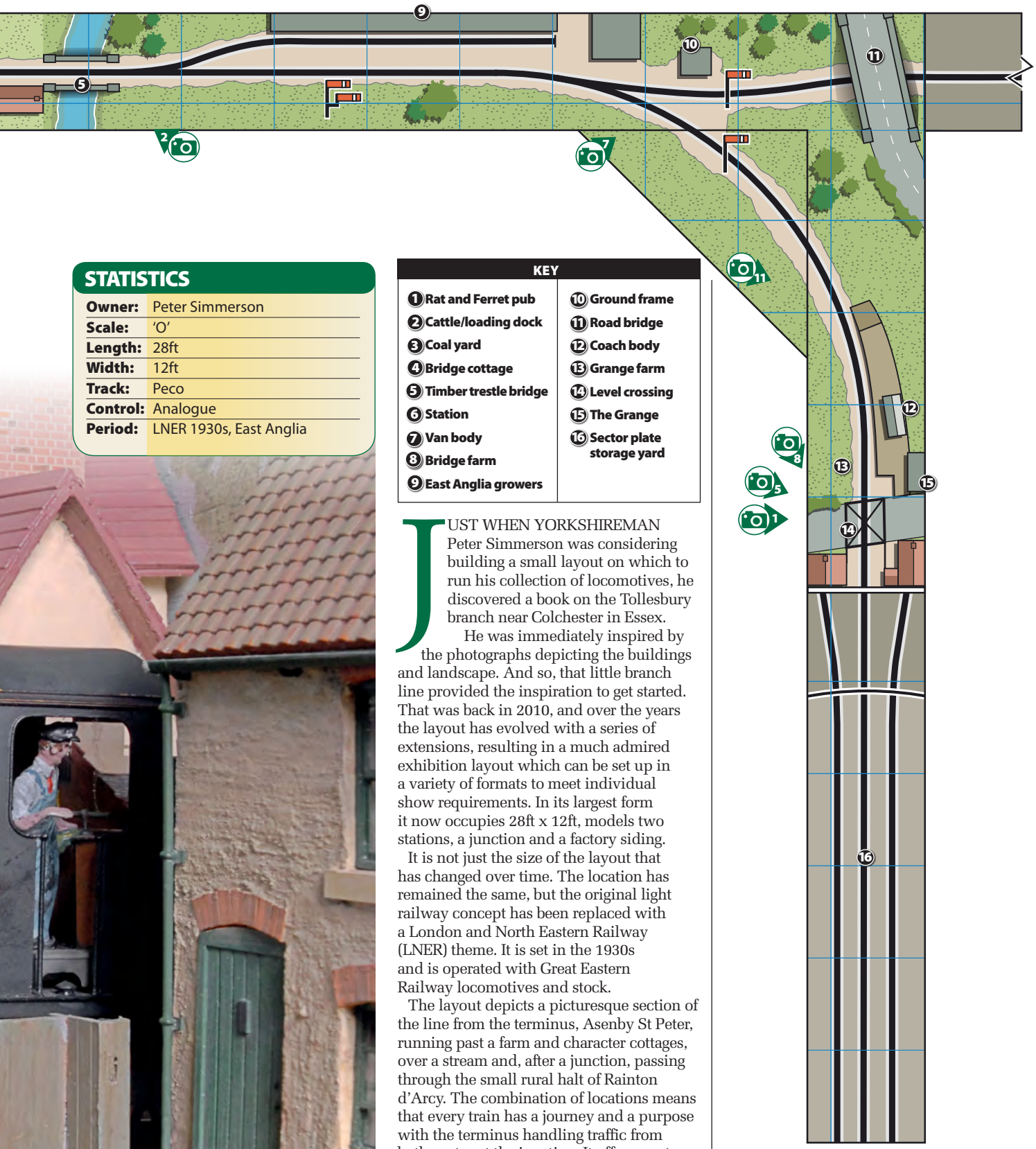
Asenby St Peter

An 'O' gauge exhibition layout set in East Anglia is the latest project for **PETER SIMMERSON,** *who has captured the feel of the area with great effect.*

PHOTOGRAPHY, MIKE BISSET.

1 Conversations continue as 'F7' 2-4-2T 8305 eases across the crossing at Rainton D'Arcy.

ASENBY ST PETER TRACK DIAGRAM (NOT TO SCALE)



STATISTICS

Owner:	Peter Simmerson
Scale:	'O'
Length:	28ft
Width:	12ft
Track:	Peco
Control:	Analogue
Period:	LNER 1930s, East Anglia

KEY

1. Rat and Ferret pub
2. Cattle/loading dock
3. Coal yard
4. Bridge cottage
5. Timber trestle bridge
6. Station
7. Van body
8. Bridge farm
9. East Anglia growers
10. Ground frame
11. Road bridge
12. Coach body
13. Grange farm
14. Level crossing
15. The Grange
16. Sector plate storage yard

JUST WHEN YORKSHIREMAN Peter Simmerson was considering building a small layout on which to run his collection of locomotives, he discovered a book on the Tollesbury branch near Colchester in Essex.

He was immediately inspired by the photographs depicting the buildings and landscape. And so, that little branch line provided the inspiration to get started. That was back in 2010, and over the years the layout has evolved with a series of extensions, resulting in a much admired exhibition layout which can be set up in a variety of formats to meet individual show requirements. In its largest form it now occupies 28ft x 12ft, models two stations, a junction and a factory siding.

It is not just the size of the layout that has changed over time. The location has remained the same, but the original light railway concept has been replaced with a London and North Eastern Railway (LNER) theme. It is set in the 1930s and is operated with Great Eastern Railway locomotives and stock.

The layout depicts a picturesque section of the line from the terminus, Asenby St Peter, running past a farm and character cottages, over a stream and, after a junction, passing through the small rural halt of Rainton d'Arcy. The combination of locations means that every train has a journey and a purpose with the terminus handling traffic from both routes at the junction. It offers great entertainment for the operating crew and onlookers alike with a variety of movements being possible along the layout's length.

The baseboards have been built in the traditional method of plywood tops on softwood timber frames. The scenic boards are 5ft long but only 15in wide. They form a modular system which can be erected in a straight line of varying length or in a 'Y' formation. The trackwork is all Peco, as are the turnouts except for one which is scratchbuilt. Operation of the points is by solenoids in the form of the solid and trusty H&M motors. The track is ballasted with 'N' gauge granite chips which Peter believes gives a more to scale appearance than the larger ballast. It is set in place with diluted PVA glue, as is now tradition for hundreds – if not thousands – of model railways.

Servos operate the signals which were »

constructed from Model Signal Engineering components, and locomotive control is by traditional analogue. There are no plans at present to embrace Digital Command Control.

BUILDING DESIGN

Peter's professional experience as an architect was invaluable when it came to designing and constructing the distinctive buildings which bring so much character to the layout. Some have been built solely with plasticard, but others have foamboard or corrugated cardboard as the core material, with an outer skin of plasticard. Peter has found that with corrugated cardboard, gluing two layers together with the corrugations set at right angles results in a building material which is not only strong but also light - a consideration when baseboards have to be lifted and carried.

To create the wall finish on many of the buildings, Peter has used a mix of household filler and PVA adhesive which when thoroughly dried out is painted with matt acrylics. One nice touch is where patches of roughcast have broken away, exposing the brickwork underneath.

For the buildings with a brick finish, Peter has used Slaters embossed plastic sheet. Wills embossed plastic has been used for the Pantile roofs. Although intended for 4mm:1ft scale, these tiles have a very acceptable appearance in the larger scale. The tiles for the plain tile roofs have been produced with strips of thin card from cereal packets.

The wooden clad station building at Asenby St Peter is plasticard with the wood planking created from cardboard strips, which have also been used on the other buildings which feature wood cladding. Embossed brick plastic sheet was the chosen material for the road overbridge, while the wooden bridge over the stream was built from stripwood from the local DIY store. The rough surface of the platforms at both stations was created with Greenscene textured paint and gives a pleasing rendition of a rough stone finish typical of rural railways.

Being in a country setting, Asenby St Peter has a considerable amount of greenery. The large trees were produced with wire armatures covered with Woodlands Scenics foliage, and Greenscene scatters create the colour in the attractive flower beds of the cottage garden next to the Rainton d'Arcy level crossing. Shrubbery was shaped with »

3 'J68' 7048 waits to depart the signal platform at Asenby St Peter.

4 The Rat and Ferret pub marks the end of the line for the Asenby St Peter branch.

LNER 'J68' 0-6-0T 7048 crosses the timber trestle bridge on departure from Asenby St Peter.

Detailed cameo scenes have been created around the railway.

LNER poster boards adorn the timber clad station building as 'J69' 0-6-0T 7054 enters the station with a rake of six and four-wheel stock.

7 The 'J70' tram engine joins the main line at the junction with a pair of Wisbech and Upwell carriages.

8 The scratchbuilt Sentinel railcar crosses the road at Rainton D'Arcy.

rubberised horse hair. The chosen material for the embankments is hanging basket liner.

FINISHING TOUCHES

It is, of course, the finishing touches that make a layout stand apart and provide a convincing experience for the exhibition visitor. Asenby St Peter certainly has plenty to draw the eye including hens in the farmyard, swans in the stream, beautifully painted and carefully placed figures, and period farm machinery from Duncans Models. Outside the Rat and Ferret pub, beer kegs, a Corgi Bedford bus and an ABS Models Austin Seven create a convincing portrayal of tranquil rural life. To complete the picture, a subtle backscene has been hand painted by Peter, using acrylic paints applied to a very light blue background.

The locomotives and rolling stock are a mix of kit and scratchbuilt. The locomotives and tram engine are built from Connoisseur kits, the 'J68' 0-6-0T by fellow modeller Martin Smith. David Lloyd was responsible for the scratchbuilding of the delightful Sentinel steam railcar. Other locomotives on the roster include a pair of 'J15' 0-6-0s – no East Anglian layout would be complete without at least one of these goods engines – an 'F5' and 'F7' 2-4-2T and a 'J69' 0-6-0T amongst others. Coaching stock and the grounded coach body on the Rainton d'Arcy platform are kitbuilt, a couple of brake vans have been scratchbuilt in plasticard to further vary the goods fleet.

Asenby St Peter, in its various formations has attracted much good comment at several major exhibitions, including Guildex at Telford, York and Wakefield and Peter is extremely appreciative of the help and support of his regular operating crew. Asenby St Peter was photographed during its visit to the 2015 exhibition organised by the Glasgow group of the O Gauge Guild.

It is not only with his own layout that Peter can entertain the public through model railways. He is one of the team responsible for the running and looking after of the resident model railway at the National Trust's Ormesby Hall near Middlesborough.

Asenby St Peter continues to be a popular exhibit on the show circuit and it will continue to be so for many years to come. Hrnl

9 Worsdell 'J15' 0-6-0 7846 makes its final approach to the terminus, squeezing between the rural buildings.

10 A Bedford OB arrives outside the station with a new group of passengers.

11 With new Gresley non-corridor stock behind 'F7' 2-4-2T 8305 draws to a halt at Rainton D'Arcy.

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A country station scene in three kits...

PO232

The country station is based on designs by the Cheshire Lines Railway and the Manchester, Sheffield and Lincolnshire Railway Companies.

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PN822 N Stable Block - £5.75
PN823 N Fountain Set - £5.75

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PO503

PO511

PO502

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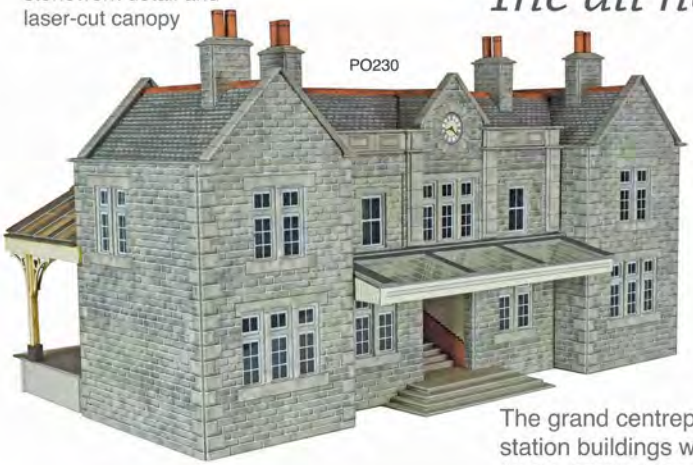


PO230

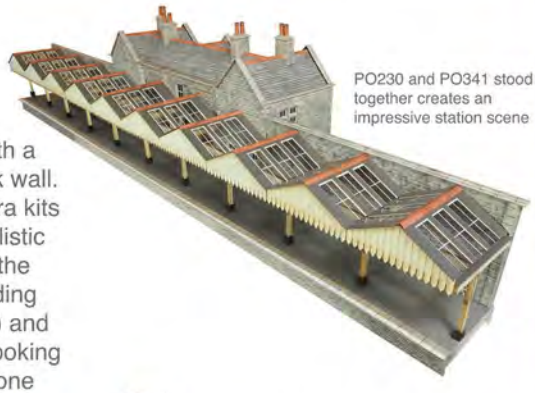
NEW RELEASE
00 Booking Hall
PO320 - £22.99

Designed to stand alongside Wall-Backed Canopy and Platform Canopy kits

PO230 platform side

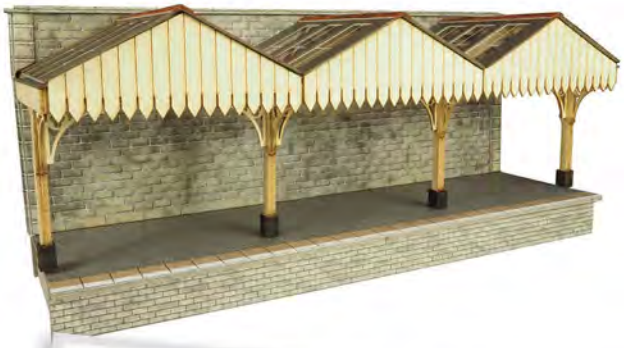
The grand centrepiece and first in a new range of redesigned station buildings with more to follow. New features include finely detailed laser-cut platform canopy and fine die-cut recessed windows.

PLEASE NOTE: Our 'All New Mainline Station' range does NOT match with our older versions PO230, 231 & 234. More add-on kits to go with the new range due out soon.



PO230 and PO341 stood together creates an impressive station scene

NEW RELEASE
00 Wall-Backed Canopy
PO341 - £15.99



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 out free-standing Platform Canopy Kit (below) and fits alongside the new 00 Booking Hall (right). All match the Stone Platform Kit (below)

00 Platform Canopy
PO340 - £14.99

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

PO502

PO517

PO501

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.

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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

Sleeper TRAINS

Although rarely modelled, 'sleeper' trains have been part of the railway scene for almost two centuries, and with new vehicles now under construction for Anglo-Scottish services they have a bright future ahead of them, as **EVAN GREEN-HUGHES** *describes.*

Right: **First Great Western's 57602 leaves Hayle with the 11.45pm Paddington-Penzance 'Night Riviera Sleeper' on June 23 2012.** John Chalcraft/Railphotoprints.co.uk.

Below: **Imagine waking to the sound of a Stanier 'Duchess' on Beattock bank being banked by a Fairburn tank! In July 1958 'Duchess' 46256 *Sir William Stanier, F.R.S.* climbs Beattock near Greskine with a Euston to Glasgow sleeping car train.** W.J. Verden Anderson/Rail Archive Stephenson.

WHEN, in April 2018, the first of 75 new 'sleeper' coaches for services between London and Scotland come on stream they will bring a whole new definition to the concept of luxurious train travel.

Spanish manufacturer CAF is building coaches that will have First Class bedrooms with en-suite facilities as well as brasserie-style bar and eating facilities. For those travelling on a budget there will be pod flat beds, cradle seats or the alternative of a Standard Class compartment. Specialist designers have been hired to produce the ultimate in sleeping experiences with the project rolling out at a cost of £172m. The new trains will be hauled by Class 92 electric locomotives while 'under the wires' and rebuilt Class 73/9 electro-diesels when travelling beyond Glasgow or Edinburgh.

It wasn't long ago that the prospects for UK sleeper trains weren't quite so bright. Back in 2005, the London Paddington-Penzance 'Night Riviera' was under real threat of closure. Concerted lobbying by politicians and a 7,000 strong campaign (led by *Hornby Magazine* sub-editor Andrew Roden) ensured its survival. In Scotland, the Fort William 'sleeper' was threatened in the 1990s, but again people power saved the train.

Now, with new coaches promised in Scotland and a massive revamp of the 'Night Riviera' for the Great Western Main Line in prospect, the pendulum has swung firmly in favour of retaining a truly unique experience that provides a lifeline service to the communities it serves.

There is something very special about closing the bedroom curtains in London and open them again to reveal the wide expanses of Rannoch Moor or the holiday beaches of Devon or Cornwall. Arriving at your destination early in the morning fully relaxed and without any of the stresses of a long road journey or air travel is an experience not to be missed.

The world's first sleeping car was designed by Philip Berlin, manager of the Cumberland Valley Railroad, a line that is now part of the Penn Central. It operated between Harrisburg and Chambersburg with the first journey taking place in 1837. Sleeping accommodation was achieved by converting some of the seats and there was little or no privacy. The following year similar cars appeared on the Philadelphia and Baltimore.

1838 was the first year that sleeping accommodation was offered to British railway companies, but this only took the form of a hammock-like structure and it is not known whether anyone actually took up the idea. The first purpose-built sleeping cars came along in 1857 and were made for the Great Western Railway of Canada. These had a significant influence on what was to happen in the UK for the basic design was later taken up by the Pullman car company in 1859.

AWAKENING TO 'SLEEPERS'

Britain was, in fact, a bit slow off the mark when it came to the provision of sleeping car trains. Distances were shorter in this country than in the USA and the country's railway system was split up into many small companies, some of which had difficulty in working with each other.

For some though, allies combined their operating powers. The North British Railway took advantage of the co-operation shown with its East Coast partners by introducing a First Class sleeping car service on the Glasgow-Edinburgh-London route on April 2 1873. This ran alternate nights each way using the tracks of the North Eastern and the Great Northern Railways to reach its destination. A supplement of 10/- (50p) per person was payable. The Great Northern itself built its own coaches in July the same year and this allowed the service to go daily, an activity that was quickly noted by the rival London & North Western/Caledonian partnership which operated the West coast route and which introduced its own train very speedily and had it in operation by October the same year.

While the coaches offered on the Anglo-Scottish route were quite primitive, the same cannot be said for those introduced by the English Great Western Railway (GWR) in December 1877. These were forerunners of the modern sleeping car, having six double-berth compartments, three lavatories and an attendant's pantry per coach. As was the custom at the time passengers were expected to provide their own bedding. These opened up for the first time the long distance routes to Cornwall and Devon to those who wanted to travel overnight but without enduring the rigours of trying to sleep while sitting upright. Again the facility was limited to those with the means to pay a First Class fare.

The Midland Railway had meanwhile »

The Anglo Scottish 'sleeper' services regularly brought Haymarket Class 40s to London. On an August morning in 1974, 40065 climbs away from Gasworks tunnel with empty Mk 1 sleeping cars for servicing. Railphotoprints.co.uk

introduced its own sleeping cars, inaugurating a service between St Pancras and Bradford in 1875 and to Liverpool in 1876. The coaches used were of American Pullman origin and had been assembled at Derby works from a kit of parts supplied from the USA. This remarkable arrangement was as a result of a visit to America by the company's General Manager, James Allport, during which he was impressed with the quality and comfort of their rolling stock. Similar Pullman 'sleepers' were used on the Settle-Carlisle route when that was completed, giving a third 'sleeper' service into Scotland.

STEADY DEVELOPMENT

From this date on developments in sleeping car design progressed at a steady pace and a huge network of services developed covering most parts of the country. 'Sleeper' trains ran to destinations such as Stranraer, Barrow, Bristol, Newcastle, Liverpool and Manchester with many criss-crossing the country and missing out London altogether. They were particularly popular with businessmen in the days before aviation allowed rapid transit across long distances who otherwise would have lost a complete day to travel.

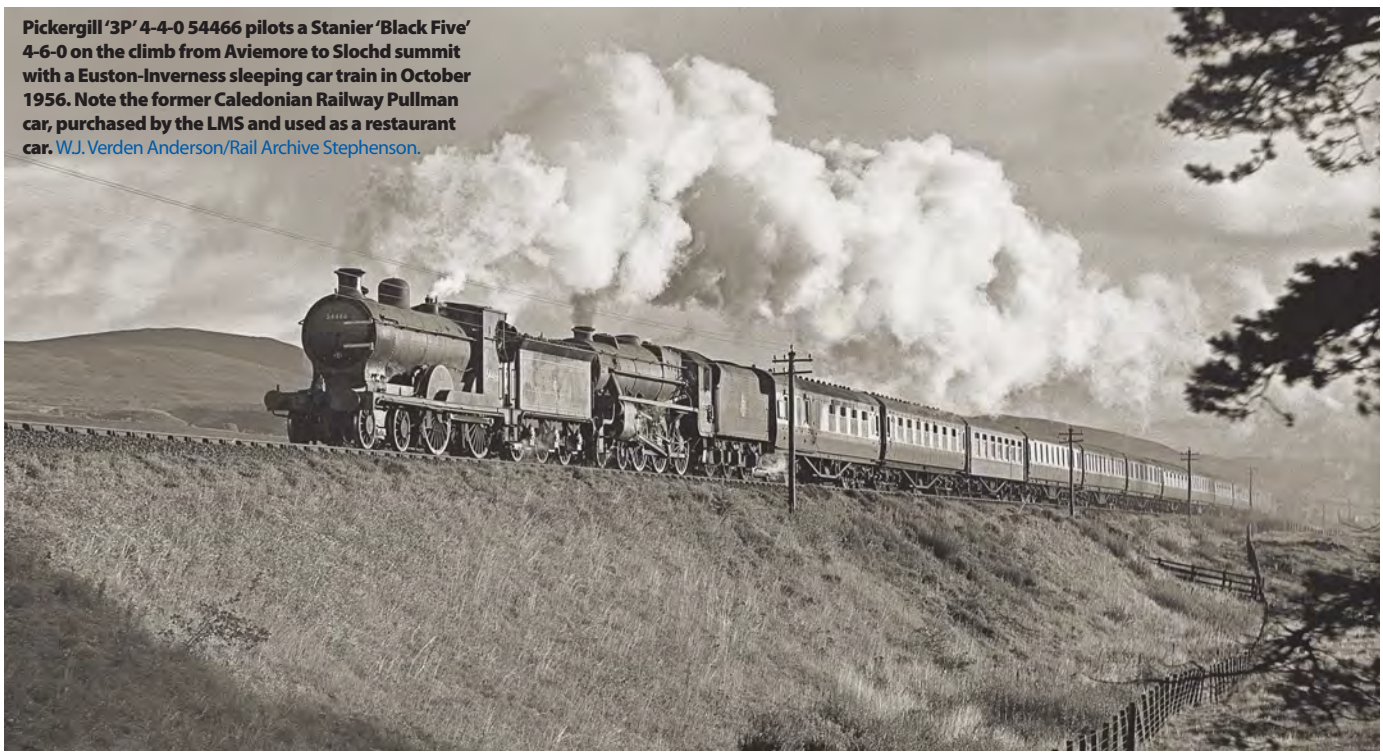
During the 1920s the Great Northern Railway, later superseded by the London and North Eastern Railway, led the way in sleeping car design. The company installed the first electric water heaters in 1927 and in 1930 clocked up another first when a compartment was stripped out and a shower installed in its place. Coaches had luxurious cabins that had inter-connecting doors between one cabin and another, and the best of facilities were provided in these handsome teak-panelled vehicles. Sleeping cars, though, continued to be available only to First Class passengers and an attempt in 1924 to modify six Third Class coaches into Third Class sleepers failed to gain approval. However in May 1928 16 new Third Class sleeping carriages were authorised for use on the East Coast route. These had four bunks per compartment and could be converted for day use as required by stowing away the bunks. Similar coaches were introduced by the London Midland & Scottish Railway (LMS) and the GWR in the same year.

'Sleeper' travel grew in popularity amongst all the social classes between the wars and was big business for all the companies concerned but as with other forms of social travel was badly affected by the Second World War when many sleeping cars were taken out of service and stored for the duration.

Following nationalisation and the introduction of the Mk 1 coach, attention turned to producing a standard sleeping car which could be used on all regions of the new British Railways. The first of these did not appear until 1957 partly because between 1948 and 1952 BR had built 50 coaches to LMS designs, 21 of the LNER type and a further four to the Great Western pattern. The Mk 1 did not push any boundaries and was in many ways similar to what had gone before, except that it was housed in a strong steel shell. Third Class passengers were, however, accommodated in compartments housing only two people, while First Class travellers had a cabin each. Washbasins with hot and cold water were provided in each compartment but there was still a trek to the end of the coach when a toilet was required.

During the 1950s and the 1960s the 380 examples of this design dominated 'sleeper' services and in time became the only type of coach used. By the early 1970s traffic was still buoyant and 12 sleeping car trains would leave Euston alone each night while King's Cross would dispatch six and Paddington two. There were also some interesting workings within Scotland between Inverness and Glasgow/Edinburgh as well as cross-country services from Bristol to Scotland.

Unfortunately from the late-1970s onwards 'sleeper' services went into a deep decline. One of the reasons for this was the increasing speeds of trains. It just wasn't necessary to spend all night travelling to Liverpool when average journey times were down to less than



Pickergill '3P' 4-4-0 54466 pilots a Stanier 'Black Five' 4-6-0 on the climb from Aviemore to Slochd summit with a Euston-Inverness sleeping car train in October 1956. Note the former Caledonian Railway Pullman car, purchased by the LMS and used as a restaurant car. W.J. Verden Anderson/Rail Archive Stephenson.

three hours. An increasing use of aviation by the business community also took away some of the traffic while those using 'sleepers' for leisure noted that the trains provided outdated accommodation not in keeping with the requirements of the modern market. There was by then a general notion that the Mk 1s were outdated and would one day have to be replaced.

THE NEW GENERATION

In 1979 British Rail ordered 236 new sleeping coaches, based on the then current Mk 3 design. This order was later cut back to 207 due to additional fire prevention measures specified as a result of a fatal fire on a Mk 1 sleeping car train at Taunton the previous July. However, as with many things that BR had done, the number ordered was far greater than actually required, due to the contraction both in the number of services being operated and in the number of people using them. Within ten years some had been leased off to Danish State Railways while others were sold, usually on accommodation bogies, to preservation societies where they found use as volunteer accommodation.

There were plans to introduce sleeping car services through the Channel Tunnel and a new generation of coaches called Nightstar was built. Competition from budget airlines and Europe's expanding high-speed rail network saw the idea still born and the completed vehicles were sold off to Canada, where they operate today.

Against a background of a contracting network there were plans to kill off sleeping car services altogether, particularly on the Great Western route where the Save Our Sleeper campaign was fought and won in 2005. Privatisation saw no place for these allegedly heavily-subsidised and uneconomical services but happily now we are in a situation where the two core routes, to Scotland and to the West, are both secure for many years to come. In fact, the investment being made by Caledonian Sleeper and Great Western Railway suggests strongly that we will be able to travel overnight and in comfort for the foreseeable future.

Class 25 25084 chatters away from Ardlui with the Euston-Fort William 'sleeper' early on the morning of May 27 1978. John Chalcraft/Railphotoprints.co.uk.

Sleeping car trains were once some of the longest and heaviest to operate on the network (the Caledonian Sleeper from London Euston remains the longest domestic passenger train in the country). They contained not only sleeping accommodation but varying numbers of ordinary coaches and vans depending on which route they were being operated. Pre-nationalisation vehicles could be seen up until the 1970s and motive power employed varied from the mundane to the prestigious.

Running mainly in the hours of darkness, these workings were less frequently photographed than were others and it is perhaps for this reason that we do not see many sleeping car trains modelled today. Then again, in summer it is perfectly possible, if you're in the Scottish Highlands or Cornwall to see them in daylight. They may not be the easiest trains to model in terms of vehicles, but they were and remain a significant and distinctive aspect of railway operations that offers distinct variety to any layout.

DB Schenker Class 67s 67009 and 67010 run downgrade from Moy at Castleton with the 9.15pm Euston-Inverness 'Caledonian Sleeper' service on September 10 2015. At Edinburgh this portion will be joined by those from Aberdeen and Fort William for the journey to London. John Chalcraft/Railphotoprints.co.uk.

DOUBLING UP

Since the launch of our 'O' gauge project layout in HM109, progress has been slow, but a flurry of activity has seen it move forward another couple of steps. **MIKE WILD** catches up on its development.

The reliable and simple to install DCC Concepts Cobalt IP digital motors are already proving their value in 'O' gauge too. Three now control the points through the junction.

Taking the hassle out of frog switching for the double slip is this Tam Valley Depot Dual Frog Juicer. It is a plug and play device which, for around £25, makes life very simple when it comes to frog polarity.

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

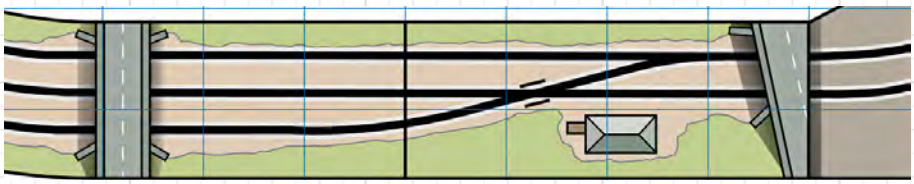
MIKE WILD
Projects in three scales are keeping *Hornby Magazine's* Editor busy at present, especially with one due to make its debut at the Great Electric Train Show in October.

MARK CHIVERS
Weathering projects have been top of the list for Mark of late - at least when he isn't being roped into project in the *Hornby Magazine* workshop.

TIME HAS MOVED QUICKLY of late, and since we started construction of the new 'O' gauge test track in May other projects have taken priority. There was the second of our 24hr challenge layouts for HM110 and since then we've been developing this year's Yearbook project layout too.

Happily, during August a time slot came up for work on the 'O' gauge layout. It had reached the stage of having a complete single circuit, although requiring final wiring, and part of the second circuit had been laid too. During July, an evening provided the opportunity to lay the remaining underlay for the outer circuit, but until the latest work session, the layout and materials had been waiting for attention.

As is often the way there was inspiration for the project – the arrival of the new Heljan/Tower Models limited edition Class 25. It gave us the impetus to make space to lay the remaining five yards of track to complete the outer circuit – a project which was dealt with within an hour. However, completing the outer circuit meant moving further into the electrical side of the layout as it features a double slip at the junction for the outer goods loop (see diagram) which would require frog switching for correct operation.



Initial progress is focused on the junction area of the 'O' gauge project. With the double track circuits now complete the next step is to build the rest of the goods loop.

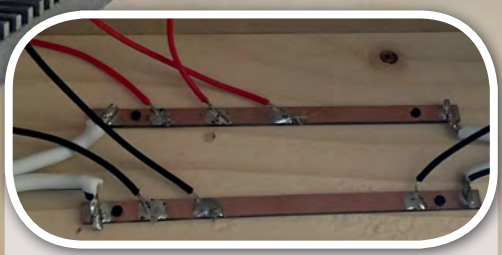
To power the double slip, a Tam Valley Depot Dual Frog Juicer has been installed – basically a short circuit detector which corrects the polarity at the 'V' of the point when a train passes over. It is a clever piece of kit, much like the Hex Frog Juicers we installed on Twelve Trees Junction and Barrenthorpe, and is very simple to install. Connect power from the main track bus, connect the frogs to the terminals and switch the layout on. It's that simple.

We also moved things on by installing DCC Concepts Cobalt IP digital point motors at all three points on the junction side so that everything is now controlled from a digital handset. So that we don't get confused with the point addresses all those on the 'O' gauge layout will be numbered between 70-79 (7 for 7mm scale). We also corrected each point's orientation so that when 1 is pressed on the Gaugemaster Prodigy handset the points always set back to the main line making operation simpler too.

The wiring connections for this first baseboard are now fully complete and we have installed separate power buses for each of the two main lines – there is a third for point control. This means that a simple unplugging of Digital Command Control power allows an analogue controller to be connected to the inner main line for testing too which is taken care of by a Helmsmann system.

Already the 'O' gauge layout is proving its value and each time we add a new feature to it, its purpose expands. It hasn't all been about testing though, as a goods train is building up slowly now with the addition of kit built wagons in the shape of a Parkside Dundas Southern Railway and Slater's BR 12ton vent van. There's a Shoc Open waiting to be built too, but that might have to wait for another day as we go back to the workshop to concentrate on the Yearbook build. When there is more to show we'll bring you up to speed with the 'O' gauge project - and don't forget to keep an eye on our new Blogs on *www.hornbymagazine.com* where you will find more project updates and behind the scenes features. HM

Progress on the 'O' gauge layout has seen the outer circuit completed meaning that two trains can now be operated simultaneously on the railway. A 'Warship' and 'Western' pass at the crossing – the tunnel mouth provides a temporary suggestion of a scenic break.



Underneath is taking shape too – this one of the Power Bus terminal strips which allows additional track feeds to be connected simply and quickly.

STATISTICS

Title:	'O' gauge test track
Scale:	'O' gauge, 7mm scale
Length:	16ft
Width:	10ft (12ft max for depot area)
Track:	Peco code 124 bullhead
Control:	Analogue and digital
Period:	Anything goes

DCC concepts the best of everything
DCCconcepts Pty Ltd, 3/13 Lionel Street, Naval Base, WA 6165 Australia

Construction of the 'O' gauge test track is supported by DCC Concepts.

SHOW GUIDE

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

SEPTEMBER

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 c hildren 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: *peter.drummond1@btinternet.com*
Features: Ten layouts. Free admission for holders of valid steam railway tickets.

10/11 DERWENT RAILWAY SOCIETY OPEN WEEKEND
Hosts: Derwent Railway Society
Location: Phoenix Court, Cragg Road, Cleator Moor, Cumbria CA25 5BD
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free
Website: *www.trainweb.org/drs*
Features: Seven layouts.

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, demonstrations, 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.westonsupermaretrainshow.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 BASINGSTOKE MODEL RAILWAY SOCIETY OPEN DAY
Hosts: Basingstoke and North Hampshire Model Railway Society
Location: The Scout Huts, Stratton Park, Pack Lane, Basingstoke RG22 5HN
Times: 10am-4pm
Prices: Free
Website: *www.basingstokemrs.org*
Contact: 07554 010054
Features: Club and members' layouts plus trade support.

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 KA7 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, societies, 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.blackpoolandnorthfyldemrc.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.

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 G SCALE SOCIETY AUTUMN INDOOR MEET
Hosts: G Scale Society Kent Group
Location: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, Kent BR6 7PQ
Times: 11am-4pm
Prices: Adults £2.50, children £1
Website: *www.gscalekent.co.uk*
Features: Large scale layouts, trade support, DCC demos, refreshments, parking and disabled access.

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.

18 ONE MODEL RAILWAY CLUB EXHIBITION
Hosts: One Model Railway Club
Location: Needham Market Community Centre, School Street, Needham Market, Ipswich, Suffolk IP6 8BB
Times: 10.30am-4pm
Prices: Adults £4, concessions £3.50, children £3.50, family (2+2) £10
Website: *www.onemrc.org.uk*
Features: 12 layouts, trade support, DCC demonstration, refreshments, parking and disabled access.

24 CLEVELAND MODEL RAILWAY CLUB AUTUMN OPEN DAY
Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: *www.cmrc.club*
Contact: 07864 880242
Features: Eight layouts, displays, demonstrations and club sales.

24 ENFIELD WHITEWEBBS RAILWAY MODELLERS EXHIBITION
Hosts: Enfield Whitewebbs Railway Modellers
Location: Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Times: 10.30am-5pm
Prices: Adults £5, children 11+ £3, family (2+2) £13
Contact: 020 8508 1938
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

24 IPSWICH RAILWAY MODELLERS ASSOCIATION OPEN DAY
Hosts: Ipswich Railway Modellers Association
Location: 40a Norfolk Road, Ipswich, Suffolk IP1 6AR
Times: 10am-1pm
Prices: Free
Website: *www.irma.org.uk*
Contact: 01473 251017
Features: Layouts, club stall and refreshments.

24 PLYMSTOCK MODEL RAILWAY SHOW
Hosts: Plymouth 'G' Scale Group
Location: Plymstock Community Centre, Memory Lane, Plymstock, Devon
Times: 10.30am-4pm
Prices: Adults £2.50, concessions £2, children £1
Contact: 01752 361687
Features: 'G' scale layouts, refreshments, parking and disabled access.

24 WEST WILTSHIRE MODEL RAILWAY CIRCLE EXHIBITION AND OPEN DAY
Hosts: West Wiltshire Model Railway Circle
Location: Steeple Ashton Village Hall, Church Street, Steeple Ashton, Wiltshire BA16 6EW
Times: 10am-4.30pm
Prices: Adults £3.50, children £1, family £8
Contact: *mirrlees@hotmail.com*
Features: Layouts, trade support and demonstrations. Short walk to clubroom which will also be open.

24 YEOVIL VINTAGE HORNBY MODEL RAILWAY SHOW
Hosts: Hornby Railway Collectors' Association (HRCA) Yeovil Branch
Location: Preston Road Methodist Church, Preston Road, Yeovil, Somerset BA21 3JR
Times: 10.30am-4pm
Prices: Adults £3, HRCA members £2, accompanied children free
Contact: 01935 474830
Features: Vintage layouts, trade support, displays, Meccano, Dinky, Bayko and refreshments.

24/25 BOSTON MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney, Boston, Lincolnshire PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, concessions £2, children £1, family £7
Contact: 07958 137122
Features: Eight layouts, trade support, refreshments, parking and disabled access. Evergreens Miniature Railway also open nearby on the Saturday.

24/25 ELSECAR GARDEN RAILWAY SHOW
Hosts: Yorkshire Group of 16mm Narrow Gauge Modellers
Location: Elsecar Heritage Centre, Wath Road, Elsecar S74 8HJ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Website: *www.yorkshire.16mm.org.uk*
Features: Six layouts, trade support, live steam and refreshments.

24/25 HALIFAX MODEL RAILWAY EXHIBITION
Hosts: Halifax Model Railway Club
Location: North Bridge Leisure Centre, North Bridge, Halifax, West Yorkshire HX3 6TE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: TBC
Website: *www.halifaxmrc.co.uk*
Features: Layouts, trade support, parking and disabled access.

24/25 LEIGH MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Leigh Model Railway Society
Location: St Joseph's Hall, Chapel Street, Leigh, Lancashire WN7 2DA
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, accompanied children free
Website: *www.facebook.com/LeighMRS*
Contact: 01942 895030
Features: Ten layouts, trade support, refreshments, parking and disabled access.

24/25 SCALEFORUM 2016
Hosts: Scalefour Society
Location: Stoke Mandeville Stadium, Guttmann Road, Aylesbury, Buckinghamshire HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Members £6, non-members £9
Website: *www.scalefour.org/scaleforum*
Features: Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

24/25 SPALDING MODEL RAILWAY CLUB OPEN WEEKEND
Hosts: Spalding Model Railway Club
Location: Pinchbeck Village Hall, Knight Street, Pinchbeck, Lincolnshire PE11 3RB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free

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Website: *www.spaldingmodelrailwayclub.org.uk*
Features: Club layouts, members' layouts, sales stand, demonstrations, refreshments and parking.

24/25 STAPLEHURST MODEL RAILWAY EXHIBITION
Hosts: The Staplehurst Society
Location: Staplehurst Village Centre, High Street, Staplehurst, Tonbridge TN12 0BJ
Times: Sat 11am-5pm, Sun 10am-4pm
Prices: Adults £2.50, children £1
Contact: 01580 891390
Features: Layouts and refreshments.

24/25 WORTHING MODEL RAILWAY CLUB EXHIBITION
Hosts: Worthing Model Railway Club
Location: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.worthingmrc.co.uk*
Contact: 07970 633908
Features: 13 layouts, trade support, refreshments, parking and disabled access.

OCTOBER

1 BRADFORD MODEL RAILWAY CLUB AUTUMN SHOW
Hosts: Bradford Model Railway Club
Location: St Winefride's Church Hall, St Paul's Avenue, Wibsey, Bradford, West Yorkshire BD6 1ST
Times: 10am-4.30pm
Prices: Adults £3, children £1
Website: *www.bradfordmrc.org.uk*
Contact: 07815 073721
Features: Nine layouts, trade support, refreshments, parking and disabled access.

1 DAVENTRY MODEL RAILWAY CLUB EXHIBITION
Hosts: Daventry Model Railway Club
Location: Parker Academy, Ashby Road, Daventry NN11 0QF
Times: 10am-5pm
Prices: Adults £5, concessions £4.50, children £2.50, family (2+2) £10
Website: *www.daventrymrc.org/*
Features: 15 layouts, trade support and refreshments.

1 SUDBURY MODEL RAILWAY EXHIBITION
Hosts: Sudbury Model Railway Club
Location: St Peter's Church, Market Hill, Sudbury, Suffolk CO10 2EA
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £2
Website: *www.sudburymrc.org.uk*
Contact: 01787 461224
Features: 14 layouts, trade support and refreshments.

1/2 FAREHAM MODEL RAILWAY EXHIBITION
Hosts: Fareham and District Model Railway Club
Location: Fareham Leisure Centre, Park Lane, Fareham, Hampshire PO16 7JU
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free (max. two per adult)
Website: *www.fareham-mrc.org.uk/railex-2016*
Features: 30+ layouts and trade support. Free heritage bus service operating between venue and Fareham railway station both days.

1/2 FOLKESTONE MODEL RAILWAY EXHIBITION
Hosts: Folkestone, Hythe and District Model Railway Club

Location: Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6.50, concessions £5, children £3, family £15
Website: *www.folkestone-mrc.com*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

1/2 ORMESBY HALL MODELLING WEEKEND

Hosts: Ormesby Hall Model Railway Group
Location: Ormesby Hall, Ladgate Lane, Ormesby, Middlesbrough TS3 0SR
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £2.50, children £1, National Trust members free
Website: *www.ormesbyhallmrg.co.uk*
Features: Demonstrations, layouts, refreshments and parking.

1/2 SWANSEA MODEL RAILWAY WEEKEND

Hosts: Swansea Railway Modellers Group
Location: National Waterfront Museum, Oystermouth Road, Swansea SA1 3RD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Free
Website: *www.srmg.org.uk*
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

1/2 WIGAN MODEL RAILWAY EXHIBITION

Hosts: Wigan Finescale Railway Modellers
Location: Robin Park Sports and Tennis Centre, Loire Drive, Wigan WN5 0UH
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied children free
Website: *www.wiganfrm.org.uk*
Features: 30+ layouts, traders, demonstrations, societies, refreshments and parking.

2 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAY

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

7-9 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Fri 10.30am-4pm, 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.

8 FALMOUTH SOCIETY OF RAILWAY MODELLERS OPEN DAY

Hosts: Falmouth Society of Railway Modellers
Location: Athenaeum Club, Kimberley Place, Falmouth TR11 3QL
Times: 10am-4pm
Prices: Free
Website: *fsrm.weebly.com*
Contact: 01326 319922
Features: Layouts, demonstrations and club sales stand.

8 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.

8 MARCH AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: March and District Model Railway Club
Location: Scout Hall, Mill View, March, Cambridgeshire PE15 8SY
Times: 10am-4pm
Prices: Admission £2
Website: *www.mdmrc.co.uk*
Features: Club layouts, trade support, demonstrations, loco doctor, refreshments, parking and disabled access.

8 POYNTON FAMILY MODEL RAILWAY FUN DAY

Hosts: Rotary Club of Poynton and Romiley Methodist Railway Modellers
Location: Poynton Community Centre, Park Lane, Poynton, Stockport Cheshire SK12 1RB
Times: 10am-4.30pm
Prices: By charitable donation
Website: *www.poyntonrotary.co.uk*
Features: Layouts, trade support and refreshments.

8 SHIREHAMPTON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shirehampton Model Railway Club
Location: The Public Hall, Station Road, Shirehampton, Bristol BS11 9TX
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, accompanied children under 12 (max. 4) free, children 12+ £1.50
Contact: 0117 909 4915
Features: Layouts, trade support, refreshments and disabled access.

8 THETFORD AND DISTRICT MODEL RAILWAY SOCIETY 40TH ANNIV' SHOW

Hosts: Thetford and District Model Railway Society
Location: Charles Burrell Centre, Staniforth Rod, Thetford, Norfolk, IP24 3LH
Times: 10.30am-4pm
Prices: Adults £4, accompanied children free
Website: *www.tdmrs.co.uk*
Features: Layouts, trade support and parking.

8 WEST WALES 'O' GAUGE GROUP EXHIBITION

Hosts: West Wales 'O' Gauge Group
Location: Bronwydd Village Hall, Bronwydd Arms, Carmarthen, Dyfed
Times: 10am-4pm
Prices: Adults £4, concessions £3, family £10
Contact: 01267 241232
Features: Layouts, trade support, demonstrations, test track, refreshments, parking and disabled access. Steam Gala at nearby Gwili Steam Railway.

8/9 CORBY AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: SS Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
Times: Sat 10am-5pm, Sun 11am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: *www.cdmrs.co.uk*
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

8/9 CROYDON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Croydon Model Railway Society
Location: Warlingham School, Tithepit Shaw Lane, Warlingham, Surrey CR6 9YB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2
Website: *www.croydonmrs.org.uk*
Contact: 020 8657 2292
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

8/9 DORKING MODEL RAILWAY EXHIBITION

Hosts: Dorking Model Railway Club
Location: Oddfellows Hall, High Street, Dorking, Surrey RH4 1QT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £2.50, children £1.50, family £8
Website: *www.dorkingmodelrailwayclub.com*
Contact: 07810 514070
Features: Layouts, trade support, demos and refreshments.

8/9 ELIZABETHAN RAILWAY SOCIETY EXHIBITION

Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7LL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, accompanied children free
Website: *www.elizabethanrailwaysociety.co.uk*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

8/9 FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Farnham and District Model Railway Club
Location: Connaught Leisure Centre, Tongham Road, Aldershot, Hampshire GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family (2+4) £13
Website: *www.farnhammrc.org.uk*
Features: 20 layouts, trade support, demonstrations, parking and disabled access.

DON'T MISS...

8/9 GREAT ELECTRIC TRAIN SHOW

Hosts: *Hornby Magazine* and the British Motor Museum
Location: British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Advance tickets: Adults £9, children £7 On the day: Adults £14, concessions £12, child £9, children under 5 free, family (2+3) £39
Website: *www.greatelectrictrainshow.com*
Contact: 01780 755131
Features: 25 layouts, 30 trade stands, skills zone, refreshments, free parking and disabled access. Tickets include full access to the newly redeveloped British Motor Museum – advance tickets gain entry 30 minutes early plus up to £5 discount. Free bus from Leamington Spa railway station operated on Saturday only.

8/9 FURNESS MODEL RAILWAY AND TRANSPORT EXHIBITION

Hosts: Furness Model Railway Club
Location: Barrow Sixth Form College, Rating Lane, Barrow-in-Furness, Cumbria LA13 9LE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, children £2.50
Contact: 01229 588082
Features: Ten layouts, trade support, displays, refreshments and parking.

8/9 SHILDON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, The National Railway Museum at Shildon, Co. Durham DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: *www.shildonmrc.com*
Features: 20 layouts, trade support, displays, steam locomotive rides (small charge), refreshments and parking.

8/9 WILMINGTON (KENT) CHARITY MODEL RAILWAY EXHIBITION

Hosts: St Michael's Church and Erith Model Railway Society
Location: St Michael's Church Hall, High Road, Wilmington, Dartford Kent DA2 7EG
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £4, family (2+2) £13
Website: *www.stmichaelswilmington.org.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

9 KEIGHLEY MODEL RAILWAY CLUB 7MM FESTIVAL

Hosts: Keighley Model Railway Club
Location: The Clubrooms, Knowle Mill, South Street, Keighley BD21 1SY
Times: 10am-4.30pm
Prices: Adults £4, children £2.50
Website: *www.keighley-mrc.org.uk*
Contact: 07771 565617
Features: 7mm layouts, trade support, demonstrations, clinics, refreshments, parking and disabled access.

Planning an exhibition?

● *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: *hornbymagazine@keypublishing.com*. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

This month's OXFORD New Releases

1:43

Rolls-Royce Phantom III Sedanca de Ville/HJ Mulliner - Black
43RRP3001 1:43 **NEW Tooling!**

Land Rover Series II SWB Hard Back - Royal Mail
43LR2S001 1:43 **NEW Tooling!**

Land Rover ½ Ton Lightweight - UN
43LRL001 1:43 **NEW Tooling!**

1:76

Mercedes Actros SSC Fridge Trailer - Solstor (Pink Ribbon Foundation)
76MB005 1:76

Volvo FH3 6 Wheel Curtainside - Coopers
76VOL03CL 1:76

Scania P Car Transporter - Eddie Stobart
76SCT001 1:76 **NEW Tooling!**

Diamond T980 Tank Transporter - 1st Canadian Army - Italy 1943
76DT002 1:76

TACR2 - RAF Camouflage
76TAC001 1:76 **NEW Tooling!**

Mini Cooper S MkII - John Rhodes 1968, Brands Hatch
76MCS002 1:76

Bedford QLT - Post Office Telephones
76QLT001 1:76 **NEW Tooling!**

1:87

1949 Mercury Monarch - Teal Blue
87ME49007 1:87

1958 Edsel Citation - Ember Red/Frost White
87ED58006 1:87

Land Rover Discovery 3 - Metropolitan Police
76LRD007 1:76

Ford Transit LWB High Roof - Network Rail Response Unit
76FT022 1:76

1:76 sets

Metropolitan Police Set
76SET50 1:76 **NEW SET!**

Land Rover Defender Heritage Set
76SET47 1:76 **NEW SET!**

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31-392 4322 in Network SouthEast livery

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31-690 2955 in LMS lined black
31-691 42969 in BR lined black with early emblem
31-692 42968 in BR lined black with late crest (as preserved)

Class 57 Diesel
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32-753DS 7007 "Freightliner Bond" in Freightliner green - DCC sound fitted **£203.96**
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32-764 57305 "Northern Princess" in DRS Northern Belle livery

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31-591 70805 in Colas livery with air duct boxes

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32-254A 77003 in LNER plain black

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35-051 LMS black livery
35-052 BR black early emblem

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39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
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39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green
39-622 Brake 3rd BR Vermillion

Graham Farish Pre-Orders

Class 319 EMU
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372-875 319004 in Network SouthEast livery
372-876 319382 in Thameslink livery
372-877 319362 "Northern Powerhouse" in Northern Rail livery

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Class A3 4-6-2
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A3001 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3002 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"
A3003 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender
A3004 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender
A3005 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender
A3006 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender
A3007 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender

See the full announcement at www.hattons.co.uk/recordbreakers

Class A4 4-6-2
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A4001 2509 "Silver Link" in LNER silver with streamlined corridor tender
A4002 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker" (1938 condition)
A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)
A4004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender
A4005 4464 "Bittern" in LNER Garter blue with streamlined corridor tender - "Record Breaker"
A4006 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender - "Record Breaker"
A4007 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender
A4008 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender
A4009 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender

Gresley Teak coaches
Pre-order for £249

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TC11501 Diagram 115 Corridor Third in LNER Teak
TC11502 Diagram 115 Corridor Third in LNER Teak
TC11503 Diagram 115 Corridor Third in BR carmine & cream
TC11504 Diagram 115 Corridor Third in BR carmine & cream
TC11505 Diagram 115 Corridor Third in BR maroon
TC11506 Diagram 115 Corridor Third in BR maroon
TC17501 Diagram 175 Brake Corridor Composite in LNER Teak
TC17502 Diagram 175 Brake Corridor Composite in LNER Teak
TC17503 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17504 Diagram 175 Brake Corridor Composite in BR carmine & cream
TC17505 Diagram 175 Brake Corridor Composite in BR maroon
TC17506 Diagram 175 Brake Corridor Composite in BR maroon
TC18601 Diagram 186 Open Third in LNER Teak
TC18602 Diagram 186 Open Third in LNER Teak
TC18603 Diagram 186 Open Third in BR carmine & cream
TC18604 Diagram 186 Open Third in BR carmine & cream
TC18605 Diagram 186 Open Third in BR maroon
TC18606 Diagram 186 Open Third in BR maroon

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R3399 EWS Freight Train Pack
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R3397 LMS Suburban Passenger Train Pack

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R3476 153327 in Arriva Trains Wales Livery
R3477 153321 in Regional Railways Livery

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R3430 8573 in LNER apple green
R3431 61533 in BR black with early emblem
R3432 61580 in BR black with late crest

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Due during 2017

R3434 21C1 'Channel Packet' in SR Malachite Green
R3435 21C3 'Royal Mail' in SR Malachite Green
R3436 35028 'Clan Line' in BR Green with early emblem
R3382TTS 35023 'Holland-Afrika Line' in BR Green with early emblem - TTS sound fitted **£162**

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R3427 563 'Dodo' in Peckett leaf green **(SOLD OUT)**
R3428 11 in Manchester Ship Canal green
R3429 D in Huntley & Palmers blue

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R6731A 20 Ton Coke Wagon in LMS livery
R6733 20 Ton Coke Wagon in BR livery
R6733A 20 Ton Coke Wagon in BR livery
R6783 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack £44.00

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H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered
H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

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H1415 14xx 1432 BR lined green late crest

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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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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Bachmann Branch-line	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	hattons.co.uk/wtc	£67.96	Mar 2013							
Stanier Mogul 2-6-0	hattons.co.uk/5p4f	£127.46	Mar 2013							
Class 450	hattons.co.uk/cl450	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	hattons.co.uk/wct	£97.71	Sep 2014							
Birdcage Coaches	hattons.co.uk/bc	£50.96	Mar 2014							
Class 414 2-HAP	hattons.co.uk/cl414	£119.50 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at **www.hattons.co.uk/projectupdates**

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

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at **www.hattons.co.uk/projectupdates**

DJ	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	hattons.co.uk/j94	£82.00-£99.00	Aug 2014							
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
14xx	hattons.co.uk/14xx	£99.00	Sep 2014							
Hatton's King	hattons.co.uk/king	£169.00- £179.00	Aug 2014							

HELJAN	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1361/1366	hattons.co.uk/1361	£124	Nov 2013							
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50-£76	Nov 2015							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 4700, Class 07 shunter- view these projects at **www.hattons.co.uk/projectupdates**

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

view these projects at **www.hattons.co.uk/projectupdates**

Oxford Rail	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	hattons.co.uk/oxdg	£95	Jan 2016							
Hatton's ICI hopper	hattons.co.uk/ici	£24.00 / £25.00	Mar 2015							
Carflat Car Carrying Wagon	hattons.co.uk/carflat	£25.00	May 2016							
Mk3 Coach	hattons.co.uk/oxmk3	TBA	Jan 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

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

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OO Gauge (1:76 Scale)

Steam locos

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) .....BARGAIN....£89

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)BARGAIN....£89
31-434 Class 1F 'Half Cab' 0-6-0T 41803 BRITISH RAILWAYS black (Bac)£81.56
31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac).....£81.56

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

31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) NEW.....£110.46

31-441DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac) NEW.....£131.71

R3315 Class 2P 4-4-0 40602 in BR Black late crest (Hor) (list £99.99) .....BARGAIN....£61

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

31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) .....BARGAIN....£80
31-089 Class 32xx 4-4-0 Dukedog 3214 GWR green shirtbutton logo (Bac). £118.96

31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) £118.96

31-728 Class 3700 City 4-4-0 3708 'Killarney' in Great Western green (Bac) NEW.....£118.96

31-627B Class 3F 0-8-0 3520 in LMS black Deeley tender (Bac) ..£97.71

32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac).....£80.71
32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21

R2882 Class 3P Jinty 0-6-0T 24 in S&DJR Blue (Railroad range) (Hor) (list £32.49).....BARGAIN.....£21

R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor).....£111.10

R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor).....£111.10

R3335 Class 415 Adams Radial 4-4-2T 488 in LSWR (as preserved) (Hor) £111.10

R3462 Class 42xx 2-8-0 4287 in BR Black early emblem (Hor) (list £124.99) .....BARGAIN.....£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' GWR Green - Railroad range (Hor) £67

R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) .....BARGAIN ...£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) .....BARGAIN.....£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 BR black late crest - weathered (Bac) £106.21
32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) £106.21

32-580A Class 4MT Ivatt 2-6-0 43014 in BR late crest - weathered (Bac) NEW.....£127.46

31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac).....£90.06
31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (Bac)£90.06

R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (list £124.99) .....BARGAIN.....£92
32-085 Class 56XX 0-6-2 6639 in BR black early emblem (Bac)....£76.46
32-084 Class 56XX 0-6-2 6677 in GWR green (Bac).....£76.46
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 (Hor) £179.99

R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shirtbutton logo (Hor) NEW £144
R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor).....£64.80

R3420 Class 700 0-6-0 30346 in BR Black late crest (Hor)£100

R3464 Class 72xx 2-8-2 7224 in BR Black late crest (Hor) (list £134.99) .....BARGAIN....£101

R3444 Class 7P Britannia 4-6-2 70034 "Thomas Hardy" in BR green early emblem (Hor) £140
R3168U Class 8P 4-6-2 71000 'Duke Of Gloucester' in BR Green late crest (Railroad range) - Split from R1177 set (Hor) £72
R3339 Class 8P 4-6-2 Streamlined Coronation 6229 'Duchess of Hamilton' in LMS crimson lake (Gloss Finish) - as preserved (Hor)....£130
R3288 Class 9F 2-10-0 92220 "Evening Star" BR Green late crest (Hor). £83.40
R3356 Class 9F Crosti Boiler 92021 2-10-0 in BR Black early crest (heavily weathered) (Hor).....£105

R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (list £84.99) . BARGAIN £55

32-550B^ Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) ..BARGAIN.....£95

R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £89.99)BARGAIN . £56

R3132 Class A3 4-6-2 2599 "Book Law" in LNER apple green (Hor) (list £152.99) .....BARGAIN.....£99

R3250 Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green - 1984 condition - Ltd Ed of 500 (Hor) (list £135) BARGAIN.....£115

R3336 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Green - NRM Special Edition (Hor) (list £169.99).. BARGAIN £124

R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (list £154.99).....BARGAIN....£94
R3306 Class A4 4-6-2 2509 "Silver Link" in LNER Silver - The Silver Jubilees Collection (Hor) £134.25

R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor) (list £119.99)BARGAIN. £89

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (list £155.99) .....BARGAIN £87

R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (list £131.99)BARGAIN £79

R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (list £131.99)BARGAIN....£74
31-461A Class C Wainwright 0-6-0 1294 Southern Railways black (Bac) . £106.21
31-462A Class C Wainwright 0-6-0 31227 BR black early emblem (Bac) . £106.21
31-146 Class D11/1 4-4-0 62663 'Prince Albert' BR black early emblem (Bac).....£101.96

R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (list £109.99) .....BARGAIN.....£73

R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) NEW.....£66

35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (list £109.95) .....BARGAIN....£80

35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (list £109.95) .....BARGAIN.....£80

35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) .....BARGAIN....£80
31-481 Class G2A Super D 0-8-0 49106 BR black early emblem - weathered (Bac) £111.45
31-480 Class G2A Super D 0-8-0 9376 LMS black tender back cab (Bac) £101.96
31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac).....£93.46

R3381 Class J15 0-6-0 65475 in BR black early emblem (Hor) (list £109.99) .....BARGAIN....£75

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (list £109.99) .....BARGAIN ...£76
R3326 Class J50/3 0-6-0T 68971 in BR Black late crest (Hor) £74.06
R3325 Class J50/4 0-6-0T 68987 in BR Black early emblem (Hor) £74.06

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32-279A Class K3 2-6-0 1304 in LNER black (Bac).....£118.96
32-281 Class K3 2-6-0 61862 in BR black early emblem (Bac)....£118.96

R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green BR number (Hor) £122
R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor).....£83
3912 Class O2/3 Tango 2-8-0 63948 BR black early crest stepped tender (Hel).....£148
3913 Class O2/3 Tango 2-8-0 63952 BR black late crest stepped tender (Hel)£148
3911 Class O2/3 Tango 2-8-0 63954 early British Railways black stepped tender (Hel).....£148
3923 Class O2/4 Tango 2-8-0 63982 BR black late crest flush tender (Hel) £148

R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) **(list £84.99)BARGAIN** ..£67
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black (Hor).....£118.99

R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) £118.99

R3425 Class Q6 Raven 0-8-0 63443 in BR Black early crest (Hor) £118.99

R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) **(list £139.99)** .....BARGAIN....£105
R3327 Class S15 4-6-0 824 in Southern Railway Olive Green (Hor)....£124.99
R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor)£122

R3457 Class T9 4-4-0 116 in Southern Green (Hor)...£118

R3311 Class V Schools 4-4-0 30908 "Westminster" in BR Green early crest (Hor).....£124.99

31-614 Class V3 2-6-2T 67646 in BR lined black late crest (Bac) **NEW** £110.46

31-615 Class V3 2-6-2T 67690 in BR lined black early emblem (Bac) **NEW**.....£110.46
R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor).....£69.50
R1173loco GWR Class 2721 0-6-0PT 2732 GWR green - Split from R1173 set (Hor).....£39
31-981 Standard Class 3MT tank 82021 BR lined black early emblem (Bac)£101.96

32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) **(list £119.95)** .....BARGAIN.....£74
31-119 Standard Class 4MT 4-6-0 75035 BR black late crest - weathered (Bac) £135.96

32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) **(list £129.95) BARGAIN**.....£82

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R3399 EWS Freight Train Pack - Ltd Ed (Hor).....£188

R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) **(list £44.49)BARGAIN £30**
30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45

R3220 Tyseley Connection train pack Class 49xx 4953 "Pitchford Hall" in GWR green & 3 Mk1 coaches (Hor) **(list £199.99)** .....BARGAIN...£114
R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

Diesel locos

10001HAP- 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) **(list £105) BARGAIN**.....£94

R3283 Bagnall shunter in red - Railroad range (Hor) **(list £29.99)**.....BARGAIN....£18
2522 Class 05 Hunslet shunter D2595 BR blue wasp stripes (preserved) (Hel)£100

R3343 Class 08 0-6-0 shunter 08822 "John" in First Great Western (Hor) **(list £119.99)**.....BARGAIN.....£96
R3490 Class 08 08673 in InterCity - Railroad range (Hor).....£35

R3342 Class 08 Shunter 08489 in BR blue (Hor) **(list £119.99)** .....BARGAIN ...£93
32-115B Class 08 Shunter 08818 BR Blue Wasp Stripes (weathered) (Bac) £93.46
32-119 Class 08 Shunter 08907 in DB Schenker red (Bac).....£84.96
32-120 Class 08 Shunter 13287 in BR Plain Green Early Emblem (Bac). £84.96

1513 Class 15 ADB968003 (Carriage pre - heating unit) in BR Sherwood green full yellow ends (Hel).....£94

1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) **(list £134.95)**.....BARGAIN.....£72

1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release (Hel) **(list £134.95)**....BARGAIN.....£72

1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) **(list £134.95)BARGAIN**..£72

1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) **(list £134.95)** .....BARGAIN.....£72

1718 Class 17 D8523 in blue full yellow ends (Hel).....£94
1720 Class 17 D8594 in green small yellow panels (Hel).....£94

32-045 Class 20 20118 "Saltburn-by-the-Sea" in BR Railfreight Red Stripe (Bac).....£93.46

32-034A Class 20 20141 in BR Green Full Yellow Ends (weathered) (Bac) £97.71
32-044 Class 20 D8028 BR Green Indicator Discs & Tablet Catcher (Bac)£93.46
32-331 Class 25/1 25043 BR Green Full Yellow Ends (weathered) (Bac) £89.21

2609 Class 26/1 diesel D5341 in BR green small yellow panels (Hel).....£87

2809^ Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) **(list £125)** .....BARGAIN.....£89

2807^ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) **(list £125)** ...BARGAIN.....£89

R3067 Class 31 31256 BR Blue (Railroad Range) (Hor) **(list £64.99)** ..... BARGAIN £42

R3262 Class 31/4 31452 in Devon & Cornwall Railways green (Hor) **(list £162.25)** ....BARGAIN.....£79

3415 Class 33/0 D6516 in early BR green (Hel).....£94
3416 Class 33/0 D6551 in BR green small yellow panels (Hel).....£94

3356 Class 33/1 33102 in BR Blue full yellow ends (Hel)..£94
3337 Class 33/2 33206 in Railfreight Distribution sector grey (Hel)....£94
32-784 Class 37/0 37242 Mainline Blue Centre Headcodes (weathered) (Bac)..£106.21
32-785DS Class 37/0 37254 in BR Departmental Civil Link Dutch Livery (Weathered & DCC Sound Fitted) (Bac) £203.96
32-391DS Class 37/7 37796 Railfreight coal sector (DCC Sound Fitted) (Bac)..£203.96

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) **(list £89.99)**.....BARGAIN.....£69
32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR Maroon Small Yellow Panel (Bac).....£118.96
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) . £101.96

R3393TTS Class 47 47033 in Railfreight Distribution - TTS sound fitted - Railroad Range (Hor) **(list £89.99)BARGAIN £69**

31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) £127.46

32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution Livery (Bac) **(list £114.95)**... BARGAIN..... £72

31-660 Class 47/4 47436 in BR Large Logo Blue (Bac)£114.71

32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) **(list £114.95)BARGAIN** £72
4D-003-006 Class 52 diesel D1065 "Western Consort" in BR maroon small yellow panels (Dap).....£119
4D-003-010 Class 52 diesel loco D1010 "Western Campaigner" in BR blue full yellow ends (Dap).....£109

4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £113
R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor)....£53
5821 Class 58 58045 Railfreight Coal Livery (Hel).....£125
32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46
32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46

R3268 Class 67 67003 in Arriva Trains Wales (Hor) **(list £139.99)**..... BARGAIN .. £112

R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) **(list £169.99)BARGAIN. £144**

R3481 Class 67 67025 "Western Star" in EWS (Hor) **(list £144.99)**.....BARGAIN..£110

Gra = Graham Farish, Hel = Heljan, Hor = Hornby, Jav = Javis, Len = Lenz, Oxf = Oxford Diecast, Pec = Peco, Poc = Pocketbond, Vi = Vi Trains, Woo = Woodland

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4D-006-002 Class 73 electro-diesel 73124 BR blue full yellow ends (Dap) £119.51
OLIV003 Class 73/1 73141 "Charlotte" In First GBRf purple - Olivias Trains limited edition (Dap) £140
OLIV001 Class 732 73207 Gatwick Express - Olivias Trains limited edition (Dap). £140

31-995 Class D/16 LMS 10000 in BR Brunswick Green Lined Orange & Black (Bac) £101.96

4010~ English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95)BARGAIN £75

4011~ English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95)BARGAIN £70

Electric locos

R3374 Class 71 71012 in BR Blue (Hor) £127.50

R3373 Class 71 E5001 in BR Green (Hor)..... £127.50

R3376 Class 71 E5022 in BR Green no yellow ends (Hor)£127.50

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) BARGAIN.....£79

R3350 Class 90 90029 in DB Schenker (Hor) (list £69.99)BARGAIN £49

R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (list £89.99) .....BARGAIN.....£52

9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) £107

DMUs

32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) £135.96
32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) £135.96
32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/ Middlesbrough" (Bac) £135.96

31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95)BARGAIN .. £78

32-905^ Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95).....BARGAIN.. £72.50

32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95).....BARGAIN.....£86

8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) ...BARGAIN.....£59

8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) (list £119.95).....BARGAIN.....£59

8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (list £119.95) .....BARGAIN.....£59

8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95) .. BARGAIN..... £52

8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95)BARGAIN £52

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95)BARGAIN £69

8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95)BARGAIN £69

8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (list £129.95)...BARGAIN.....£59

R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) ..... BARGAIN ... £56
32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.21

8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) £97

8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) .....BARGAIN.....£79
8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hel) £94

EMUs

R3340 Class 2-HAL 2 Car EMU 2603 in BR green full yellow ends (Hor) (list £130.25).....BARGAIN.....£62

R3260 Class 2-HAL 2 car EMU 2653 in SR green (Hor) (list £130.25) ..... BARGAIN ...£104

R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (list £130.25).....BARGAIN.....£62

R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (list £134.99) ..... BARGAIN £62

31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95).....BARGAIN.....£118

R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (list £169.99) .....BARGAIN.....£94

R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25)BARGAIN ...£74

31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95)..... BARGAIN.....£72

31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95)BARGAIN...£64

Track Maintenance vehicles

31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) BARGAIN.....£79

Train sets - analogue

R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (list £49.99)BARGAIN . £35
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120

30-130 Military Manoeuvres train set (Bac) NEW.. £144.45

R1155 Pendolino trainset 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £130

Train sets - DCC

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (list £159.99) BARGAIN £99

R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (list £299.99)BARGAIN £230

R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (list £229.99) ..... BARGAIN ...£135

R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (list £179.99)BARGAIN .£115
30-049 The Permanent Way train set Digital Sound (Bac) NEW ..£233.70

R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (list £299.99)....BARGAIN....£125

Coaches

R4677 57' non-corridor brake third 20724 in LMS crimson (Hor) (list £40.25) .....BARGAIN.....£27
R4677A 57' non-corridor brake third 20725 in LMS crimson (Hor) (list £40.25) ..... BARGAIN £27
R4691 57' non-corridor brake third M20787M in BR maroon (Hor) ... £35
R4658 57' non-corridor composite M16623M BR crimson (Hor) (list £40.25) ..... BARGAIN £27

R4719 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake composite 6404 in SR olive green (Hor) NEW.... £32.50
R4718 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake third 2626 in SR olive green (Hor) NEW..... £32.50

39-576 BR Hawskworth Auto Trailer Maroon (Bac). £58.61

39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95)..BARGAIN.....£24
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) ..... BARGAIN £24

39-050G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) £33.11

39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) .....BARGAIN.....£26

39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95).....BARGAIN...£18

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34-128 Collett 60ft 1st/3rd composite 7318 GWR chocolate & cream (Bac) £24.61
R4606 Ex-LMS 50' full brake M31176M BR blue (Hor) (list £35.99) ..... BARGAIN £22

39-778 ex-LMS 50' inspection saloon DM45029 in EWS maroon and gold (Bac) £50.96
39-777A ex-LMS 50' Inspection saloon M45030M BR Blue & Grey (Bac) £50.96

39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) £50.96

R4531C Gresley 61' 6" full brake in BR maroon (Hor) **(list £48.99)** ..... BARGAIN £35
R4649 Gresley suburban composite E88097E BR Maroon (Hor) (list £40.25) ..... BARGAIN £26
R4648 Gresley suburban First Class E81035E BR Maroon (Hor) (list £40.25) ..... BARGAIN £26
39-460 LMS 57' ft Porthole Corridor Brake 3rd BR Crimson & Cream (Bac) £33.96
39-465A LMS 60' Porthole corridor composite M24659M in BR crimson & cream - weathered (Bac) NEW £38.21
R1167Coaches LNER Teak Coaches (unboxed) - Pack of 3 (Hor) £39
39-187 Mk1 BG full brake 95310 in BR blue (Bac) £33.11

R4698 Mk1 BG full brake E80534 in BR crimson & cream (Hor) **(list £29.99)** ..... BARGAIN £16
39-175E Mk1 BG full brake in BR blue & grey (Bac) £33.96

R4699 Mk1 BG full brake S80926 in BR green (Hor) **(list £29.99)** ..... BARGAIN £16

R4707 Mk1 BSK brake second corridor E34010 in BR crimson & cream (Hor) **(list £29.99)** ..... BARGAIN £16
R4713 Mk1 BSK brake second corridor S34613 BR green (Hor) (list £29.99) ..... BARGAIN £16
R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (list £29.99) ..... BARGAIN £16

R4706 Mk1 CK composite corridor E15058 in BR crimson & cream (Hor) **(list £29.99)** ..... BARGAIN £16
R4712 Mk1 CK composite corridor S15913 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 GUV general utility van M86223 in BR Maroon (Bac) £33.96
39-273 Mk1 GUV General Utility Van S86724 in BR green (Bac) £33.96

39-262B Mk1 RMB Miniature Buffet S1851 in BR green (Bac) £33.96
39-261B Mk1 RMB Miniature Buffet W1816 in BR Maroon (Bac) £33.96

39-105 Mk1 RU restaurant car W1900 in BR crimson & cream (Bac) £33.96

R4705 Mk1 SK second corridor E24162 in BR crimson & cream (Hor) **(list £29.99)** ..... BARGAIN £16

R4711 Mk1 SK second corridor S24316 BR green (Hor) (list £29.99) ..... BARGAIN £16
R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (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 BR maroon (Hor) (list £29.99) ..... BARGAIN £16
R4644A Mk1 TSO second open W4760 in BR chocolate & cream (Hor) (list £24.99) ..... BARGAIN £16
39-360C Mk2A TSO tourist second open W5316 in BR blue & grey (Bac) £38.21
R4618 Mk2E BSO brake second open 9504 BR intercity (Hor) (list £24.99) ..... BARGAIN £17

R4704 Mk2E BSO brake second open 9507 in Virgin Trains red/black - lights (Hor) £31
R4612A Mk2E BSO brake second open M9495 in BR blue & grey - lights (Hor) (list £29.99) ..... BARGAIN £19
R4612 Mk2E BSO brake second open M9499 in BR blue & grey - lights (Hor) (list £29.99) ..... BARGAIN £19

R4617A Mk2E FO first open 3221 in BR intercity (Hor) **(list £24.99)** ..... BARGAIN £17
R4617 Mk2E 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

R4702A Mk2E TSO standard open 5787 in Virgin Trains red/black - lights (Hor) £31
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
R4730A Mk3 TFO trailer first open W41004 in BR blue & grey (Hor) £27

R4595 Mk3 TGS trailer guard second E44037 in BR blue & grey - lights (Hor) **(list £35.49)** ..... BARGAIN £20
R4729 Mk3 TRFB trailer first buffet W40001 in BR blue & grey (Hor) £27
R4603 Mk3 TRUB restaurant buffet W40008 in BR blue & grey (Hor) (list £28.49) ..... BARGAIN £16
R4732 Mk3 TSO trailer second open W42003 in BR blue & grey (Hor) £27
R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor) £27

R4665A 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 RFM Restaurant Buffet 10328 East Coast (Hor) (list £28.49) ..... BARGAIN £14
R4666 Mk4 TSO second open 12219 East Coast (Hor) (list £28.49) ..... BARGAIN £14
R4666C Mk4 TSO second open 12403 East Coast (Hor) (list £28.49) ..... BARGAIN £14

R4676 Pack of 3 Mk3 coaches in BR blue & grey (Hor) **(list £99.99)** ..... BARGAIN £54

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

Wagons

38-575A 10 Ton Fish Van LNER Brown (Bac) £16.11

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) **(list £159.80)** ..... BARGAIN £130
38-030B Single (Bac) £33.96

37-854C 104 Tonne glw HTA Bulk Coal Hopper Wagon EWS Weathered (Bac) £39.06
38-775 14 Ton Tank Wagon 'Benzene' (Bac) £17.81
37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) £11.01
37-225H 16 Ton steel mineral wagon top flap doors BR grey - weathered (Bac) £14.04
38-777 20 Ton Tank Wagon 'Esso' (Bac) £17.81

R6769 20 Ton Tank Wagon 'Industrial Alcohol' (Hor) NEW £13
38-776 20 Ton Tank Wagon 'Shell/BP' (Bac) £17.81
38-144 29 ton VDA sliding door box van BR Railfreight - weathered (Bac) £21.21

4F-016-012 4-wheel banana van B881724 in BR red - weathered (Dap) NEW £10.50
4F-031-001 6 wheel milk tanker "SR United Dairies" (ex-B687) (Dap) £11

38-150A Megapack of 8 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) **(list £191.60)** BARGAIN £112
38-150A Single (Bac) (list £23.95) ..... BARGAIN £15
38-150A Pack of 4 (Bac) (list £95.80) ..... BARGAIN £58

4F-020-011 Ale Wagon GWR 38622 (Dap) NEW £9.50
R6728 BR (ex LMS) Horse box M42367M BR crimson (Hor) (list £19.99) ..... BARGAIN £12
R6759 BR Blue Spot Fish Van - Blue Livery (Hor) (list £12.99) BARGAIN £8.50
R6762 BR Insulated Van (Ex Fish Van) - Weathered (Hor) (list £14.99) ..... BARGAIN £8.50

38-425 Megapack of 8 Bulk grain bogie hopper in VTG 'Traffic Services' - weathered (Bac) **(list £479.60)** ..... BARGAIN £370
38-425 Single (Bac) £51.39
38-425 Pack of 4 (Bac) (list £239.80) ..... BARGAIN £192
R6367 Coal train pack - pack of 3 open wagons EWS - Railroad Range (Hor) £15

R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6766 ex-GWR Toad Brake Van W68724 in BR Grey (Hor) **(list £16.99)** ..... BARGAIN £11
R6682D Extra Long CCT wagon 1274 LNER teak (Hor) (list £19.99) ..... BARGAIN £11

4F-013-023 Gunpowder Van Ferrocrete 262 (Dap) NEW £9.50
4F-013-024 Gunpowder Van Ferrocrete 262 Weathered (Dap) NEW £10.50

R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby Collector's Club (Hor) **(list £15)** BARGAIN £7

R6727A Horse box 42442 in LMS maroon (Hor) (list £19.99) BARGAIN £12

B910C KQA/KTA Pocket wagon & container (Dap) £25.25

R6768 LMS Brake Van 730159 in LMS Bauxite (Hor) NEW £14
38-550A Midland 20T brake van M357897 BR Grey (with Duckets) (Bac) £23.76
R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) ..... BARGAIN £12
38-287 Pack of 3 22 ton Presflos in BR bauxite - weathered (Bac) £66.73
R6712A Pack of 3 five-plank open wagons BR bauxite (Hor) (list £24.99) ..... BARGAIN £15

4F-044-001 Pack of two FEA-B container wagons in Freightliner - 640707 and 640708 (Dap) £31

4F-018-009 Salt Van L G W 153 (Dap) NEW £9.50
4F-018-010 Salt Van L G W 153 Weathered (Dap) NEW £10.50

4F-027-005 Silver Bullet NACCO/ECC 3387-7898047-8 (Dap) £23.80
4F-027-006 Silver Bullet NACCO/ECC 3387-7898102-8 (Dap) £23.80

R6767 SR Brake Van 55912 in SR Brown (Hor) NEW £14

38-105 Triple Pack 34 Tonne PNA Wagons Railtrack 5 Rib Weathered (Bac) NEW £50.96
33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) £31.41
37-716 Triple Pack of 8 Ton Cattle Wagons BR Bauxite - Weathered (Bac) £50.96

R6771 V Tank Wagon 'Mineral Industries Ltd' (Hor) NEW £21
38-130B YGH 'Seacow' ballast hopper in departmental olive green (Bac) £39.06
R6711 ZUV Shark brake van DB993748 Mainline blue (Hor) (list £16.75) ..... BARGAIN £8

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply (Hor) £74

DCC decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12
36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £14.50
36-557 Pack of 5 (Bac) (list £92.50) ..... BARGAIN £70
X9659 4-pin decoder for Sentinels and Peckett locos (Hor) £10

DCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16
BPDCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £71

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14

36-567 Next18-Pin DCC decoder (Bac) NEW £18.65
BPDCC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) £88

DCC accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers

R8214 DCC Elite unit digital controller (Hor) £205

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Hattons Est. 1946

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Store: 09:00 - 17:00 Mon -Sun

07:30 - 18:00 Mon-Sat
09:00 - 17:00 Sun

R8213 DCC Select unit (boxed) (Hor) £90
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/ Laptop Required) (Hor) £68

36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

DCC accessories

R8238 DCC reverse loop control module (Hor) (list £39.99) BARGAIN £12
R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) (list £99.99) ..... BARGAIN £25

Point motors

R8243 Surface Mounted point motor (Hor) £7

Lighting equipment

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Spares

36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61

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

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.50
36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6.50
20KADEE NEM-362 Extra Long Coupler - 11.68 mm (29/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50

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 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec) £69

R070 Electrically Operated Turntable (Hor) £59
R514 Platform Canopy x 2 (Hor) £12
SL-40 Rail built buffer stop (Pec) £1.50
44-0053 Servicing Point (Bac) £49.26
R460 Straight Platform (Hor) £3.50

Signals

DS1 One Touch DCC Signal Home (R/G) (Tra) £22
4L-003-004 Signal - motorised, SR ladder distant (Dap) £22

Buildings - general

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13
44-0021 Rural Workers Cottages (Bac) £38.21

NEW

R9831 The Florist (Hor) NEW £22

NEW

R9835 The Hardware Store (Hor) NEW £22

Man-made scenic structure - non-railway

44-0009 Container terminal crane (Bac) £144.46
44-016 Fuel Storage Tanks (Bac) £33.96
44-505 Security fences x 10 - Scenecraft range (Bac) £5

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39
PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11
R180 Three arch viaduct (Hor) £15

People - civil

36-408 12 x Seated Coach Passengers (Bac) £10.16
36-402 1960/70s Standing Station Passengers (Bac) £6.38

36-047 Locomotive staff x 6 (Bac) £6.21

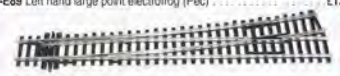
Track - Code 100 Setrack

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-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline

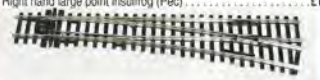
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-E99 3 way medium radius point electrofrog (Pec) £25
SL-99 3 way medium radius point insulfrog (Pec) £25
SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50

SL-E87 Left hand curved point electrofrog (Pec) .. £12.50
SL-E89 Left hand large point electrofrog (Pec) £12



SL-89 Left hand large point insulfrog (Pec) £12
SL-96 Left hand medium point (Pec) £10
SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50
SL-E92 Left hand small point electrofrog (Pec) £9.50

SL-86 Right hand curved point (Pec) £12.50
SL-E86 Right hand curved point electrofrog (Pec) £12.50
SL-E88 Right hand large point electrofrog (Pec) £12
SL-88 Right hand large point insulfrog (Pec) £12



SL-95 Right hand medium point (Pec) £10
SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50

SL-E91 Right hand small point electrofrog (Pec) ... £9.50

Track - Code 75 Finescale

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3
SL-102F Pack of 25 (Pec) £72
SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £3
SL-100F Pack of 25 (Pec) £72

SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
SL-E189 Finescale left hand large point electrofrog (Pec) £12
SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E188 Finescale right hand large point electrofrog (Pec) £12
SL-E195 Finescale right hand medium point electrofrog (Pec) £12

SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R8262 Double 4th radius curve (8 make a circle) (Hor) £3
R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49
R8077 Left hand Express point (Hor) £16
R8072 Left Hand Standard Point (Hor) £9

36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) ..... BARGAIN.. £24.80
36-603 Single (Bac) £2.76
R8078 Right hand Express point (Hor) £16
R8073 Right Hand Standard Point (Hor) £9
36-873 Right-Hand Standard Point (Bac) £7.52
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.40
R600 Box of 24 (Hor) £33

Track underlay

ST1474 24' Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24' (Woo) £7.40
GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

Buses

76QLT001 Bedford QLT Post Office Telephones (Oxf) £11.70
B115B Bristol Lodekka LD6G - Hants & Dorset - 22 to Wimborne (Bas) NEW £19.50
B115A Bristol Lodekka LD6G - Hants & Dorset - 63 to Southampton (Bas) NEW £19.50
B115C Bristol Lodekka LD6G - Hants & Dorset - Driver Training bus (Bas) NEW £19.50
B116B Bristol Lodekka LD6G - United Counties - 141 to Aylesbury (Bas) NEW £19.50
B116A Bristol Lodekka LD6G - United Counties - 142 to Luton (Bas) NEW £19.50
14015 Bristol/ECW FLF Lodekka d/deck bus "Northern Scottish" (EFE) (list £32.50) ..... BARGAIN £22

NEW

16016 Leyland PD2 Lowbridge "Todmorden / British Railways" (EFE) NEW £28
27319 Leyland TD1 "Scout" (EFE) NEW £27.95
76PD2003 Leyland Titan PD2 12 Southdown (Oxf) £16.20
76PD2002 Leyland Titan PD2/12 Midland Red (Oxf) £16

NEW

20652 Plaxton Pointer Dart "Orpington Buses" (EFE) NEW £28
24906 Reeve Burgess Minibus "First Capital" (EFE) NEW £27.95

NEW

31514 RM Routemaster London Transport "Shop Linker" (EFE) NEW £32
UK9006 Scania OmniCity London United RATP Group, Production run of 600 (Nor) £48

76WFA004 Weymann Fanfare AEC Bartons (Oxf) £14

Commercial vehicles

76BD020 Bedford OX Flatbed Trailer British Rail (Oxf) £9

76SCT001 Scania P Car Transporter Eddie Stobart (Oxf) £28.50
76SCA04LL Scania R Series Topline low loader "McFadyens" (Oxf) .. £19
76SDF001 Shelvoke & Drewry Freightliner British Rail (Western) (Oxf) £10

Farming & Construction

76KOM001 Komatsu PC340 standard (fully poseable) boom (Oxf) £17

Military ground vehicles

76QLD002 Bedford QLD 1st Armoured Division 1941 (Oxf) £11
76DT002 Diamond T980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) £20

N Gauge

Steam locos

ND095a Britannia Pacific 4-6-2 70000 "Britannia" in BR Green late crest and original smoke deflectors (Dap) £107
372-627 Class 2MT Ivatt 2-6-0 6404 LMS black (Gra) (list £119.95) ..... BARGAIN £78
2S-009-006 Class 3800 2-8-0 3846 in BR black early emblem (Dap) £105
372-138 Class 5 4-6-0 5190 in LMS Black (Gra) £110.46

2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £61
2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82

2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61
371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR Black early emblem (Gra) NEW £80.71
371-985 Class 64xx 0-6-0PT Pannier Tank 6407 GWR Green (Gra) NEW. £80.71
372-579 Class 6P Rebuilt Royal Scot 4-6-0 46122 "Royal Ulster Rifleman" in BR green late crest, heavy weathered (Gra) £127.46

2S-001-004 Class 7800 Manor 4-6-0 7821 " Ditcheat Manor" in BR Mixed Traffic Black Early Crest (Dap) ..£100
2S-017-004 Class 7MT Britannia 4-6-2 70021 "Morning Star" BR green late crest (Dap) £101
372-181 Class 8P Duchess 4-6-2 46229 "Duchess of Hamilton" BR green early emblem (Gra) £127.46

2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94

2S-013-005D Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered. DCC fitted (Dap) £113

2S-012-008 Class A1X Terrier 0-6-0T 3 'Bodiam' in Kent & East Sussex blue (Dap) £63.66
372-368 Class A2 4-6-2 60532 "Blue Peter" BR lined green late crest (Gra) £135.96
2S-008-004D Class A4 steam loco 60022 "Mallard" in BR dark blue early crest & double chimney. DCC fitted (Dap) £140.25

2S-020-002 Class B17 4-6-0 61664 "Liverpool" in BR green early emblem (Dap) £94

2S-002-002 Class V Schools 4-4-0 30921 "Shrewsbury" in BR Black early emblem (Dap) £120.76

2S-002-000 Class V Schools 4-4-0 30926 "Repton" in BR green late crest (Dap) £120.76
2S-002-000D Class V Schools 4-4-0 30926 "Repton" in BR green late crest - DCC fitted (Dap) £142.50

NEW

2S-002-001 Class V Schools 4-4-0 902 "Wellington" in Southern Railway malachite green (Dap) NEW ... £120.76
2S-002-001D Class V Schools 4-4-0 902 "Wellington" in Southern Railway malachite green - DCC Fitted (Dap) NEW £142.50

2S-002-004 Class V Schools 4-4-0 910 "Merchant Taylors" in Southern Railway olive green (Dap) .. £120.76
2S-002-004D Class V Schools 4-4-0 910 "Merchant Taylors" in Southern Railway olive green - DCC fitted (Dap) £142.50

2S-002-003 Class V Schools 4-4-0 929 "Malvern" in Southern Railway malachite green (Dap) £120.76
2S-002-003D Class V Schools 4-4-0 929 "Malvern" in Southern Railway malachite green - DCC Fitted (Dap) £142.50
372-426 Class WD Austerity 2-8-0 90566 in BR black late crest (Gra) .. £116.96

Diesel locos

371-024 Class 08 08907 in DB Schenker (Gra) £80.71
371-032 Class 20 20063 in BR Blue Indicator Discs (weathered) (Gra) .. £93.46
371-034 Class 20 20132 in BR Railfreight Red Stripe (Gra) £89.21
2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) (list £142.89) ..... BARGAIN £79

371-112 Class 31 31173 in BR Blue (Gra) £100.26

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Want it DCC fitted?

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for more details

2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) . . £85

2D-018-004D Class 35 Hymek D7024 in BR green - weathered. DCC Fitted (Dap) **£103**
371-455 Class 37 37251 in BR Blue (weathered) (Gra) £106.21
371-166 Class 37/4 37406 'The Saltire Society' Railfreight Distribution (Gra) £89.21
372-244 Class 47/7 47711 'Greyfriars Bobby' BR Blue Large Logo (Gra) . . £101.96

2D-003-008 Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - weathered (Dap) **(list £128.03)BARGAIN . . . £79**
2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) (list £128.03) . . . BARGAIN £79
2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) (list £128.03)**BARGAIN** . . £79

2D-003-003 Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel (Dap) **(list £128.03)BARGAIN . £79**
2D-003-004 Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends (Dap) (list £128.03) . . . . . BARGAIN £79

2D-003-010 Class 52 diesel loco D1062 "Western Courier" in BR Blue full yellow ends - weathered (Dap) **(list £128.03)BARGAIN . £79**
2D-003-006 Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels (Dap) (list £128.03) . . . . . BARGAIN £79
371-285 Class 55 Deltic D9007 'Pinza' in BR green (Gra) £93.46

2D-004-000D Class 56 diesel loco 56006 'Ferrybridge C Power Station' in Loadhaul black & orange. DCC Fitted (Dap) **£134.70**

371-357 Class 60 60057 'Adam Smith' in Railfreight coal sector triple grey (Gra) **NEW £103.66**
371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (list £119.95) . . . . . BARGAIN . . . £82.50

HSTs

2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) **£135**

DMUs

371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96

2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap)**£90**
2D-015-001 Class 122 diesel railcar W55000 BR green speed whiskers (Dap) £98

371-330 Class 150/1 150128 in First Great Western (Gra) **NEW £131.71**

371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) **£144.46**

2D-021-002 Class 156 2 car DMU 156419 in BR provincial Super Sprinter branding (Dap) **£95**
371-433 Class 170/4 3 Car DMU 170434 in ScotRail saltaire (Gra) (list £164.95) . . . . . BARGAIN £100

EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) . . . . . BARGAIN £99

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) . . . . . BARGAIN £99

Train sets - analogue

370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) **£169.96**

Coaches

2P-003-001 B Set Coach Twin Pack BR W6936W & W6937W (Dap) **£22.78**
2P-003-000 B Set coach twin pack GWR crest (Dap) £22.78
374-191 BR Mk1 BCK Brake Second Corridor ADB977109 Departmental yellow (Gra) £24.61
374-055E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) . . . £25.46
374-901B BR Mk1 TPO in Post Office red (Gra) £33.96
374-991 Bulleid 3-Coach Set BR (SR) Green (Gra) £76.46
2P-000-203 Collett Coach BR Brake Composite Maroon W6476 (Dap) **NEW** £19.89
2P-000-202 Collett Coach BR Brake Composite Maroon W6538 (Dap) **NEW** £19.89
2P-000-003 Collett Coach BR Maroon Composite W7032 (Dap) **NEW** . . . £19.89
2P-000-104 Collett Coach BR Second Maroon W1092 (Dap) **NEW** £19.89
2P-000-105 Collett Coach BR Second Maroon W1104 (Dap) **NEW** £19.89
2P-012-403 Maunsell Coach 3rd Class BR SR Green 823 (Dap) . . £22.87

2P-012-354 Maunsell Coach BR Brake 3rd Class SR Green 4482 (Dap) **£22.87**
2P-012-453 Maunsell Coach BR Composite Class SR Green 5150 (Dap) £22.87

2P-012-252 Maunsell SR Lined Green 6 coach set (Dap) **£111**
374-416 Southern PL Passenger Luggage Van BR (SR) Green (Gra) . . . £20.36

Wagons

2F-038-025 20T Steel Mineral wagon "Margam" (Dap) **NEW** £10.50
2F-038-026 20T Steel Mineral wagon "Margam" - weathered (Dap) **NEW** £11.50
2F-034-049 21T Hopper BR E289585 K (Dap) **NEW** £9
2F-034-050 21T Hopper BR E289585 K Weathered (Dap) **NEW** £10
2F-019-007 Blue Spot Fish Van (white) E87351 (Dap) **NEW** £9
2F-019-006 Blue Spot Fish Van (white) E87675 (Dap) **NEW** £9
2F-019-005 Blue Spot Fish Van (white) E87894 (Dap) **NEW** £9
2F-019-008 Blue Spot Fish Van (white) E87948 (Dap) **NEW** £9
2F-060-010W Grampus BR Black DB990488 weathered (Dap) **NEW** . . . £13.70
2F-013-034 Gunpowder Van Blue Circle 174 Weathered (Dap) **NEW** £9.50

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) . £24

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) **£15.26**
36-556RA 6-pin E-Z Command 90 degree right-angled decoder for GF Jinty (DC Compatible) (Bac) £14.54
DCC26 8-pin 4-function 1A (1.5A peak) small OPTI decoder (Gau) . . £13

Lighting equipment

NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) £8

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) . . £2

Signals

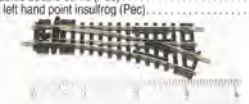
2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22
2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

Buildings - general

42-199 Oakworth Station building (Gra) **NEW** £28.01

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50
ST-17 N Setrack No3 radius double curve (8 form a circle) 298.5mm/11.75" radius (Pec) £2
ST-12 No.1 radius double curve (Pec) £1.50
ST-15 No.2 radius double curve (Pec) £1.50
ST-6 Setrack left hand point insulfrog (Pec) £8.50



ST-5 Setrack right hand point insulfrog (Pec) **£8.50**
ST-300 Starter Track Set (Pec) £44

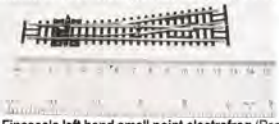
Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) **£64**
SL-300 Single (Pec) £3
SL-E389 Left hand large point electrofrog (Pec) £10
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand medium point insulfrog (Pec) £9
SL-388 Right hand large point insulfrog (Pec) £10
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £3
SL-300F Pack of 30 (Pec) £84
SL-E399F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) . . £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11
SL-E390F Finescale double slip electrofrog (Pec) £35
SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) **£9**
SL-E388F Finescale right hand large point electrofrog (Pec) £11
SL-E395F Finescale right hand medium point electrofrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9
SL-E383F Finescale scissors crossover electrofrog (Pec) £58
SL-E397F Finescale Y Point. Electrofrog (Pec) £11

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) . . £18

1:72 Scale

Military ground vehicles

A50178 Battle Of The Somme Centenary Gift Set (Air) (list £29.99) **NEW** . . . . . BARGAIN . . . £25.49

O Gauge (1:43 Scale)

Diesel locos

4202 Class 42 Warship D869 "Zest" BR maroon small yellow panels (Hel) £550
5350 Class 53 D0280 'Falcon' in original lime green cast crest (Hel) . £550
6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

DMUs

8891 AC Cars Railbus W79977 in BR dark green small yellow panels (Hel) £400

Coaches

4913 BR Mk1 SO 2nd open in choclate & cream (Hel) £250
4911 BR Mk1 SO 2nd open in maroon (Hel) £250
4952 Mk1 BG full brake in BR blue and grey (Hel) £250

Wagons

1040 200xx VAA sliding door van in BR bauxite - early (Hel) £63

7F-051-022 5 Plank Edward R Cole (Dap) **NEW £37.75**
7F-051-022W 5 Plank Edward R Cole Weathered (Dap) **NEW** £37.75
7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap) £62

Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) **£73**
SL-700BH Single (Pec) £6.50
SL-E787BH Left hand O gauge curved turnout (Pec) £50

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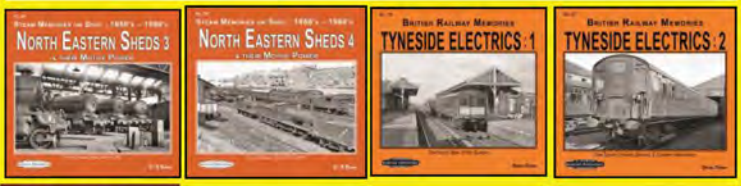

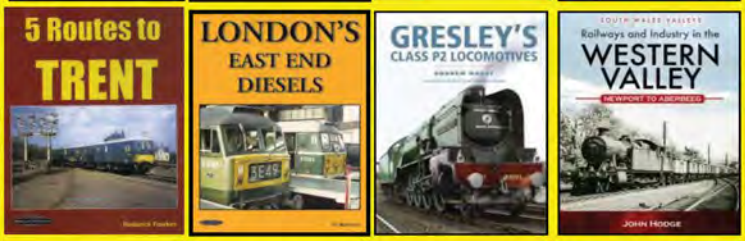

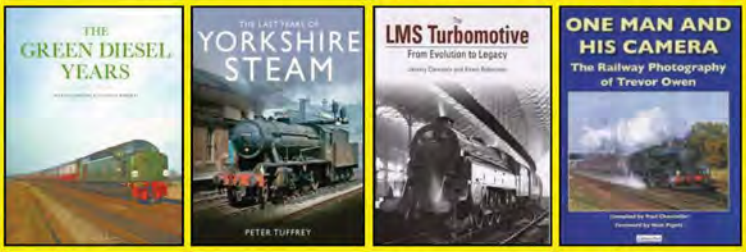

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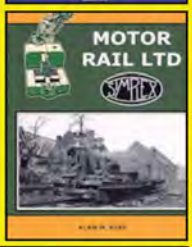

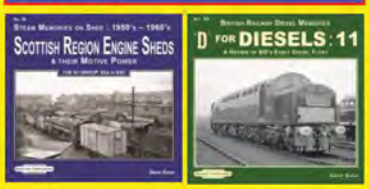

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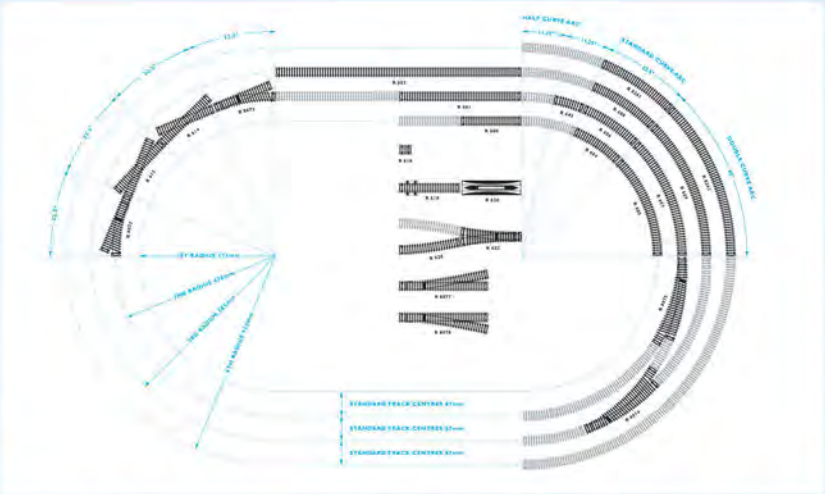

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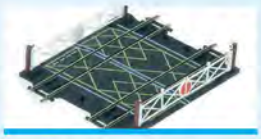

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32-976ZDS Class 66 - DCC Sound Fitted £274.95

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D1003Y Class 52 Diesel Loco No. D1045 "Western Viscount" weathered ... £159.95

D1003Z Class 52 Diesel No. D1030 "Western Musketeer" weathered. £159.95

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K2056DC Beattie Well Tank - DCC Fitted £129.99

K2058 2-4-0WT Beattie Well Tank Steam Loco No. 30585 BR Black E/E ... £109.99
K2058DC Beattie Well Tank - DCC Fitted £129.99

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K2102 0-4-4T O2 Steam Loco No. 16 "Ventnor" BR Black L/C £124.99

K2103 0-4-4T O2 Steam No. 30182 BR Black E/E push-pull equipment ... £124.99

K2104 0-4-4T O2 Steam No. 30225 BR Black L/C £124.99

K2105 0-4-4T O2 Steam No. 225 Southern Black push-pull equipment £124.99

K2106 0-4-4T O2 Steam Loco No. 30193 BR Black E/E £124.99

K2107 0-4-4T O2 Steam No. 207 Southern Green push-pull equipment £124.99

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31-031 Class 350/1 Desiro 4 car EMU 350 238 London Midland £159.95
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31-267 Class 419 Motor Luggage Van No. S68009 BR Blue & Grey £84.99
31-268 Class 419 Motor Luggage Van No. 9004 Network South East £83.99
31-269 Class 419 Motor Luggage Van No. 68008 Jaffa Cake £89.95
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31-677 Class 85 Type AL5 No. E3056 BR Blue (Pre-TOPS) £94.95
31-679 Class 85 AL5 Electric No. E3095 Electric Blue £118.95

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31-136DC LNER Class D11/2 Steam 62677 "Edie Ochiltree" £92.99
31-167DC L&YR 2-4-2 Steam 50795 BR Black E/E weathered £98.99
31-320DC Robinson Class J11 (GCR 9J) 64325 BR Black L/C £93.95
31-441DC Ivatt Class 2MT 2-6-2 No. 41291 BR Black L/C. NEW £131.99
31-587DC Class 70 Diesel 70 004 Freightliner Powerhaul £131.99
31-932DC Midland 4-4-0 Compound Steam 40934, BR E/E £129.99
32-038DS Class 20 Diesel No. 20 124, BR Blue, weathered £195.95
32-260DC WD Austerity 2-8-0 No. 90448, BR Black L/C £126.99
32-391DS Class 37/7 No. 37 796 Trainload Coal £203.95
32-480DS Class 40 Diesel No. D211 "Mauretania" BR Green £208.99
32-762DS Class 57/3 Diesel 57 312 "The Hood" weathered £203.95

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38-676 GWR Shunters Truck No. 41734 GWR Grey £8.99
38-677 GWR Shunters Truck No. 94979 GWR Grey £8.99
38-678 GWR Shunters Truck No. DW43960 BR Black £8.99
38-679 GWR Shunters Truck No. DW41049 BR Black £9.99

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34-131A 60ft Collett Composite Coach No. W7028 BR £24.99
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39-026J BR Mk1 SK Second Corridor Coach No. E24945 .... £34.95
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39-052E BR Mk1 SO Second Open Crimson & Cream £34.95
39-052G BR Mk1 SO 2nd Open Coach BR Crimson & Cream £34.95
39-053F BR Mk1 SO Second Open Coach No. S3848 .... £34.95
39-058 Mk1 SO Second Open Coach Network SouthEast £34.95
39-075C BR Mk1 BSK Brake Second Corridor Blue & Grey £34.95
39-076H Mk1 BSK Brake 2nd Corridor Coach No. E35083 .... £34.95
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39-125C BR Mk1 CK Composite Corridor Blue & Grey £34.95
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39-127E Mk1 CK Composite Corridor Coach BR, weathered £34.95
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39-150D Mk1 FK First Corridor BR Blue & Grey £34.95
39-151F Mk1 FK First Class Corridor E13103 BR Maroon £34.95
39-152B BR Mk1 FK Corridor 1st Crimson & Cream £34.95
39-153D BR Mk1 FK First Corridor Coach No. S13006 .... £34.95
39-154C Mk1 FK First Corridor Coach, BR (WR) weathered £34.95
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39-226C BR Mk1 BCK Brake Composite Corridor Blue & Grey £34.95
39-226E BR Mk1 BCK Brake Composite BR Maroon, weathered £34.95
39-228D BR Mk1 BCK Brake Composite Coach S21275 .... £34.95
39-240 Mk1 FO First Open Coach No. M3001 BR £34.95
39-241 Mk1 FO First Open Coach No. M3000 BR £34.95
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R4614A Mk2E First Class Open Coach No. W3231 BR £29.99
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R4624 Railroad Mk2E Brake 2nd Open Coach No. M9501 BR £16.99
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R4635A MK3 Open Standard TS Coach Arriva Trains Wales £28.49
R4635B MK3 Open Standard TS Coach Arriva Trains Wales £28.49
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R4638A Mk3 1st Class TF Coach No. 41067 Midland Mainline £28.49
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R4644 Mk1 Tourist Second Open Coach TSO BR (WR) £24.99
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R4691 LMS Non-Corridor 57ft 3rd Class Brake Coach M20787M....£37.99
R4691A LMS Non-Corridor 57ft 3rd Class Brake Coach M20788M....£37.99
R4700 Mk1 Second Open Coach No. M4487 BR Maroon....£28.49
R4702 Mk2E Standard Open Coach No. 5801 Virgin....£32.99
R4702A Mk2E Standard Open Coach No. 5787 Virgin....£32.99
R4704 Mk2E Brake Standard Open Coach 9507 Virgin....£32.99
R4706 Mk1 Corridor Composite Coach No. E15058 BR....£28.49
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1513 Class 15 Bo-Bo ADB968000 BR Sherwood Green....£101.99
16021 Class 16 D8404 BR Green Stratford style warning panels....£114.99
16031 Class 16 D8407 BR Green with full yellow ends....£114.99
16041 Class 16 D8409 BR Green with gloss finish & grey roof....£114.99
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23101 Class 23 Baby Deltic D5907 BR small yellow ends, gloss..£104.99
23201 Class 23 Baby Deltic No. D5900 BR Green frost grilles....£114.99
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23221 Class 23 Baby Deltic No. D5905 BR Green....£114.99
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2501 Class 05 Diesel Shunter No. D2578, BR Green....£109.99
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2503 Class 05 Diesel Shunter Cider Queen Industrial....£109.99
2520 Class 05 Diesel Shunter No. D2592, BR Green....£109.99
2521 Class 05 Diesel Shunter No. D2600, BR Green....£109.99
2522 Class 05 Diesel Shunter No. D2595, BR Blue....£109.99
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2608 Class 26 Bo-Bo D5339 BR Green small yellow panels....£92.99
2609 Class 26 Bo-Bo D5341 BR Green small yellow panels....£92.99
26601 Class 26 Bo-Bo D5300 BR Green, semi-gloss finish....£104.99
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26621 Class 26 Bo-Bo D5309 BR Green....£104.99
26631 Class 26 Bo-Bo D5317 BR Green, small yellow panels....£104.99
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26651 Class 26 Bo-Bo D5312 BR Green, weathered finish....£114.99
2711 Class 27 Diesel 5373 BR Blue with full yellow ends....£101.95
2712 Class 27 Diesel D5404 BR Green w/small yellow ends....£101.95
2713 Class 27 Diesel 5370 BR Green w/small yellow ends....£101.95
2725 Class 27 Diesel D5349 BR Green....£101.95
2726 Class 27 Diesel D5347 BR Green w/small yellow panels....£101.95
2727 Class 27 Diesel 5363 BR Blue w/full yellow panels....£101.95
3327 Class 33/2 Diesel 33 208 BR Civil Engineers Dutch....£101.95
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3329 Class 33/2 Diesel 33 206 BR Blue w/full yellow ends....£101.95
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3415 Class 33 Diesel D6516 BR Green....£101.95
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3430 Class 33/0 Diesel D6506 BR Blue w/full yellow ends....£101.99
3431 Class 33/0 Diesel D6544 BR Blue w/full yellow ends....£101.99
3434 Class 33/0 Diesel 33 003 Trainload Construction....£101.99
3435 Class 33 Diesel 33 049 BR Blue w/full yellow ends....£101.95
3436 Class 33 Diesel 33 047 "Spitfire" BR Civil Engineers....£101.95
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3910 Tango O2 Steam No. 3965 LNER w/stepped tender....£156.99
3911 Tango O2 Steam No. 63954 BR w/stepped tender....£156.99
3912 Tango O2 Steam No. 63948 BR E/E with stepped tender....£156.99
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3920 Tango O2 Steam No. 3962 LNER with flush tender....£156.99
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8801 AC Cars Railbus W79976 BR Green with speed whiskers....£104.99
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8921 Class 128 Diesel Parcels Unit 55992 Royal Mail Letters....£101.99
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371-023 Class 08 Diesel Shunter No. 08 600 "Ivor"....£80.95
371-024 Class 08 Diesel Shunter No. 08 907 DB Schenker....£80.95
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371-110 Class 31 Diesel 5826 BR Green, full yellow ends....£100.95
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371-397 Class 66 Diesel No. 66 434 DRS Plain Blue Compass....£103.95
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371-702 Class 350/1 Desiro 4 Car EMU 350 101 London Midland..£99.99
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2D-003-010 WD Loco No. D1062 "Western Courier", weathered..£79.99
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2D-012-011 Class 22 Diesel No. D6327 BR Green....£79.99
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2D-012-014 Class 22 Diesel No. D6328 BR Blue....£79.99
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2D-013-001 Class 27 Diesel No. D5401 BR Green....£104.95
2D-013-051 Class 27 Diesel No. 27 203 BR Blue non-motorised..£44.99
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2D-013-054 Class 27 Diesel No. D5369 BR Green non-motorised..£45.95
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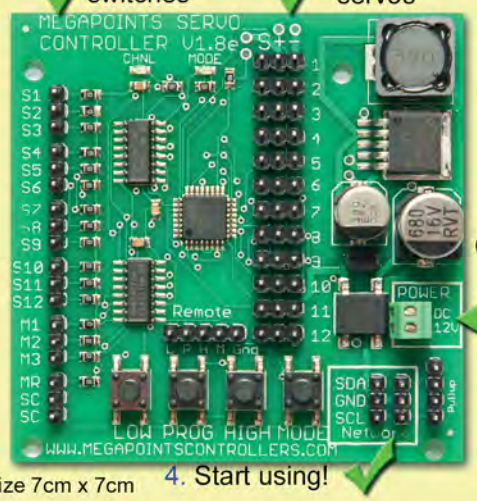

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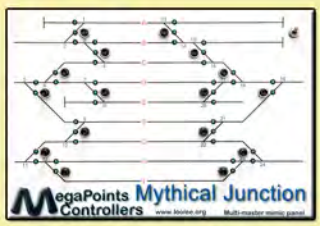

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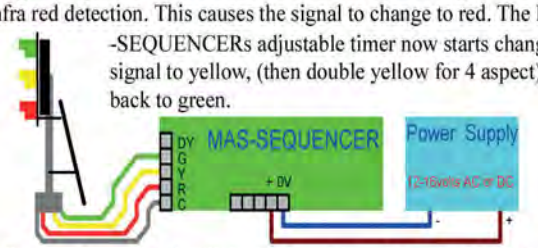

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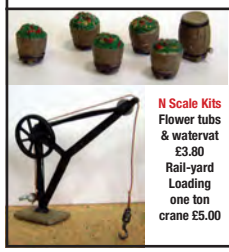

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6-L(2 UNITS) CLASS 202
6-B (1 UN IT) CLASS 203
6-S (1 UN IT) CLASS 201
6PUL (3 UNITS)
6CIT (1 UNIT)
6PAN (2 UNITS)
4LAV (4 UNITS)
FRH4027/SE3 : EXPRESS : 4mm/00
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4COR (5 UNITS) CLASS 404/2
4BUF (2 UNITS) CLASS 404/1
4-vep sets
4BEP (2 UNITS) CLASS 410
4CEP (5 UNITS) CLASS 411
4CIG (5 UNITS) CLASS 421
6-L(2 UNITS) CLASS 202
6-B (1 UN IT) CLASS 203
6-S (1 UN IT) CLASS 201
4GRI (2 UNITS) CLASS 404
4BIG (2 UNITS) CLASS 420
4REP(2 UNITS) CLASS 430
4TC (2 UNITS) CLASS 491
2HAL (Bulleid) (2 UNITS) CLASS 402
2BIL (6 UNITS) CLASS 401
F4212/SE3 : EXPRESS : 4mm/00
F2212/SE3 : EXPRESS : 22mm/N

SUBURBAN

3SUB LSWR
3SUB LBSC
4EPB (7 UNITS) CLASS 415/2
4 SUB (Sheba) (2 UNITS) 405
4SUB Southern (1 UNIT)
4EPB(Bulleid) (3 UNITS) CLASS 415/1
4SUB (Bulleid) (7 UNITS) CLASS 405
4DD (2 UNITS)
2EPB (Bulleid) (3 UNITS) CLASS 416/1
2NOL (2 UNITS)
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2HAL (6 UNITS) Class 402
FRH4027/SE2 : SUBURBAN : 4mm/00
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4SUB (Bulleid) (7 UNITS) CLASS 405
4EPB(Bulleid) (3 UNITS) CLASS 415/1
4DD (2 UNITS)
4SUB (Sheba) (2 UNITS) 405
4-vep sets
2EPB (Bulleid) (3 UNITS) CLASS 416/1
2EPB (3 UNITS) CLASS 416/2
F4212/SE2 : SUBURBAN : 4mm/00
F2212/SE2 : SUBURBAN : 2mm/N

RURAL

2HAP (Bulleid) (4 UNITS) CLASS 414/1
2HAP(6 UNITS) CLASS 414
2-H (3 UNITS) CLASS 205
2BIL (6 UNITS) CLASS 401
3-R (2 UNITS) CLASS 206
3-H (3 UNITS) CLASS 205
3-D (2 UNITS) CLASS 207
FRH4027/SE1 : RURAL : 4mm/00
FRH2027/SE1 : RURAL : 2mm/N

2HAL (6 UNITS) Class 402
3-H (3 UNITS) CLASS 205
3-D (2 UNITS) CLASS 207
3-R (2 UNITS) CLASS 206
2HAP (Bulleid) (4 UNITS) CLASS 414/1
4-vep sets
2BIL (6 UNITS) CLASS 401
2HAP(6 UNITS) CLASS 414
2-H (3 UNITS) CLASS 205
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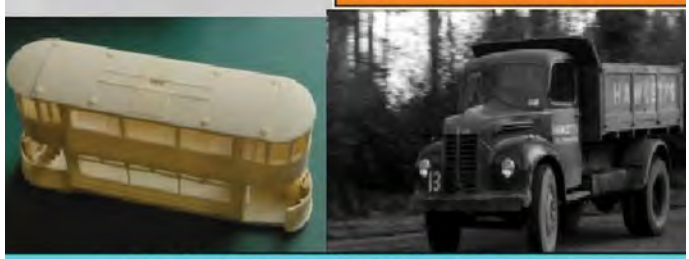

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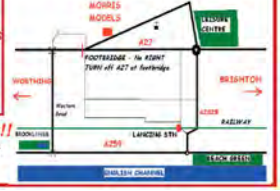

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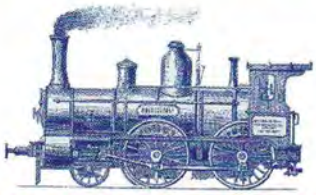

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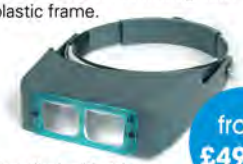

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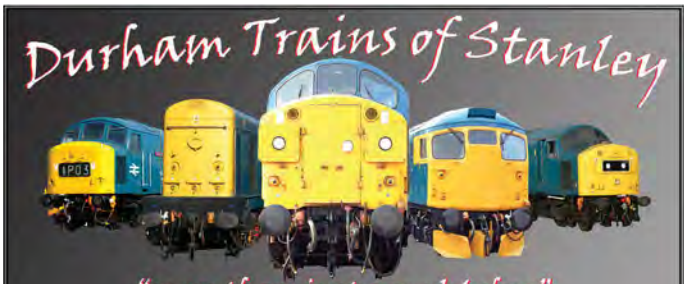

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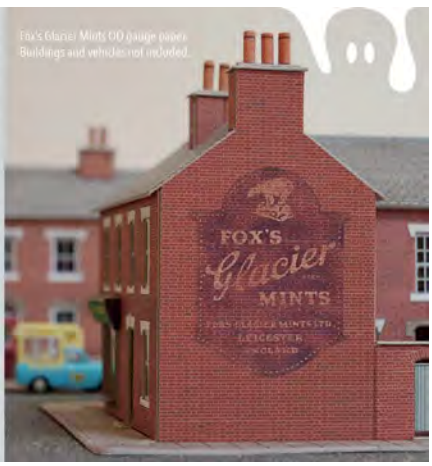

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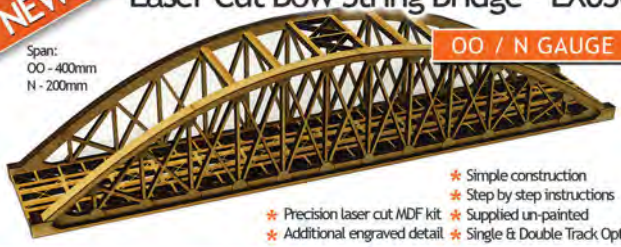

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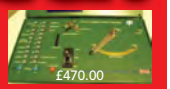

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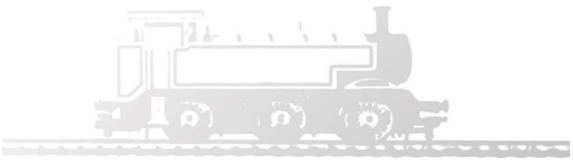

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NEW EVENT MANCHESTER Trafford Soccerdome - Saturday 15th October 2016, Trafford way, Tarafford Park, Manchester, M17 8DD (opposite Chill Factor Ski Slope – 1 minute from M60 Junction 10) Up to 100 tables. 10.30am-2.30pm Admission: Adults £2 Children 50p Under 5 Free. Free parking for 1000's of cars Contact: Barry Stockton on 0151-334 3362

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RUGBY EVENING TOY & TRAIN COLLECTORS FAIR, The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN Tuesday 20th Sep 2016 80 stalls 7pm – 9pm Adults £1.50 Seniors £1.20 Children 50p (under 5s Free) www.bpfairs.com Tel 01604 846688

STAFFORD SHOWGROUND TOY & TRAIN COLLECTORS FAIR The Prestwood and Argyle Centres, Stafford Showground, Weston Road, Stafford ST18 0BD Sunday 2nd October 10.30am-3pm 280 stalls Adults £3.50 Seniors £3 Children £1 (under 5s Free) Free parking www.bpfairs.com Tel: 01604 846688

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CARLISLE MODEL TRANSPORT TRAIN FAIR at the BORDERWAY EXHIBITION HALL, Rosehill, Carlisle, CA1 2RS (off Junction 43 M6/ off A69,) Sunday 25th September 10.30 - 3pm Adults £3, Children & Senior Citizens £2 Early entry £5. www.carlisletoyfair.com Contact Jim 07504035955. Email jim_corr73@hotmail.co.uk for table bookings

TOY & TRAIN COLLECTORS FAIR GATESHEAD INTERNATIONAL STADIUM Neilson Road, Gateshead NE10 0EF (Just off Felling-by-pass, A184) 15th October 2016 (Sat) 10:00am - 3:00pm Adults £3, Children & Senior Citizens £2 Tel: 07504 035955 Email jim_corr73@hotmail.co.uk Like us on Facebook Northerntoyfairs

CHESTER TOYFAIR (NEW VENUE), The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR. Saturday 1st October 10.30am-2.30pm, £2.00 entry, Tony Oakes Fairs 01270 652773

READING VINTAGE TOYFAIR & EXHIBITION, Rivermead Leisure Centre, Richfield Avenue, Reading. RG1 8EQ. Sunday 30th October Early entry 8.30am - £10.00, 9.30am entry - £7.00, 10.30am-3.30pm -£3.50 entry, Accom Children under 14 Free, Tony Oakes Fairs 01270 652773

ELSECAR, TOY AND TRAIN FAIR. Tue 18th October. 7pm-9pm. Early entry available from 4.30pm £4. Milton Hall, Elsecar, Barnsley, S74 8EZ Adults £1.70 Concessions £1.20 Children £1.20 . Opposite Heritage Centre. Contact Brian 07751 613640

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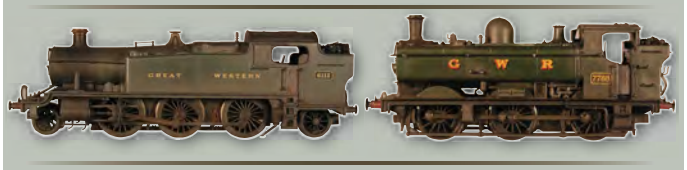

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ADVERTISERS **INDEX**

A C Models	132
ADM Turntables	130
Air Framed	150
Alton Model Centre	152
Andy Lowe Electronics	131
Anoraks Anonymous	145
Aspire Gifts & Models	148
Bachmann-Europe (W.Britain Ltd)	160
Book Law Publications	126
Brimal Components	47
Bure Valley Railway	133
C & L Finescale Modelling Ltd	133
C & M Models	148
Cheltenham Model Centre	133
Church Street Models	148
Classic Rail	132
Dapol Ltd	159
DCC Concepts Pty Ltd	2, 3 & 26
DCC Fitting Ltd	139
DCC Supplies	131
Digitrains Ltd	15
Durham Trains of Stanley	148
Ellis Clark Trains	46
EMA Model Supplies	148
Express Models	148
Fareham & District MRC	139
Finescale Model World Ltd	135
Flair Rail	150
Folkestone Hythe & District Model Railway Club	141
Fox Transfers Limited	141
Frizinghall Models & Railways	135
Galactic Models	150
Gas Cupboard Models	150
Gaugemaster Controls Plc	16 & 17
GFB Designs (Signatrak)	143
Ghost-Signs.com	150
Gilbow Holdings Ltd	27
Golden Valley Hobbies	150
GraphicAir	47
Grimy Times	146
Harburn Hobbies	35
Hatton's Model Railways	116-125
Heathcote Electronics	140
Hereford Model Centre	134
Hornby Hobbies	34
John Dutfield	155
K & M Models	150
Kernow Model Rail Centre	136 & 137
KJB Models	149
Langley Models	140
Loco Boxes	151
Locomotion	147
Lord and Butler	152
Loughborough Model Centre	127
Mac's Model Railroading	140
Manchester Model Railway Society	135
Megapoints controllers	139
Meridienne Exhibitions Ltd	47
Metcalfe Models & Toys Ltd	104 & 105
Model Railway Baseboards	151
Model Railway Solutions	143
Model Railways Direct Ltd	128 & 129
Monk Bar Model Shop	151
Morris Models	143
My Model Shop	152
Nelevation	141
Olivias Trains	140
Osborn's Models	143
Oxford Diecast Ltd	115
Parkside Electronics	130
Parkwood Arts Ltd	151
Pennine Models	147 & 151
Peters Spares Model Railways Ltd	142
Pooleys Puffers	151
Publishing Works Ltd	131
Radley Models	142
Rail Ex Taunton	142
Rails of Sheffield	90, 91 & 92
Ron Lines	154
Roxley Models	142
Sankey Scenics	146
Sawyer models	144
Scale Model Scenery Ltd	151
Scale Scenes	151
Scalefour society	130
Skytrex Ltd	144
South West Digital	144
Squires Model and Craft Tools	157
Strawberry Line Miniature Railway	150
Street Level Models	152
Ten Commandments	152
The Hobby Shop	144
The Junction Box	132
The Sports & Model Shop	152
Tower Models	49
Train-Tech	143
Trains 4 U	143
Trainstop	152
UK Toy and Model Auctions Ltd	146
Vectis Auctions	130
Viking Optical Ltd	146
Warrington Model Rail Show	148
Warwick & Warwick	138
Wicor Models	152
Wroxham Miniature Worlds	35
York ModelMaking	132
YouChoos	146
Zimo Elektronik	6

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Diary updated as bookings are confirmed

Sept 10/11 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Ave, Swindon, **SN2 2EY.** Sat/Sun 10 - 5 Tel 01793 466646, steammuseum@swindon.gov.uk

Sept 17 - CRAWLEY Seaboard Southern American Model Railroad Show Charis Centre, West Green Drive, Crawley, W/Sussex. **RH11 7EL** Sat 10-5
Sept 17/18 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. **KA7 1JB.** *Modern Venue with easy access & FREE car parking.* Saturday 10 - 5 / Sunday 10 - 4
Sept 24/25 - HALIFAX M/Railway Ex, North Bridge Leisure Centre, Halifax, **HX1 1XH.** Sat/Sun 10-5.
Sept 24/25 - WORTHING M/Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, **BN13 1LA** Sat 10 - 4.30 **Enlarged show this year - Extra Hall of Exhibits and layouts**
Oct 1/2 - SWANSEA M/Rail Exhibition, Swansea Railway Modellers Group, The National Waterfront Museum, Oystermouth Road, Maritime Quarter, Swansea **SA1 3RD.** Saturday 10-5, Sunday 10-4.
Oct 1/2 - FAREHAM Fareham & District M/Rail Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU.** Saturday 10-5.30, Sunday 10.00 - 16.30. ***50th Anniversary***
Oct 1/2 - FOLKESTONE Folkestone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. **CT20 2DZ.** Saturday 10 - 5.30, Sunday 10.00 - 5.
Oct 8/9 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Rd, Aldershot, Hants. **GU12 4AS.** Sat 10 - 5, Sun 10 - 4.30
Oct 8/9 - CROYDON Model Railway Society Exhibition, Warlingham School, Tithepit Shaw Lane, Warlingham. **CR6 9BY.** Sat 10-5, Sun 10 - 4.00
Oct 8/9 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5.***Free Car Parking & Free Entry to Museum and Exhibition - Yes that's Free Entry!***
Oct 15/16 - DUNDEE M/Rail & Model Show Sports Centre, Mains Loan, Dundee, Angus **DD4 7AA.**
Oct 15/16 - UCKFIELD M/Rail Exhibition, Uckfield Civic Centre, Uckield. **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, **BN16 4HH.** 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 Modeller Sponsored by Squires.

Dec 3 - ISLINGTON - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Saturday 10.30 - 4pm www.guidelinepublications.co.uk - for more info.
Dec 4 - ISLINGTON - The London Plastic Mod Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London, **N1 0QH** Sunday 10.30 - 4pm www.guidelinepublications.co.uk

EXHIBITIONS & SHOWS IN 2017

Jan 14/15 - BOGNOR REGIS M/Rail Ex, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 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, Brisrtol, **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**
Mar 18/19 NOTTINGHAM - East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Rd, Bilborough, Nottingham **NG8 4PB.** Sat 9.30-5.30, Sun 10-5.
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 FREEParking**
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 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**.Sat 10 - 4.00.

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Exhibition Invitations always welcomed.

NEXT ISSUE

Dean Park station

Taking inspiration from Edinburgh Waverley, Dean Park is David Watson's developing slice of Scottish railway operation set in the late-1980s. Next issue we visit the first completed section – Dean Park station – to discover to the story behind this popular home-based railway.

SPRAY BOOTHS

EQUIPMENT GUIDE

A spray booth can be a life saver for regular painters. Tim Shackleton and Mick Bonwick investigate what is available and highlights their design standards in our guide to spray booths.

HST 40th

October marks 40 years since the production High Speed Train entered revenue earning service on BR's Western Region. To mark this milestone next issue we delve into the story of the HST to bring you train formations, practical modelling guide, sound installations and more in a special issue.

THE NEXT ISSUE OF HORNBY magazine is on sale October 13 2016

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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.

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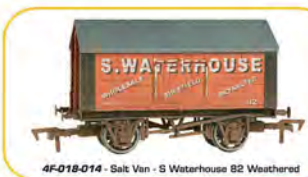

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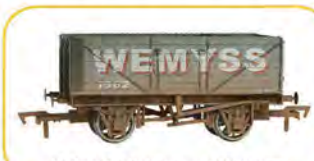

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