

SPECIAL HST@40 WIN A Hornby HST and trailer cars worth... £300

Closing date November 25 2016

HORNBY

magazine

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www.hornbymagazine.com

DEAN PARK



Scotland in the 1980s

THE FLYING SCOTSMAN



Latest model and the famous 'A3's' story

REVIEWED



Dapol Class 33 and valanced 'A4' for 'N'



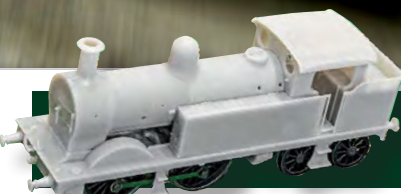
LATEST NEWS

SPECIAL: HST@40

- New models
- Digital sound
- Formations
- Modelling
- History



Hornby reveals...
'H' 0-4-4T for 2017



KEY



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Cobalt Alpha

By DCCconcepts



Alpha-Power

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

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

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

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



Alpha-Box

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

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

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

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

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

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



Alpha Central



It just does NOT get any easier than this!

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

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

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

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

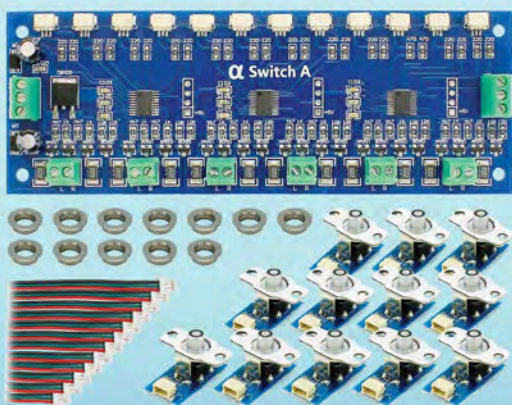
Alpha

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

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

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

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



Alpha-Switch-D

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

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

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

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

The little things really CAN Make a big difference!

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

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

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



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

DCC thinking outside the square
concepts

HORNBY magazine

November 2016

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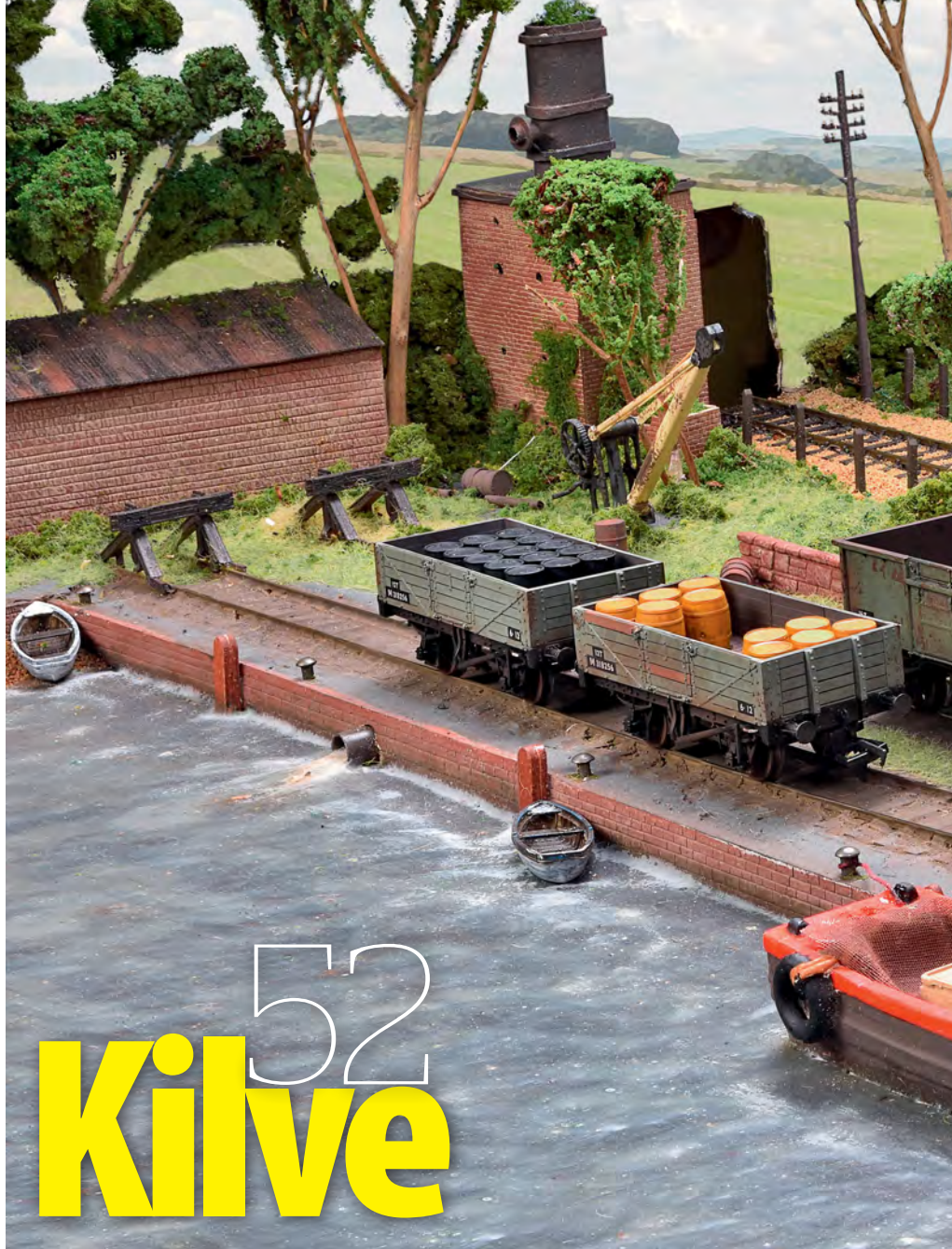
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HORNBY magazine

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There was nothing quite like sound that emanated from HST power cars when first introduced. Paul Chetter sets out to recreate it in miniature.





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David Lloyd's spectacular preservation-era layout represents a what-might-have-been North East railway location involving much research and a keen eye for detail.

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Still going strong British Rail's revolutionary InterCity 125 High Speed Train celebrates 40 years in frontline passenger service, and looks set to continue for some time to come, as Evan Green-Hughes reports.

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Hornby Magazine's comprehensive guide to forthcoming events.

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WELCOME

THE EDITOR'S PAGE



THE HIGH SPEED TRAIN is unforgettable. Iconic, fast, reliable and undeniably impressive it has been at the forefront of British passenger transport for four decades.

The original

Valenta engines with their screaming turbos exuded power and no one would miss their departure as the sound overtook the entire station.

October marks the 40th anniversary of the HST's introduction to passenger service and to mark the occasion we have brought together a wide selection of feature subjects covering these exciting trains.

For starters, there is Mark Chivers' Train Formations feature on the HSTs followed by Tim Shackleton's guide to repainting Mk 3 carriages, new models in the review section (including Hornby's Twin Track Sound MTU version), the story of the HST in Railway Realism and Paul Chetter's in-depth guide to adding your own custom sound installation.

If that wasn't enough then David Watson's highly popular YouTube

build, Dean Park station, also features in this issue and, as one of his favourite classes, the iconic High Speed Trains feature prominently on his impressive and rapidly developing loft layout.

Bringing a special issue like this together has naturally brought about a lot of HST conversations. Reliving memories of journeys on them, extolling the values of their ride quality and remembering our first models.

Mine was a Lima HST which ran, quite literally, hundreds of miles on our home loft layout. It was only a 2+3 formation consisting of a pair of power cars, a Trailer First, Buffet and Trailer Guard Standard. All were in matching BR blue and grey livery and it was the pride of the fleet.

Mark had a Hornby HST with its short carriages, but he was equally taken with the opportunity to run 'the' train of the moment on his layout.

It isn't just about HSTs this month though as there has been a lot of news and new arrivals during the past few weeks. Topping the news is Hornby's first announcement for 2017 - the Wainwright 'H' 0-4-4T - which came on the fourth Friday in September.

Unexpected it might have been, but it was very welcome too and we are looking

forward to hearing more of Hornby's plans for 2017 in the coming weeks. Oxford Rail made a new announcement at the end of September too while Revolution Trains has revealed that the Class 92 will be its next ready-to-run locomotive for 'N' gauge.

Talking of the smaller scale, it has been a busy month with Revolution delivering the UK's first crowd-funded ready-to-run model in the TEA bogie tanker while Dapol has also been busy with the arrival of its valance fitted Gresley 'A4' and Class 33 for the scale too.

Add to this a timely new version of the National Collection's famous 'A3' 60103 *Flying Scotsman* in a limited edition train pack, new HST liveries and more and it is a feature packed issue.

And don't forget, if you are heading to the Spalding Model Railway Exhibition on November 12/13 to come and see the Hornby Magazine team and our 'N' gauge layout West Riding Power.

Happy modelling!

Mike Wild

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE THIS NOVEMBER

HST@40 SPECIAL

FEATURES

16 David Watson's loft layout models Scotland in the 1980s and has been a big hit on YouTube.

FLYING SCOTSMAN

A new limited edition gloss version of the 'A3' has arrived - plus we look back at its story.

SEE PAGES 72 & 78

FIRST FOR REVIEWS

68 Dapol's Class 33 and valance fitted 'A4' headline a busy review section covering the latest releases.

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SPECIAL HST@40 WIN £300

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- New models
- Digital sound
- Formations
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- History

DEAN PARK

Scotland in the 1980s

THE FLYING SCOTSMAN

Latest model and the famous A3's story

REVIEWED

Dapol Class 33 and valance 'A4' for 'N'

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SPECIAL HST @ 40

New models: Hornby's TTS Class 43s debut in Virgin Trains East Coast colours.

Digital sound: Paul Chetter shows how a custom sound installation can recreate the Valenta 'scream' in miniature.

Formations: Mark Chivers provides 25 formations you can model using the current Hornby power cars and Mk 3s.

Modelling: Tim Shackleton repaints two rakes of Mk 3s to create his own HSTs.

History: Evan Green-Hughes turns the clock back and reviews the HST history.

SEE PAGES 26, 32, 78, 88 & 104

'H' is first for 2017 range



HORNBY has announced its first new item for its 2017 range – the South Eastern and Chatham Railway (SECR) Wainwright 'H' class 0-4-4T.

Introduced in 1904, 66 were built by the SECR by 1915 at Ashford Works. They were operated by the SECR as well as the Southern Railway and British Railway's Southern Region. Traffic was mainly light passenger including push-pull workings with the last withdrawn by BR in 1964. One has been saved for preservation – 263 at the Bluebell Railway.

Development of the new Hornby model started with surveying of the Bluebell's example and the manufacturer has already reached the stereo sample stage, which offers a tantalising glimpse of this new model.

The tools will cater for bunker, brake gear and push-pull differences and it is expected to be released in the second half of 2017. Three liveries are proposed, although details have yet to be announced, together with a fourth in a special edition train pack which will also contain a pair of Maunsell push-pull carriages. Pricing is also to be confirmed.

● Visit www.hornby.com for more information.



Decorated coke wagons arrive

Hornby has received the first decorated samples of its new London Midland & Scottish Railway (LMS) and BR 20 ton coke wagons for 'OO' gauge.

Announced in the 2016 range they are expected to be released in December with a retail price of £19.99. The model will be available as an

LMS vehicle with planked raves on all four sides and a BR wagon with planked sides and steel plated ends.

The decorated samples shown are for Cat No. R6731 in LMS grey and R6733 in BR bauxite.

● Visit www.hornby.com for more information.



'OO' TEA PROGRESSES



The first engineering prototype of Revolution Trains' debut 'OO' gauge ready-to-run model – the TEA 100

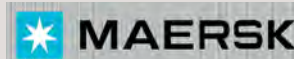
tonne bogie tanker – has been received from manufacturer Rapido trains. The sample is on accommodation wheels and the catwalk is handmade for

the prototype. The model is still available to order, but orders will close at the end of the development process prior to production. Prices are £40 per wagon (£41.50 for EWS versions) with delivery expected in 2017.

● Visit www.revolutiontrains.com for more information.

Revolution partners C=Rail for 'N' gauge hi-cube

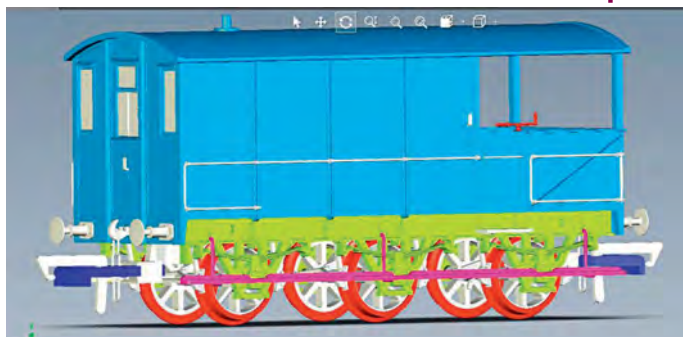
The 40ft hi-cube container, the world's most common container design, is to be replicated in 'N' gauge through a joint venture between Revolution Trains and container specialist C=Rail. The container will be designed to fit Revolution's KFA Intermodal flat while also being compatible with Graham Farish and Dapol container wagons.



Six liveries are planned covering Maersk, MSC, Hamburg Sud, Evergreen, Hanjin and UASC. Priced at £6.50 each, they are available to order now with delivery expected in early 2017. Only pre-ordered models will be produced.

● Visit www.revolutiontrains.com for more information.

Oxford Rail develops GWR six-wheel 'Toad'

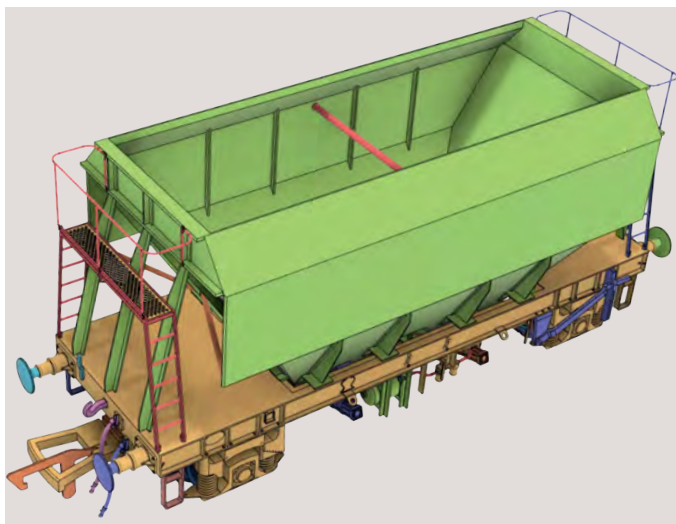


In its October release programme newcomer Oxford Rail has announced that it is developing a new 'OO' gauge model of the Great Western Railway (GWR) six-wheel 'Toad' brake van for release in the second quarter of 2017.

The model, the first time a six-wheel brake van has been produced ready-to-run, will recreate the 1900-introduced vans with options for wooden planked and sheet metal sides.

It will also cater for GWR and BR period vehicles with the last of the design withdrawn in the 1950s.

Three versions are proposed with a retail price of £14.95. They are the planked version in GWR grey with Swindon lettering (Cat No. OR76TOA001) plus two versions with the plated body in GWR grey with Bridport lettering (OR76TOA002) and BR grey with Bordesley Junction lettering (OR76TOA003).



Cavalex Models launches with PGA hopper project

A new name in ready-to-run 'OO' gauge models has launched with its first project being the PGA 51 ton hopper wagon. Cavalex Models revealed its PGA project in September with the aim of delivering a high quality product for purchase in the second quarter of 2017.

The PGA was introduced in the late 1970s with the fleet being built by Standard Wagon of Heywood. The vehicles were employed extensively by Redland Aggregates

with flows from Mountsorrel quarry to Norfolk, Bedfordshire, Kent and Buckinghamshire. PGA vehicles remain in traffic today with the latest owner being Lafarge. Haulage has included classes 20, 25, 31, 37, 47, 56, 58, 60, 66 and 73.

Cavalex is currently developing the CAD drawings for its debut model. The price is expected to be in the region of £25 with manufacture taking place in China.

● Visit www.cavalexmodels.com for more information.

Revolution opens the book for an 'N' gauge Class B tanker

The 1950s introduced Class B 35 ton fuel tankers have been selected as Revolution Trains' next crowd-funded model for 'N' gauge. The product plan was announced in early September.

Revolution is working with former Graham Farish/Bachmann designer Colin Allbright to produce the model which, subject to sufficient interest, will be available in six different liveries covering original and upgraded suspension designs.

The Class B tankers were operated from the 1950s until the 1990s in block trains and smaller sets in mixed goods workings. Haulage was by '8F' 2-8-0s, 'Black Five' 4-6-0s, '9F' 2-10-0s plus Class 33, 37 and 47 diesels. They were most recognised for their use on oil traffic from Fawley oil terminal near Southampton.

The specification for the model includes close coupling mounts, separately fitted parts where



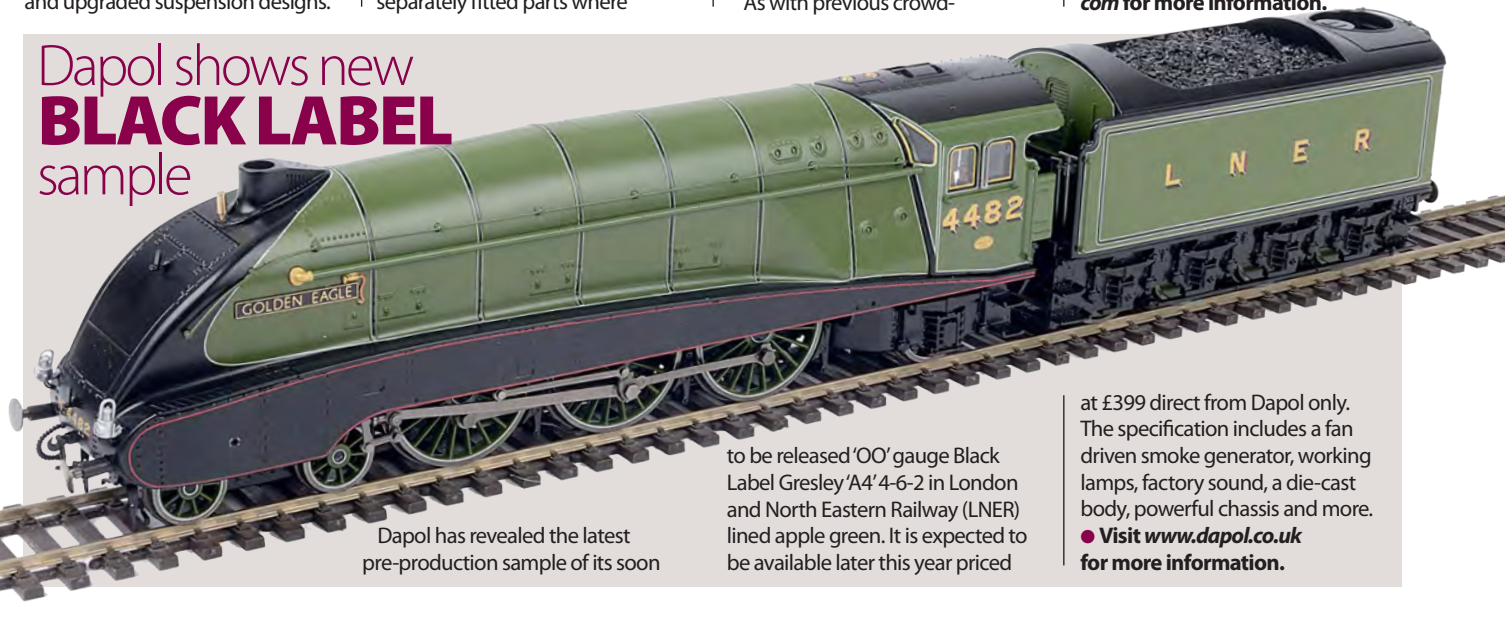
possible, etched metal catwalks and etched owner's plates on the barrels. Liveries will cover Esso black, Mobil Charrington red, unbranded black, Regent black, Texaco black and United Molasses brown.

As with previous crowd-

funded models, only pre-order quantities will be produced in the production run with wagons priced at £19.50 for single packs and £58.50 for triple packs.

● Visit www.revolutiontrains.com for more information.

Dapol shows new BLACK LABEL sample



Dapol has revealed the latest pre-production sample of its soon

to be released 'OO' gauge Black Label Gresley A4 4-6-2 in London and North Eastern Railway (LNER) lined apple green. It is expected to be available later this year priced

at £399 direct from Dapol only. The specification includes a fan driven smoke generator, working lamps, factory sound, a die-cast body, powerful chassis and more.

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

Bachmann reveals 'N' Class 40 sample



THE FIRST ENGINEERING samples of the under development Class 40 for 'N' gauge were revealed by Bachmann at the recent International N Gauge Show in September. The model has been tooled from scratch to replace the aged

Graham Farish version of the same class. The new version will be available with disc and centre headcodes and also features a Next18 Digital Command Control (DCC) decoder socket, directional lighting and cab lighting. It is also to be DCC sound compatible. It will also be the first Graham

Farish range diesel to be built around the coreless motor – previously the coreless motor has only been used in steam designs by the manufacturer.

The first round of releases will be D211 *Mauretania* in BR green (Cat No. 371-180), D369 in BR green with small yellow warning

panels (371-182) and 40159 in BR blue with full yellow ends (371-183) – the latter two being of the centre headcode design.

Pricing and a release date for the Class 40 have yet to be confirmed by Bachmann.

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

'OO' Carflat sample arrives



Oxford Rail has received the first pre-production engineering sample of its planned 'OO' gauge BR Carflat wagon. It is on target for release in the first quarter

of 2017 priced at £29.95.

It will be released in BR maroon, (Cat No. OR76CAR001), BR maroon with weathering (OR76CAR002) and BR blue with Motorail lettering

(OR76CAR003). The manufacturer has also announced that it will be putting together four-vehicle packs with Oxford Diecast to allow modellers to populate the

wagons appropriately, suitable for the 1960s, 1970s and 1980s and repeating them in 'N' gauge to suit the N Gauge Society Carflat which is being produced by Bachmann.

WIN Hornby HST power and trailer cars

WORTH OVER
£300



Mk 3 range plans confirmed

The range of BR Mk 3 carriages to be produced by Oxford Rail has been confirmed with two sets of locomotive-hauled vehicles forming the first wave of releases.

The initial runs will cover the First Open (FO), Second Open (SO), Restaurant Unclassified Buffet (RUB) and Restaurant First Modular (RFM) with a choice of BR blue and grey with Inter City lettering and BR InterCity 'Swallow' liveries.

The models have now reached engineering sample stage with Oxford Rail showing the models in early October. Features include NEM coupling pockets separate to the bogies, roof detail and



bodyside variations and, currently in development, versions with interior lighting fitted from the factory.

Oxford Rail's Tim Mulhall told *Hornby Magazine*: "Four core locomotive-hauled coaches will come first, then HST coaches

followed by some of the more unusual vehicles. There is a plan to do Royal Train and Network Rail vehicles, but it will take us between two and three years to work through the programme."

Also confirmed for the Mk 3s

is pricing. The vehicles will retail for £34.95 (without lighting) with the first models reported to be on schedule for release in the first quarter of 2017.

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

Minerva pushes ahead with GWR '57XX' for 'O'



Independent 'O' gauge ready-to-run specialist Minerva Model Railways has announced that its third British outline locomotive will be the GWR '57XX'/'8750' 0-6-0PT. The new product was revealed at

the Telford Gauge O Guild Show and comes just days after Dapol announced it would be creating the same class of locomotive in 7mm:1ft scale (HM112).

Minerva has continued its

commitment to the GWR 'Pannier' tank project. Minerva's Chris Klein explained: "We have been committed to this project for several months and money has been paid for design work, which is underway."

The projected release date for the Minerva GWR 0-6-0PT is summer 2017, following on from its Peckett 'E' 0-4-0ST which was released in December 2015 and its soon to be released model of the Kerr Stuart 'Victory' 0-6-0T. It will be priced at £230 for a Digital Command Control (DCC) ready version with options for DCC fitted and DCC sound equipped locomotives. The specification calls for an injection moulded body with more than 200 individual components, die-cast chassis, all-wheel pick-up, flywheel equipped motor, full cab detail and working three link couplings.

The tooling for the 0-6-0PT will cater for four different batches including variations in cab and tank design, early and late injectors and more.

● For more information visit www.minervamodelrailways.co.uk.

QUESTION: When were the HSTs introduced to passenger service?

- a. 1966
- b. 1976
- c. 1986

Hornby Magazine's latest competition offers a stunning prize of a pair of limited edition Hornby HST power cars in original BR blue and grey livery together with matching BR Mk 3 Trailer First, Buffet and two Trailer Seconds to create a six car formation. The power

cars are DCC ready and were released to mark the 40th anniversary of the HST. Included are W43002 and W43003 which are DCC ready with 8-pin decoder sockets. All you have to do to enter the competition is answer the following simple question by November 25 2016.

HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine HST 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 HST Competition' in the subject field.

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

On occasions Key Publishing and Hornby Hobbies 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.

Revolution crowd-funds Class 92 for 'N'

THE CLASS 92 ELECTRIC locomotive has been announced as the next locomotive project by rapidly developing crowd-funded model manufacturer Revolution Trains.

The announcement comes with delivery of the manufacturer's first 'N' gauge model – and the UK's first crowd-funded British outline ready-to-run product – in the TEA bogie tanker (see Reviews) and will join Revolution's development line-up behind the soon to be completed Class 390 Pendolino and Class 320/321 EMU for 'N'.

The Class 92s were built in the early 1990s by Brush Traction for Channel Tunnel freight and 'sleeper' trains. More recently their traffic has been more diverse seeing them operate over the full length of the West Coast Main Line with overhead power and through to the Channel Tunnel using the third-rail network. Revolution has secured co-operation of Brush Traction as well as permissions for liveries ranging from Railfreight through EWS to the latest Caledonian Sleeper scheme.

Revolution Trains' Ben Ando said: "We have told plenty of our supporters at shows that we planned to do this model, but we thought it wrong to



announce more projects until we had actually delivered 'N' gauge models to our supporters.

"With more than 3,000 [TEA] tankers now delivered, we think we have proved we are a safe bet to deliver high quality, fairly-priced models that our supporters want and deserve."

The specification for the Class 92 calls for an injection moulded

body, etched detail components, poseable pantographs, working lights, flywheel drive, digital sound and more.

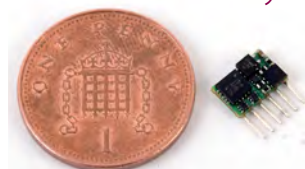
Six models are being proposed with guide prices of £125 for DCC ready and £220 for DCC sound. They are 92003 *Beethoven* in RfD International grey, 92001 *Victor Hugo* in EWS maroon, 92036 *Bertolt Brecht* in EWS branded

grey, 92009 *Marco Polo*, 92032 *IMechE Railway Division* in GBRf Europorte blue and orange and 92018 in Caledonian Sleeper teal.

As with previous models, the Class 92 is to be paid for by crowd-funding.

● **Full details are available online at www.revolutiontrains.com together with more information on the model.**

Micro decoder arrives with Golden Valley



Golden Valley Hobbies is bringing a new contender for the world's smallest decoder to the UK with the arrival of its 6-pin DCX77Z model.

Measuring just 7.6mm x 5mm x 1.8mm (excluding pins), this tiny decoder is available in 6-pin format only and designed for use in compact locomotives in 'OO' scale and smaller.

It is NMRA compliant with CV programming available as well as variable frequency to operate with a variety of motors.

Available to order now, the DCX77Z is priced at £32.50.

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

'Dean Goods' set for January arrival



The new 'OO' gauge model of the Great Western Railway (GWR) 'Dean Goods' 0-6-0 from Oxford Rail is expected to arrive in January with final decorated and sound fitted samples being received by the manufacturer during September.

The model will be available in Great Western lined green, GWR plain green and BR black liveries with each model being available with and without digital sound.

Digital Command Control (DCC) ready models, which will have an 8-pin decoder socket, are priced at £112.95 while the sound fitted versions will cost £209.95.

Also received during September was a sample of the updated Adams 'Radial' 4-4-2T with digital sound

installed. Priced at £199.95 with sound, the first model to benefit from the upgrade will be No. 5 in East Kent Railway green (Cat No. OR76RAD005XS) which is expected to arrive before the end of 2016.

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

Spalding

MODEL RAILWAY EXHIBITION

PREVIEW

MORE THAN 35 LAYOUTS ARE set to attend the Spalding Model Railway Exhibition, sponsored by *Hornby Magazine*, on November 12/13 2016.

Hornby Magazine will be exhibiting West Riding Power – the feature subject of *Hornby Magazine Yearbook No. 8* (2016) – which has only previously been seen once in public.

The layout models a West Riding area power station in 'N' gauge using Bachmann's Scenecraft cooling towers and unloading facilities as its centrepiece. It uses Digital Command Control and, as a first for a *Hornby Magazine* layout, is set in the post steam era between 1980 and 1985 prior to sectorisation.

Joining West Riding Power will be an impressive line-up of layouts with highlights including Cliff Parsons' stunning 'OO' gauge LNER layout, Gresley Beat, inspired by the approaches to London King's Cross in the 1920s/1930s and Gordon and Maggie Gravett's impressive 1:50 scale slice of North West France – Pempoul.

Also in the line-up are Ray Slack's Bodmin GWR, Stuart Conlon's Choates Lane and Hedges Hill Cutting, Dave Gillard's Hampton End, Clay Cross Model Railway Society's Hindlow and David Harrison's Lagganmoor. European and American outline layouts include Bill Roberts' Antwerpen Oostkaai, Mike Westerman's Bayern Neustadt and Adrian Hall's Bear Creek Junction 2.

West Riding Power made its exhibition debut for *Hornby Magazine* in 2015, but this year the Spalding Model Railway Exhibition will be its only public outing. A Class 56 enters the power station loop while an '08' ticks over in the sidings.

The *Hornby Magazine* stand will also be attending with special show-only offers on subscriptions and our range of exclusive limited edition models, accessories and scenic items. *Hornby Magazine* contributor Paul Chetter returns with his popular DCC Sound showcase, while Paul Bason, Roy Hickman and Howard Leader will be demonstrating their building and scenery techniques throughout the weekend.

Manufacturer Bachmann Europe will be displaying its latest releases and pre-production models, plus more than 20 traders will be there including show sponsors Cheltenham Model Centre, DC Kits/D&E Videos and Kytes Lights together with ADM Turntables, Digitrains, Green Scene, MegaPoints Controllers, Shawplan, Ten Commandments, Train Tech and more.

Spalding Model Railway Exhibition starts from 10am both days, with doors open from 9.30am for disabled visitors.

THE DETAILS

Event:	Spalding Model Railway Exhibition
When:	November 12/13 2016
Where:	Springfields Events Centre, Camelgate, Spalding, PE12 6ET
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Website:	www.spaldingmodelrailwayclub.org.uk
Prices:	Adults £7, concessions £6, accompanied children free

2016 LAYOUTS

Layout name	Owner	Scale
Annston	Paul Butler	'N'
Antwerpen Oostkaai	Bill Roberts	'HO'
Ardmore	Derek Gelsthorpe	'N'
Avyn-a-Llyn	Andrew and Alison Bailey	'OO9'
Bayern Neustadt	Mike Westerman	'HO'
Bear Creek Junction 2	Adrian Hall	'HO'
Bertram Mills Circus Display	Roy Simmons	'OO'
Black Road	Brian and Susan Caton	'O'
Bodmin GWR	Ray Slack	'N'
Bostcroft	Stephen Mullen	'OO'
Caradon Junction	Mike Kelly	'OO'
Choates Lane	Stuart Conlon	'N'
Eastwood Vermont	Andrew Knights	'HO'
Fen Drove	John Hobden	'O'
Foston Mills	John Buck	'O'
Gresley Beat	Cliff Parsons	'OO'
Hampton End	Dave Gillard	'G'
Hartshill Bank	John Cox	'N'
Hedges Hill Cutting	Stuart Conlon	'N'
Hindlow	Clay Cross MRS	'OO'
Karolina Falls	David Bailey	'On30'
Lagganmoor	David Harrison	'N'
Malix	Mervyn Kendall	'H0m'
Melin Llechi	Tony Hill	'SM32'
Middle Elmtan	Peter Brackenbury	'N'
Ogden Fold	South Hants MRC	'S4'
Pempoul	Gordon & Maggie Gravett	'1:50'
Phoenix Junction	Mike and Dee Wyldbore	'HO'
Red Hook Bay	Mike Carter	'HO'
Saltdean	Pete and John Smith	'O'
Salz OBB	Dr M Watts	'HO'
Symonds Green Brewery	David and Lynda Coates	'OO9'
Turner's Folly	Darren Hall	'OO'
Vicksburg	Chris Middleton	'HO'
West Riding Power	Mike Wild/Hornby Mag	'N'
Willstown	Spalding MR Club	'OO'



GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £149.95



DCC02 Prodigy Advance2 System £279.95

DCC03 Prodigy Advance2 Wireless System £479.95

DECODERS

DCC22 CLASSIC 2 Function Micro £24.95

DCC23 CLASSIC 6 Pin Plug-in Decoder £24.95



DCC26 Compact 8 Pin Decoder w/Harness £14.95

DCC27 OMNI 21 & 8 Pin Decoder £18.95

DCC28 OMNI 6 Pin Decoder with Harness £20.95

DCC29 OMNI Direct Plug Decoder £19.95

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

BPDC28 OMNI 6 Pin with Harness (5) £99.95

BPDC29 OMNI Direct Plug Decoder (5) £94.95

DCC30 Accessory Decoder 4 Accessories £59.95

DCC ACCESSORIES

DCC11 Prodigy Extension Plate £37.95

DCC13 Prodigy Adv2 Wireless Walkaround £179.95

DCC14 Prodigy Adv2 Backlit Walkaround £129.95



DCC15 "Decoder Doctor" Decoder Tester £79.95

DCC40 Auto Reverse Module £39.95

DCC49 Prodigy DCC Booster Unit 8 Amp £179.95

DCC51 Prodigy Wireless Conversion Set £259.95

DCC55 Prodigy Wired Computer Interface £54.95

DCC60 Spare plug for Prodigy £3.45

DCC61 Medium NEM 652 Socket (5) £7.95

DCC62 Prodigy Universal Lead (2m) £5.50

DCC63 Prodigy Adv Power Supply Unit £25.95

DCC64 Prodigy Power Pack Lead £6.95

DCC65 Prodigy Express Power Supply Unit £25.95

DCC71 Prodigy Decoder Tester £9.95

DCC72 8 to 21 Pin Adaptor £4.65

DCC77 Prodigy Walkaround Adapter £9.95

ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



GMC-COMBI Single Track Controller £39.95

GMC-100M Single Track £84.95

GMC-100MO Single Track O Scale £84.95

GMC-10LGB Single Track G Scale £99.95

GMC-10LGBSF Single Track G Scale Fan £169.95

GMC-P Single Track Simulation £99.95

GMC-PO Single Track Simulation O Scale £104.95



GMC-D Twin Track £39.95

GMC-DO Twin Track O Scale £169.95

GMC-DS Twin Track Simulation £169.95

GMC-TS Three Track Simulation £174.95



GMC-Q Four Track £179.95

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £34.95

GMC-100.0 Single Track O Scale £44.95

GMC-100LGB Single Track G Scale £54.95

GMC-U Single Track Simulation £44.95

GMC-UF Single Track Feedback £39.95

GMC-UO Single Track Simulation O Scale £39.95

GMC-UD Twin Track £54.95

GMC-UDT Twin Track Feedback £59.95

GMC-UDS Twin Track Simulation £69.95

GMC-UTS Three Track Controller Sim. £79.95

GMC-UQ Four Track £84.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95

GMC-WH Single Track Feedback £39.95

GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16V AC £49.95

GMC-MDC Output 2 x 12V DC £54.95

GMC-M2 Output 1 x 18V AC (2.5a) £54.95

GMC-M3 Output 1 x 24V AC (1.25a) £54.95

GMC-M4 Output 2 x 12V DC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

GMC-WM1 Output 1 x 16V AC or 12V DC £19.95

GMC-WM2 Output 1 x 9V DC (0.6a) £14.95

GMC-WM3 Kato Unitrack UK Power Supply £14.95

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

OPEN TRANSFORMERS

GMC-T1 Output 2 x 16V AC (1a) £24.95

GMC-T2 Output 1 x 18V AC (2.5a) £24.95

GMC-T3 Output 1 x 24V AC (1.25a) £24.95

GMC-T4 Output 2 x 12V AC (1a) £24.95

MODULES

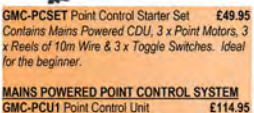
GMC-SS1 Super Shuttle Unit £34.95

GMC-SS1LGB Super Shuttle Unit G Scale £44.95

GMC-SS2 Station Stop Unit £39.95

POINT CONTROL

POINT CONTROL STARTER SET



GMC-PCSET Point Control Starter Set £49.95

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

MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95

GMC-PCU2 Slave Unit for PCU1 £52.95

CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95

GMC-MCDU Mains Powered CDU £24.95

UNCOUPLERS

GMC-EM1 N Electro Magnetic Uncoupler £8.95

GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTORS



GMC-PM1 SEEP Motor with Built-In Switch £5.50

GMC-PM2 SEEP Motor No Switch £4.95

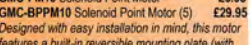
GMC-PM4 SEEP Motor Latching Mechanism £6.25



GMC-PM10 Solenoid Point Motor £6.95

GMC-BPPM10 Solenoid Point Motor (5) £29.95

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



GMC-PM10D Digital Solenoid Point Motor £18.95

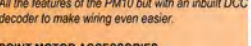
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.

POINT MOTOR ACCESSORIES



GMC-PM50 Connection Boxes (3) £3.95

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



GMC-PM51 Tripled Point Motor Wire 10m £6.95



GMC-PM52 Point Motor Accessory Pack £2.95

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

GMC-PM53 Harnesses for PM10D (2) £3.95

GMC-PM50 Solenoid Point Motor Decoder £12.95

TRACK



ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

GMC-HF1 Single Track Unit £39.95

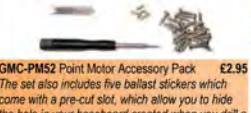
GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

GM37 OO/HO Track Cleaning Pads (3) £5.75

GM39 N Track Cleaning Pads (3) £5.75

TRACK TESTER



GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Flexible Track (100) £29.95

GM93 900mm N/Silver Bk Flexi Track (24) £79.95

GM94 900mm N/Silver Bm Flexi Track (24) £79.95

GM97 900mm N/Silver Bm Flexi Track (100) £29.95

GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

GM45 OO/HO Re-Railer £5.35

GM54 OO Buffer Stop £1.95

BPGM54 OO Buffer Stop (5 Pack) £8.50



GM55 OO Lit Buffer Stop £7.25

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

GM13 Pair of Leads (Joiners/Bare Wire) £4.95

GM66 Hornby Type Track Pins 10mm £2.65

GM67 Extra Long Track Pins 15mm £2.65

N SCALE FLEXIBLE TRACK

GM96 900mm N/Silver Bk Flexi Track (24) £54.95

GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95

GM53 N Scale Buffer Stop £4.35

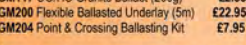
BPGM53 N Scale Buffer Stop (Pack of 5) £21.50

GM57 N Lit Buffer Stop on Track £9.25

GM58 N Buffer Stop Lights (Pack of 2) £9.95

GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM



GM114 OO/HO Granite Ballast (500g) £3.75

GM117 OO/HO Granite Ballast (200g) £2.55

GM200 Flexible Ballasted Underlay (5m) £22.95

GM204 Point & Crossing Ballasting Kit £7.95

OO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OO/HO Brown Ballast (500g) £3.75

GM110 Flexible Ballasted Underlay (5m) £22.95

GM214 Point & Crossing Ballasting Kit £7.95

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.75

GM118 N Granite Ballast (200g) £2.55

GM201 N Flexible Ballasted Underlay (5m) £22.95

GM205 N Point & Crossing Ballasting Kit £7.95

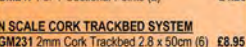
N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75

GM211 N Flexible Ballasted Underlay (5m) £22.95

GM215 Point & Crossing Ballasting Kit £7.95

OO SCALE CORK TRACKBED SYSTEM



GM251 3mm Cork Trackbed 4.5 x 50cm (6) £8.95

GM252 3mm Cork Plates 15 x 50cm (2) £4.50

GM240 For RH Sectional Points (2) £4.25

GM241 For LH Sectional Points (2) £4.25

GM244 For RH Sectional Curved Points (2) £4.25

GM245 For LH Sectional Curved Points (2) £4.25

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6) £8.95

GM232 2mm Cork Plates 15 x 50cm (2) £4.50

GM225 For RH Sectional Points (2) £3.95

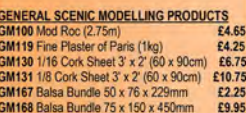
GM226 For LH Sectional Points (2) £3.95

SCENICS



GM194 Scenic Starter Pack £24.95

STARTER PACK



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.65

GM119 Fine Plaster of Paris (1kg) £4.25

GM130 1/16 Cork Sheet 3 x 2' (60 x 90cm) £6.75

GM131 1/8 Cork Sheet 3 x 2' (60 x 90cm) £10.75

GM167 Balsa Bundle 50 x 75 x 229mm £2.25

GM168 Balsa Bundle 75 x 150 x 450mm £9.95

GRASS & GRAVEL MATS



GM20 Spring Grass Mat 100cm x 75cm £7.95

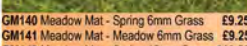
GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass Mat 100cm x 75cm £7.95

GM23 Gravel Mat 100cm x 75cm £5.95

GM33 Spring Grass Mat 240cm x 120cm £29.95

MEADOW MATS



GM140 Meadow Mat - Spring 6mm Grass £9.25

GM141 Meadow Mat - Meadow 6mm Grass £9.25

GM142 Meadow Mat - Spring 12mm Grass £12.25

GM143 Meadow Mat - Meadow 12mm Grass £12.25

GM147 Meadow Mat - Beige 6mm Grass £9.25

GM148 Meadow Mat - Beige 12mm Grass £12.25

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.95

GM169 Static Grass Glue (250ml) £4.95

GM170 Spring Grass Flock (30g) £3.35



STRUCTURES

OO SCALE LASER CUT BUILDINGS



GM453 Garden Shed Kit £6.50

OO SCALE "FORDHAMPTON" PLASTIC KITS

Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



GM401 Fordhampton Station £25.95



GM402 Fordhampton Signal Box £10.95



GM403 Fordhampton Footbridge £17.95



GM404 Fordhampton Level Crossing £11.95



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95



GM408 Fordhampton Village Store or Pub £17.95

COMING SOON...
GM409 Fordhampton Pub/Bistro TBA
GM410 Fordhampton Rest Home/Doctors TBA
GM411 Fordhampton Farmhouse/Cottage TBA



KESTREL DESIGNS

N GAUGE PLASTIC KITS

- GMKD01 House £4.35
- GMKD02 Shop £4.35
- GMKD03 Bungalow £3.60
- GMKD04 Church with Porch £5.95
- GMKD05 House/Shop Unit with Glazing £6.75
- GMKD06 Two Shop Unit with Glazing £6.75
- GMKD07 Four House Unit £6.75
- GMKD08 Country Station £6.75
- GMKD09 Station Buildings £5.35
- GMKD10 Island Platform with Flat Canopy £8.25
- GMKD11 Flat Canopy £5.95
- GMKD12 Small Signal Box £6.45
- GMKD13B Farm Rail Fencing Brown £3.10
- GMKD13W Farm Rail Fencing White £3.10
- GMKD14 Telegraph Poles £3.10
- GMKD15 Windows Doors & Guttering £4.35
- GMKD16 Platforms (2) £2.35
- GMKD17 Platform Ramps (2) £3.35
- GMKD18 Station Yard Huts £4.35
- GMKD19 Weighbridge & Office £3.35
- GMKD20 Coal Office £5.95
- GMKD21 Level Crossing/Keepers Cottage £3.10
- GMKD22 Four Greenhouses £3.10
- GMKD23 Two Domestic Garages £3.85
- GMKD24 Water Tower £4.65
- GMKD25 Corner Shop £4.65
- GMKD26 Corner Pub £5.95
- GMKD27 Three Storey Townhouse £5.95
- GMKD28 Three Storey Town Shop £7.95
- GMKD29 Modern Station £5.75
- GMKD30 Modern Station Waiting Room £6.45
- GMKD31 Station Masters House £7.25
- GMKD32 Pair Pre War Semi Det. Houses £6.45
- GMKD33 Boilerhouse & Chimney £3.85
- GMKD34 Stable Block £3.60
- GMKD35 Cow Shed £5.95
- GMKD36 Barn £5.95
- GMKD37 Farm House £7.50



- GMKD38 Steel Footbridge £7.50
- GMKD39 Modern Industrial Unit £5.95
- GMKD40 Modern Fire Station £7.25
- GMKD41 Platforms Wide (2) £3.35
- GMKD42 Platform Ramps Wide (2) £2.85
- GMKD43 Goods Shed £7.75
- GMKD1000 Town Station £16.95
- GMKD1001 Old Factory with Chimney £19.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though

- GMKD51 Wooden Fencing £5.25
- GMKD52 Lattice Fencing £5.25
- GMKD53 Garden Sheds (2) £5.50

N GAUGE VALUE KIT SETS

- GMKD2000 Station Set £14.95
- GMKD2001 Town Set £12.95
- GMKD2002 Suburban Set £14.95
- GMKD2003 Farm Set £16.95



TOOLS

MODEL RAILWAY MAINTENANCE

- GM50 OO/HO Locomotive Wheel Cleaner £39.95
- GM47 N Gauge Wheel Cleaner £34.95
- GM51 Spare Pads for GM50 £17.95
- GM49 Spare Pads for GM47 £17.95
- GM59 N Scale Wheel Cleaner £15.95



- GM60 OO Scale Wheel Cleaner £19.95
- GM619 Precision Lubricator £4.75
- GM667 Superfine Oil Pen w/Teflon Particles £5.95
- GM668 Electrical Contact Oil Pen £9.95

GENERAL MODELLING TOOLS

- GM08 Modelling (115mm) £6.95
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Dean Park

*Scotland in sectorisation is the setting for **DAVID WATSON'S** popular YouTube featured 'OO' gauge project which draws heavily on Edinburgh Waverley for its inspiration.*

PHOTOGRAPHY, NIGEL BURKIN.

WELCOME to Dean Park station. This fictional 'OO' gauge layout is set in Scotland in the mid-1980s during the transitional period between the BR blue and the sectorisation liveries of British Rail. The Digital

Command Controlled (DCC) continuous run layout is in the attic and measures 25ft x 11ft. The station side of the layout measures 15ft x 2ft 8in and is one quarter of the actual layout, with the rest under construction. I also have a large off scene storage yard. The layout is controlled by a Hornby Elite unit and Hornby's Railmaster computer software



STATISTICS

Owner:	David Watson
Scale:	'OO'
Length:	25ft (total)
Width:	11ft (total)
Track:	Peco code 100
Control:	DCC, Hornby Elite and RailMaster
Period:	BR Scottish Region, 1980s-1990s

1 Right: A Strathclyde liveried Class 107 trundles in to Platform 4 at Dean Park Station with a terminating off peak working.

2 Below: Class 47 47535 University of Leicester approaches Platform 3, closely chased by an HST with an East Coast Main Line express.



via a laptop and smartphone application.

My fascination with model railways started long before the first train ran at Dean Park in late-2012. In fact, I can trace my interest back to the early-1980s, when I got a Hornby High Speed Train set for Christmas. I had 'toy train' layouts in my parental home, before losing interest in my mid-teens. My passion for model railways started to return in my early-30s and caught flame again in 2010, when instead of spending the day shopping, I nipped off to the Model Rail Scotland exhibition in Glasgow. I was struck by how far the hobby had progressed since the 1990s and I came out of the exhibition hall thinking "I can do that".

THE SETTING

Edinburgh Waverley station, the tunnels and gardens hold a special affinity with me. The layout you see is based in the central belt of Scotland, with a number of loose references to Edinburgh Waverley station, which I travelled to as a child on family day trips, then used daily as a student while studying in Edinburgh in the 1990s.

When looking for inspiration for the layout I immediately focussed on these areas. I chose to model the 1980s into the 1990s as this is what I remember as a young lad. I also couldn't resist the opportunity to model ScotRail Class 47/7s on push-pull trains. Once I'd set my mind on the era I spent another six months planning it in my head before sketching out track plans to see what would give me the most enjoyment while retaining a Waverley feel.

Being an attic layout, fluctuations in temperatures have to be considered when selecting the materials that make up the fabric of the layout. After doing some research I decided to go for 12mm 'Wisa' plywood for the main baseboards, which are supported every 600mm by softwood batons. These batons are in turn screwed into the trusses of the attic. The upper baseboard sections are formed of 9mm plywood, which sit on 45mm x 45mm »



A busy scene at Dean Park Station with an HST, Class 47 and a Class 101 all present as the Royal Mail van collects the mail from the Red Star Parcels depot.



A Royal Mail employee deals with the mail sacks at the Red Star Parcels office as an empty Metro-Cammell Class 101 DMU sits at platform 1. The driver has clearly forgotten to correct his destination.



Class 37/4 37417 passes the scratch built signalbox, complete with illuminated interior and mimic panel, on the approach to Dean Park. Behind the upper level fast lines can be seen.

square pine columns. I would advise everyone starting a layout to try and get the baseboards done correctly first time. I get lots of comments on my YouTube videos of how smoothly the trains run. This is in part due to the baseboards being level and true from the start.

The station has six platforms, with Platforms 1, 4 and 5 terminating platforms and Platforms 2, 3 and 6 through platforms. The station is fed from the west by four tracks, which appear through Waverley styled tunnels and from the east by three lines which appear from under a road bridge. All platforms can be accessed from the west of the station and all lines have access to the upper main lines and Traction Maintenance Depot (under construction) via inclines at both ends of the layout. I have attempted to make the track as realistic as possible within the space



available, whilst at the same time allowing for enjoyable operation of the layout.

Track is Peco code 100. Turnouts are Peco live frog. All points, (which number over 40 on the layout) are fitted with Peco PL10E point motors with PL-13 Accessory switches or PL-15 Twin Micro-switches. I have also fitted some Capacitor Discharge Units (CDU) to aid reliable point operation. All points are controlled via a dedicated 15v AC supply linked back to two master control panels, one for each side of the layout.

The track at the station is laid on $\frac{1}{16}$ in cork, while the upper main line is set on $\frac{1}{8}$ in cork to allow a more prototypical ballast 'shoulder' to be modelled. The track is ballasted with Woodland Scenics medium grey blend ballast. I ballast in the traditional way, using a PVA/water mix with a drop of detergent to allow better flow of the mixture into dampened ballast.

Once set, the ballast is weathered with an airbrush using Railmatch enamels in Sleeper Grime, Roof Dirt, black for oil spills and some rust shades too. Sleeper Grime is a real favourite of mine, giving me just the correct shade for the rail sides and tops of the sleepers. I use photographs of real track from my local station and nearby main line as a reference when weathering the track.

One lower line and both upper high-speed main lines are electrified with Dapol Mk 3 Overhead Line Electrification (OLE) masts. These sit on 4mm blocks of plastic card to give more realistic clearance for locomotive pantographs. I may at some point in the future add overhead wires, but I am concerned that this will hinder track cleaning and maintenance and also be expensive to do.

The whole layout is fully signalled using the excellent CR signals range. The two,

three and four-aspect colour signals work very well with the Heathcote IRDASC4 and Mas Sequencer boards which I mount under the baseboard. The Heathcote boards are connected in sequence and are also linked to turnout operation using route indicator feathers, giving automated signalling, just like the real thing. The signals and boards are powered by a 12v DC supply.

SCENERY

Scalescenes products feature heavily at the station. The tunnels, retaining walls, platforms, station roof, station building and the blocks of flats all make use of Scalescenes kits or textured papers. I find this medium is a great way to get into kit modification or scratchbuilding because if you make a mistake it is quick to print off another sheet and try again. I mount my textured paper on to 1mm or 2mm grey »



A Mk 2 DBSO fronts a push pull express as Class 47 47541 The Queen Mother arrives with an Inter-city service. On the upper main line an Executive liveried HST thunders past.



board, fixed in place with an even covering of 3M Spray Mount adhesive. Prior to fixing papers on to card, I give each sheet of brickwork a good coat of Ghiant Inkjet Matte Fix. This makes it more resistant to moisture and protects against ultra-violet light.

The real focal point of the station is the large curved roof. This is made up from six Scalescenes R005a kits built together, spanning a width of 425mm and covering a length of 1.5 metres. When I was planning the station layout it was the span width that determined everything that followed, even down to the widths of the platforms.

I have adapted some of the Scalescenes kits to suit my space, including the heavily modified station building with a fully detailed and furnished interior. However, my real pride and joy is the scratchbuilt Waverley signalbox at the west end of the station. Using plans given to me by a fellow modeller, I set about making a 1:76 scale version of this now defunct Scottish railway landmark. Windows were laser cut for me by York Model Making. Construction follows the same technique as the rest of my station structures, with a grey board,



Class 47/5 47535 University of Leicester ticks over at the buffers while awaiting its next duty as a freight working passes in the background.



textured paper outer being supported by a wooden inner frame. The roof is made from MDF with a chamfered edge. The signalbox, along with the rest of the station, is fully lit and also has interior furniture, a scratchbuilt control panel and track plans of Dean Park station on the walls of the room.

The road bridge at the east end features a level crossing with flashing barrier lights, complete with an annoying siren. This is

made up of an Express Models kit. The road is painted with Woodland Scenics tarmac paint, finished off with road markings from *Modelrailwayscenery.com*, along with some etched drain covers, road signage, LED street lighting and other accessories to complete the scene. I'm very proud of how this scene came together. It took weeks of planning to ensure everything could be built, painted, wired up and installed in the correct order.



Class 47 47461 Charles Rennie Mackintosh in Scotrail blue stripe, complete with Highland stag, clatters onto the level crossing with a rake of Scotrail branded Mk 2a coaches. This is the end of the completed scenic section with the remainder of the layout under construction.





A large logo
liveried Class 47 ticks over at the east end of the station while awaiting its next duty as 27027 rattles past with a freight working.



All trees, bushes, undergrowth, static grass and scatters in and around the station are a mixture of Woodland Scenics, MiniNatur and Noch products. Station figures are from Bachmann Scenecraft and platform furniture is a mix of ready to plant, kits and scratchbuilt items.

I enjoy adding the small details to a scene. Whether it's speed restriction signs, rusty lengths of rail, abandoned pallets by the side of the track or advertising billboards at the station, I find that these details really add to the atmosphere of a scene. Cable trunking by Ten Commandments is present throughout the layout, as are relay boxes, dummy point motors and point heaters, as well as orange tubing which runs under the tracks to link up cables to feed the signals and other equipment. A more unusual addition is the water standpipes with hoses on Platform 6 to refill the High Speed Train (HST) coaches before they head south to London King's Cross or north to Aberdeen.

YOUTUBE

When starting out on my model rail adventure I needed to learn some new skills. I found YouTube invaluable from the start and it remains my first port of call when trying to find out new modelling techniques.

I decided to set up my own channel to share my ideas, catalogue my own progress and hopefully inspire others to have a go. Making and uploading videos is great fun and although my channel is relatively new I have gained thousands of followers and got to know many fellow enthusiasts. To date the Dean Park station page, which contains 86 videos and counting, has gained more than 6,000 followers and over half a million views since its launch in 2012.

ROLLING STOCK

The traction and rolling stock is all ready-to-run products from Hornby, Bachmann and Heljan which has been detailed, with a handful being sound fitted. I run a wide »

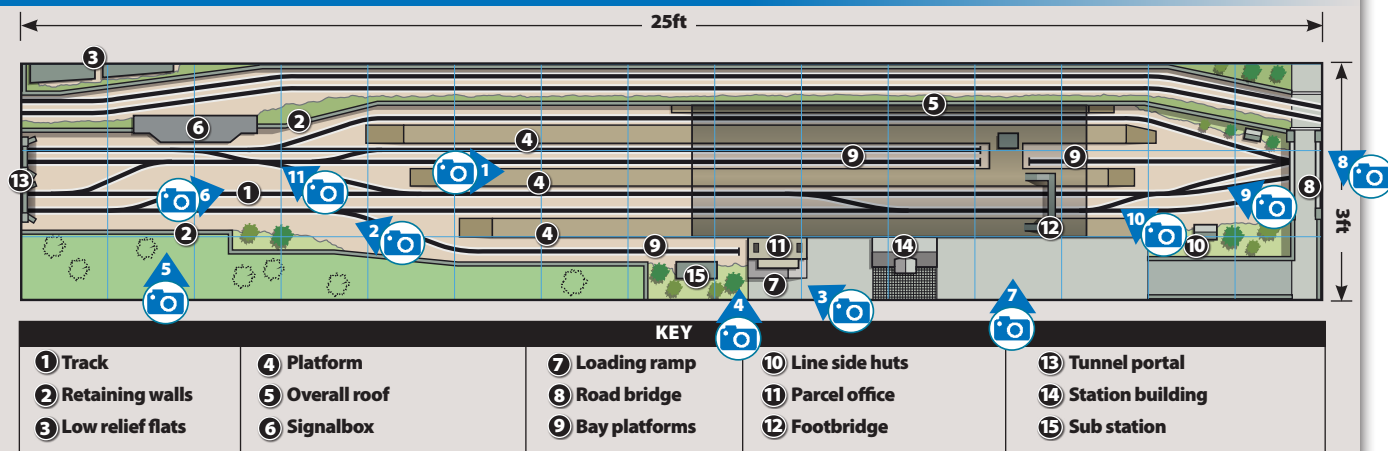


Class 37/4
37417

Highland Region
stands in the
sunlight at
Platform 3 watched
by a young rail
enthusiast perched
on a platform
tractor on the
opposite platform.



DEAN PARK TRACK DIAGRAM (NOT TO SCALE)



Note: The two tracks at the top of the plan are on a raised section with connections to the lower level on the opposite side of the layout. The remaining tracks in this first section of the plan are set at baseboard level with the area with the low relief flats (top left) also set at baseboard level.

A Class 27 idles at a red signal with a Railfreight mixed freight working on the upper level.

selection of diesels and some electric traction, with a focus on locomotives and multiple units that would have been operating in and around Scotland during the period. I also have some steam locomotives which make an appearance on special railtours from time to time.

Traction includes a number of Hornby's excellent HSTs in original livery with one InterCity Executive set. I have matching rakes of Hornby Mk 3 coaches for all of my HSTs. There is also a large number of Bachmann Class 47s, which along with the Intercity 125 is my favourite locomotive. I especially like my ScotRail Class 47 with matching Lima Mk 3a stock and converted Mk2 Driving Brake Second Open, which has been kindly loaned to me by a friend until Bachmann's version is released. I really hope either Hornby or Oxford Rail give the Scottish modellers some new Mk 3s in ScotRail 'blue stripe' livery. They're long overdue!

Scottish based Type 2s also feature with Heljan Class 26s and Class 27s. I also have a soft spot for BR's 'large logo' livery, which is seen on a Class 37 and Class 47. Diesel

Multiple Units range from a Class 101, a Class 107 in orange and black Strathclyde Passenger Transport Executive livery to a Lima Class 156 'Super Sprinter'. My collection of rolling stock is varied and extensive with more than 150 coaches of various Mk 1, Mk 2a, Mk 2e, Mk 3 and some Mk 4s for Class 91 locomotives which run where electrification permits.

WHERE NEXT?

The station side of the layout is nearly complete. I will be moving on to scenic work at the ends of the layout along with the other side, which features a large Traction Maintenance Depot. The track for this is laid and everything is operational. A lot of scenic work now needs to be carried out.

The layout isn't even four years old, but I feel I have achieved so much already. There's a few years work left in this layout, but what's the rush? The joy after all, is in the journey! Keep up to date with progress by searching for DaveClass47 or Dean Park Station on YouTube and I hope to make a return to the pages of *Hornby Magazine* in the future as the layout develops. [Heljan](#)

THE NEXT LEVEL...



The Traction Maintenance Depot is under construction and includes servicing sheds with illuminated inspection pits, a wash plant, fuelling points with fuel tanks and a depot office. There is also a continuation of the upper and lower level main lines.



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THIS MONTH'S NEW RELEASES

1:76 Scale '00' gauge precision diecast models



Details May Be Subject to Change



35213 36' BET Weymann

MAIDSTONE & DISTRICT

Within the M&D fleet, there were batches of these BET designed vehicles, this AEC Reliance version featured an alternative grill at the front. Registered EKJ 117C, fleet number 3757, is featured working route 180 to Brighton via Heathfield. We think this model will be popular with enthusiasts and bus collectors.

AUGUST RELEASE



20457 Bristol VR8

EASTERN COUNTIES

During its working life this Bristol VR, registered BVG 219T, was decorated in various Eastern Counties liveries. Depicted here in the mainly cream livery, fleet number 219 is shown working route 604 to Martham and displaying advertising for Norwich Airport.

AUGUST RELEASE



24907 Reeve Burgess Minibus

FIRST CYMRU

After the acquisition of South Wales Transport, the First Group were happy to retain the distinctive livery, rebranding the fleet as First Cymru, as shown on our model. Registered E299 VEP, fleet number 299, shown working on route 44 to Grenfell Park in Swansea, and displaying advertising for a local radio station.

AUGUST RELEASE



29636 Leyland Olympian

STAGECOACH PRESTON

With the acquisition of Preston Bus, Stagecoach retained the blue and cream livery, adding their fleet name branding. G35 OCK was given a new fleet number of 14545 and has been captured here working route 119 to Royal Preston Hospital, carrying adverts for the Preston and Leyland Reporter newspaper.

SEPTEMBER RELEASE



30608 AEC Renown

TYNEMOUTH

This AEC Renown registered GAT 817D was originally operated by East Yorkshire. On joining the Tynemouth fleet it was numbered 330 and in the attractive maroon and cream colours, it is working route 3 to Cullercoats, while displaying adverts for Real English Cheese.

AUGUST RELEASE



13198 Bristol FLF Lodekka

STAGECOACH EAST

Our model captures JAH 553D, as it moved within the group when working for Stagecoach East. Numbered in the group as 19953, it is featured working route 128 to Cambridge. This vehicle has now lovingly been restored into Tilling red and cream livery.

SEPTEMBER RELEASE



16231 Bristol LS Coach

EASTERN COUNTIES

This coach bodied LS, registered PNN 774, first entered service with Mansfield District, subsequently moving on to join the Eastern Counties fleet. Numbered LE998, our model is depicting this coach whilst it was operating on service 207.

AUGUST RELEASE



25815 Leyland Fleetline

YELLOW BUSES BOURNEMOUTH

Ex London DMS 2045, looks good in the bright Bournemouth Yellow Buses livery. These DMS buses were used on specific routes and fleet number 530, registered OUC 45R, is on one such route W2 to Bournemouth Square, whilst sporting advertisements for Panasonic and Worthington Beer.

SEPTEMBER RELEASE

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The Inter

If you think High Speed Trains are all alike, you might be surprised at the variety. **MARK CHIVERS**

BRITISH RAIL'S (BR) InterCity 125 High Speed Train (HST) revolutionised rail travel in Britain following its introduction in the 1970s, shrinking journey times and offering a step-change in comfort on long-distance rail journeys.

Its sleek design first appeared in passenger service in 1976 on BR's Western Region (WR) running between London Paddington, Bristol and South Wales, although it was to be another three years before they made it further west to Plymouth and Penzance. During 1978, these nimble yellow, blue and grey expresses began to make inroads on the East Coast Main Line (ECML), brushing aside traditional locomotive hauled services in their wake and in due course this was repeated on the Midland Main Line and on North East/South West InterCity cross-country services.

Branded InterCity 125, they were initially formed as either WR Class 253 seven-coach sets or ER Class 254 eight trailer sets with a Driving Motor Brake (DMB) power car at each end. Each set contained a

complement of First Class, Second Class and catering vehicles. First Class accommodation was usually formed at the London end.

In the early-1980s, more than 100 Mk 3 Trailer Guard Standard (TGS) vehicles were built offering an improved environment for guards and enabling a cascade of Trailer Standard (TS) vehicles to strengthen other sets.

Colourful and exciting, the HSTs have plied their trade day-in, day-out for the past 40 years, their impressive diesel-electric power providing go-anywhere capability, stretching from Penzance to Inverness and Blackpool to Skegness.

Myriad liveries have been carried from the initial yellow, blue and grey colour scheme, through InterCity and bright, vibrant privatisation schemes. It is these colour schemes which are particularly appealing to modellers as multiple liveries within formations are possible and entirely plausible.

Standard HST train formations have remained fairly static – seven to nine trailer cars – although they have run to as little as two

HORNBY 'OO' GAUGE HIGH SPEED TRAIN POWER CARS (SINCE 2008)

Cat No.	Livery	Identity	Note
R2701	BR InterCity 125 blue and yellow	W43054/W43055	
R2702	BR InterCity 'Swallow'	43103/43194	
R2703	GNER blue	43105/43113	
R2704	Virgin Trains red and grey	43162/43196	
R2705	Grand Central black	43068/43080	
R2812	First Great Western blue	43017/43192	
R2948	East Midlands Trains blue and white	43055/43048	
R2949	Cross Country plum and silver	43321/43285	
R2964	East Coast silver and white	43300/43310	MZ
R2984	Network Rail yellow	43013/43014	
R3138	BR InterCity 125 blue and yellow	W43032/W43033	
R3269	BR InterCity 125 blue and yellow	E43062/E43063	
R3270	Midland Mainline teal	43043/43044	
R3271	BR InterCity 'Executive'	43021/43022	
R3366	Network Rail yellow	43014/43062	HC
R3379	FGW Harry Patch liveried edition	43172/43154	NRM
R3390TTS	Virgin Trains East Coast	43311/43314	TTS
R3403	BR InterCity 125 yellow and blue	W43002/W43003	
R3478	First Great Western blue	43070/43036	
R3502	Virgin Trains East Coast NRM 40	43238/43312	NRM
NOTES			
HC	Hornby Concession exclusive		
MZ	Modelzone exclusive		
NRM	National Railway Museum/Locomotion Models exclusive		
TTS	Twin Track Sound fitted		

carriages in passenger service. Also, famously, a single HST power car was pressed into service on the line between Par and

Newquay, the accommodation being standing room only! The HST's smooth dynamic lines didn't go unnoticed with



City 125

presents a series of formations covering their 40-year careers.

**HST@40
SPECIAL**

manufacturers, Hornby first introducing a 'OO' gauge model in 1978, based on the early build HST power cars with small guard's compartment windows. However, the accompanying Mk 3 carriages were more of a compromise and were considerably shorter than scale.

Four years later in 1982, Lima introduced its well-regarded 'OO' HST based on the later build power cars. It was subsequently added to Hornby's Railroad range in 2008. Lima also introduced scale length Mk 3 Trailer First (TF), Trailer Second (TS), Trailer Restaurant Second Buffet (TRSB) and Trailer Guard Second (TGS) vehicles.

1999 saw Hornby announce new scale length BR Mk 3s, with TF, TS and TRUB/TRFBs promised. With much of the tooling from the former Lima range under its belt, the manufacturer also reintroduced the Mk 3 TGS, improving its appearance in the process with flush-glazed windows.

In 2008, Hornby revealed its new 'OO' high-fidelity HST power cars, with see-through grilles, heavy diecast chassis, directional lighting, opening cab doors and

more. Other developments of this model include a Network Rail New Measurement Train variant and, more recently, Twin Track Sound (TTS) fitted for the first time within a pair of Virgin Trains East Coast liveried power cars (see review of R3390TTS on page 76).

In 2016, Oxford Rail announced it is producing 'OO' gauge BR Mk 3 carriages (HM105), although the range will focus on locomotive-hauled vehicles initially (see Update).

The following formations act as a colourful and fun reminder of the sheer variety offered by this iconic train using ready-to-run models. A degree of modeller's licence will be required for some vehicles as not all are available off-the-shelf and as we have concentrated on Hornby's post-2008 power cars, it has not been possible to include all livery permutations.

As well as standard passenger formations and livery anomalies, a few short-formed sets and maintenance test trips have also been included to add greater variety and new ideas for how to use Hornby's superb HST models. 

The HSTs have dominated high speed rail travel across the British railway network since their introduction to passenger service in 1976. Capturing a scene from the mid-1980s an InterCity 'Executive' and BR blue liveried set pass.

HORNBY HST TRAILER VEHICLES

Type	Livery	Cat No.	Note
TF	Arriva Cross Country plum and silver	R4373	
TGS	Arriva Cross Country plum and silver	R4376	
TS	Arriva Cross Country plum and silver	R4374A	
TF	East Coast silver and white	R4440	MZ
TGS	East Coast silver and white	R4442	MZ
TRFB	East Coast silver and white	R4443	MZ
TS	East Coast silver and white	R4441	MZ
TF	East Midlands Trains white/red/blue	R4414	
TGS	East Midlands Trains white/red/blue	R4416	
TRFB	East Midlands Trains white/red/blue	R4417	
TS	East Midlands Trains white/red/blue	R4415B	
TF	First Great Western 'dynamic lines'	R4369	
TRFB	First Great Western 'dynamic lines'	R4371	
TGS	First Great Western 'dynamic lines'	R4372	
TS	First Great Western 'dynamic lines'	R4370A	
TF	First Great Western 'gold stripe'	R4160C	
TGS	First Great Western 'gold stripe'	R4276	
TRFB	First Great Western 'gold stripe'	R4183B	
TS	First Great Western 'gold stripe'	R4161C	
TF	GNER blue	R4322	
TGS	GNER blue	R4315A	
TRFB	GNER blue	R4324	
TS	GNER blue	R4323	
TF	Grand Central black	R4329A	
TRFB	Grand Central black	R4331A	
TS	Grand Central black	R4330A	
TF	InterCity blue and grey	R4444A	
TGS	InterCity blue and grey	R4446A	
TRUB	InterCity blue and grey	R4393	
TRSB	InterCity blue and grey	R4603	
TS	InterCity blue and grey	R4445A	
TF	InterCity 'Executive'	R4631	
TGS	InterCity 'Executive'	R4593	
TRUB	InterCity 'Executive'	R4592	
TS	InterCity 'Executive'	R4632C	
TF	InterCity 'Swallow'	R4294A	
TGS	InterCity 'Swallow'	R4314A	
TRFB	InterCity 'Swallow'	R4296A	
TS	InterCity 'Swallow'	R4295A	
TF	Midland Mainline teal and tangerine	R4638A	
TGS	Midland Mainline teal and tangerine	R4591	
TRFB	Midland Mainline teal and tangerine	R4590	
TS	Midland Mainline teal and tangerine	R4639A	
TF	Midland Mainline white and grey	R4213A	
TGS	Midland Mainline white and grey	R4277	
TRFB	Midland Mainline white and grey	R4247	
TS	Midland Mainline white and grey	R4214A	
TF	Network Rail yellow	R4641	
TGS	Network Rail yellow	R4457/R4637	
TRFB	Network Rail yellow	R4457	
TF	Virgin red and grey	R4096A	
TGS	Virgin red and grey	R4546	
TRFB	Virgin red and grey	R4098B	
TS	Virgin red and grey	R4097D	
TF	Virgin Trains East Coast	R4752	
TGS	Virgin Trains East Coast	R4750	
TRFB	Virgin Trains East Coast	R4753	
TS	Virgin Trains East Coast	R4751	

NOTE: MZ Modelzone exclusive



TRAIN FORMATIONS



PC, TF, TF, TRSB, TS, TS, TS, TS, PC **POWER CARS:** BR yellow and blue **COACHES:** BR blue and grey
DATE: 1976 **SERVICE:** London Paddington to Bristol TM **LOCATION:** Reading



PC, TF, TRUK, TF, TF, PC **POWER CARS:** BR yellow and blue **COACHES:** BR blue and grey
DATE: 1977 **SERVICE:** Royal Train (Paddington to Bath) **LOCATION:** Bath



PC, TS, TS, TS, TS, TS, TRUB, TRUK, TF, TF, PC **POWER CARS:** BR yellow and blue **COACHES:** BR blue and grey
DATE: 1980 **SERVICE:** London King's Cross to Leeds **LOCATION:** Grantham



PC, TF, TF, TRUB, TS, TS, TS, TGS, PC **POWER CARS:** BR InterCity 'Executive' **COACHES:** BR InterCity 'Executive' **DATE:** 1984
SERVICE: Penzance to London Paddington **LOCATION:** Totnes



PC, TF, TF, TRFB, TS, TS, TS, TS**, TGS, PC* **POWER CARS:** BR InterCity 'Executive', *BR yellow and blue **COACHES:** BR blue and grey except **BR InterCity 'Executive'
DATE: 1987 **SERVICE:** Sheffield to London St Pancras **LOCATION:** Kettering



PC, TGS, TS, TS, TS, TRFB, TF, TF, TF, TRFM (3), PC **POWER CARS:** BR InterCity 'Swallow' **COACHES:** BR InterCity 'Swallow'
DATE: 1987 **SERVICE:** St Pancras to Sheffield ('The Master Cutler') **LOCATION:** Market Harborough



PC, TF, TF, TRFB, TS, TS, TS, TS, TGS, BR Mk 2a* **POWER CARS:** BR InterCity 'Executive' **COACHES:** BR InterCity 'Executive', except *BR blue and grey
DATE: 1988 **SERVICE:** Newton Abbot to London Paddington **LOCATION:** Dawlish



PC, TF, TF, TRFB, TS, TS, TS, TS, TGS, PC **POWER CARS:** BR InterCity 'Swallow' **COACHES:** BR InterCity 'Swallow'
DATE: 1996 **SERVICE:** Inverness to London King's Cross **LOCATION:** Inverness



PC, TS, TF**, PC **POWER CARS:** BR InterCity 'Swallow' **COACHES:** BR InterCity 'Swallow' except **VT red and grey
DATE: 1997 **SERVICE:** Manchester Airport to Edinburgh **LOCATION:** Bolton



PC, TF, TRBS, TS, TS, TGS, PC **POWER CARS:** Virgin Trains red and grey **COACHES:** Virgin Trains red and grey
DATE: 2002 **SERVICE:** Newcastle to Newquay **LOCATION:** Teignmouth



PC, TF, TF, TRBF, TS, TS, TS, TGS, PC **POWER CARS:** Virgin Trains red and grey **COACHES:** Virgin Trains red and grey
DATE: 2004 **SERVICE:** Holyhead to London Euston **LOCATION:** Stafford



PC, TF, TS, TRBF, TS, TS, TS, TGS, PC **POWER CARS:** Virgin Trains (u) red and grey **COACHES:** MML white and grey
DATE: 2004 **SERVICE:** London St Pancras to Manchester **LOCATION:** Grindleford



TRAIN FORMATIONS



PC, TGS, TS, TS, TS, TS, TS, TBRF, TF, TF, PC **POWER CARS:** GNER blue **COACHES:** GNER blue
DATE: 2005 **SERVICE:** London King's Cross to Newcastle **LOCATION:** Newark



PC, TS, TGS, PC **POWER CARS:** FGW plain blue **COACHES:** FGW 'dynamic lines'
DATE: 2008 **SERVICE:** Hanborough to Worcester Shrub Hill **LOCATION:** Combe



PC, TS, TS, TS, TSB, TF, TF, PC **POWER CARS:** Grand Central black **COACHES:** Grand Central black
DATE: 2008 **SERVICE:** London King's Cross to Sunderland **LOCATION:** Newark



PC, TF, TF, TFKB, TS, TS, TS, TS, TGS, PC **POWER CARS:** EMT white/blue/red **COACHES:** MML white and grey
DATE: 2009 **SERVICE:** Nottingham to Skegness **LOCATION:** Skegness



PC, TGS, TS, TS, TS, TS, TS, TRBF, TF, TF, PC **POWER CARS:** East Coast silver and white **COACHES:** East Coast silver and white
DATE: 2010 **SERVICE:** London Kings Cross to Edinburgh **LOCATION:** Durham



PC, TRFB, TGS, TGS, TF, PC **POWER CARS:** Network Rail yellow **COACHES:** Network Rail yellow
DATE: 2011 **SERVICE:** New Measurement Train **LOCATION:** Newton Abbot



PC, TF, TCC, TS, TS, TS, TS, TGS, PC **POWER CARS:** Cross Country silver and plum **COACHES:** CrossCountry silver and plum
DATE: 2013 **SERVICE:** Newquay to Dundee **LOCATION:** Dawlish



PC*, TF, TF, TRBF, TS, TS, TS, TS, TGS, PC** **POWER CARS:** East Midlands Trains*, Virgin Trains East Coast** **COACHES:** East Coast silver and white
DATE: 2015 **SERVICE:** Aberdeen to London King's Cross **LOCATION:** Doncaster



PC, TF, TFKB, TS, TS, TS, TS, TGS, PC **POWER CARS:** FGW plain blue **COACHES:** FGW 'dynamic lines'
DATE: 2016 **SERVICE:** Penzance to London Paddington **LOCATION:** Westbury

HST STOCK MOVEMENTS



Class 47/4 (Bachmann/Heljan/ViTrains) + BR Mk 1 BG, + PC **LOCOMOTIVE:** BR large logo blue **BARRIER VEHICLE:** BR InterCity 'Executive'
POWER CAR: BR InterCity 'Executive' **DATE:** 1991 **SERVICE:** Laira depot to Plymouth **LOCATION:** Plymouth



PC + PC **POWER CARS:** Virgin Trains red and grey
DATE: 2002 **SERVICE:** Laira to Newton Abbot test run **LOCATION:** Totnes



PC + TGS + PC **POWER CARS:** First Great Western blue **TRAILER:** First Great Western 'dynamic lines'
DATE: 2016 **SERVICE:** Laira depot to St Phillips Marsh depot **LOCATION:** Starcross



Class 08 (Bachmann/Kernow Model Rail Centre) + PC **LOCOMOTIVE:** First Great Western green and ivory
POWER CAR: Virgin Trains red and grey **DATE:** 2002 **SERVICE:** Plymouth to Laira depot **LOCATION:** Plymouth

NOTES	
BR	British Rail
DT	Driver training run
ECS	Empty Coaching Stock
EMT	East Midlands Trains
FGW	First Great Western
GNER	Great North Eastern Railway
MML	Midland Mainline
(u)	Unbranded

USEFUL LINKS	
Bachmann	www.bachmann.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Locomotion Models	www.locomotionmodels.com
Oxford Rail	www.oxfordrail.com
ViTrains	www.vitrains.it

VEHICLE DESIGNATIONS	
PC	Power Car
TBS	Trailer Buffet Standard
TBF	Trailer Buffet First
TCC	Trailer Composite Catering
TF	Trailer First
TFB	Trailer Buffet First
TFKB	Trailer Kitchen Buffet First
TGS	Trailer Guard Second
TRB	Trailer Restaurant with Buffet
TRUK	Trailer Restaurant Unclassed with Kitchen
TRUB	Trailer Restaurant Unclassed with Buffet
TRBF	Trailer Restaurant First Buffet
TRBS	Trailer Restaurant Standard Buffet
TRSB	Trailer Restaurant Second with Buffet
TRFB	Trailer Restaurant First with Buffet
TRFK	Trailer Restaurant First with Kitchen
TRFM	Trailer Restaurant First Modular
TS	Trailer Second

**HST@40
SPECIAL**

**WE
SHOW
YOU
HOW!**

Project paintshop

Repainting ready-to-run models into the livery you want isn't as difficult as you might think, but it does call for care and patience. **TIM SHACKLETON** transforms a couple of HST sets as an example of what can be achieved.

HORNBY, Lima, Dapol and Graham Farish have, between them, covered most of the major livery variations among the High Speed Train (HST) fleet in 'OO' and 'N' gauges. Many of the remaining gaps – especially when it comes to one-offs and specials – can be filled using transfers or vinyl overlays from after-market suppliers. However, there will always be modellers who either want something unique or, like me, wake up too late to the fact that their preferred off-the-shelf livery is no longer available. In this kind of situation, your only real option is to do the job yourself.

By the time I'd decided there was nothing I wanted more than a full eight-coach set in GNER's blue livery – in my view, easily the most handsome colours ever carried by these units – there were none to be had. It was the all-new Hornby 2008 model I was after, with highly detailed power cars and upgraded, flush-glazed coaches to match.

Undaunted, I decided a Grand Central six-car set would do instead – the next best thing, I felt, especially in the original version of 'stealth black'. I found a pre-owned one being auctioned online

and watched in something approaching shock as it went for the thick end of £400, which was a sight more than I was prepared to pay. Plan B therefore was to acquire the sets incrementally – the power cars are comparatively easy to come by but the carriages (and especially the seconds) are like hen's teeth and some of the scarcer ones can easily fetch £60-£70 at auction.

I won't bore you with the details but eventually a bit of haggling brought me a brand-new Grand Central power car and dummy along with the buffet car, closely followed by a mint-condition GNER set lacking the Second Class cars and the buffet. This left me a mere ten coaches short – five in each livery – and after a couple of weeks watching the internet and seeing very little happening I decided drastic action was called for. I had a poke around, discovered that brand-new Midland Mainline Mk 3 HST coaches were going for not very much at all, and with the click of a mouse I had what I wanted.

Whatever the livery, all the different types of Hornby HST coaches – first, second, buffet and guards – share common bodysells and indeed the only thing that separates the

firsts and seconds is the seating unit. Now that I had the right vehicles, all I needed to do was repaint the ten cars I'd acquired. It sounds daunting, but this was nothing new.

Usually the reason for me repainting a model is because it isn't in the livery I want – or that a rare limited edition has become simply too rare for my pocket. This is where skill at repainting comes in useful. Repainting models to your own exact specification isn't difficult but it does involve following a procedure and you have to be careful about what you're doing and the order in which you do it. Never rush it. I'd suggest you get any major detailing work out of the way first – certainly if it involves any cutting, filling and filing. Plan ahead and work out a sequence. If you need any special paint colours or transfers, make sure you buy them before you start work.

If you've never repainted a model before, I suggest you try it first on something that doesn't matter such as an old wagon, rather than on a cherished locomotive. Otherwise, follow what I did with these HSTs and decide for yourself if, at some stage, it's something you'd like a crack at. **TJL**



STEP BY STEP CREATING YOUR OWN HST

Intermediate
Beginner **SKILL LEVEL** Advanced

1



My repainting method has universal application. With these Mainline Class 56 bodysells I followed exactly the same processes as I did with the HSTs – assess bodywork (does it need a full paint strip or will erasing or obscuring prominent livery elements suffice?), remove windows and fragile details such as handrails, clean up and degrease, apply lightest colours first, mask off as necessary and spray darker shades, touch up rough edges, apply transfers.

2

My starting point to build up each set was a selection of Mk 3 HST coaches in the original pre-Rio Midland Mainline livery – the cheapest I could find by a country mile. I bought four Open Seconds plus a buffet to complete my GNER set, and two first and two seconds for the Grand Central rake.

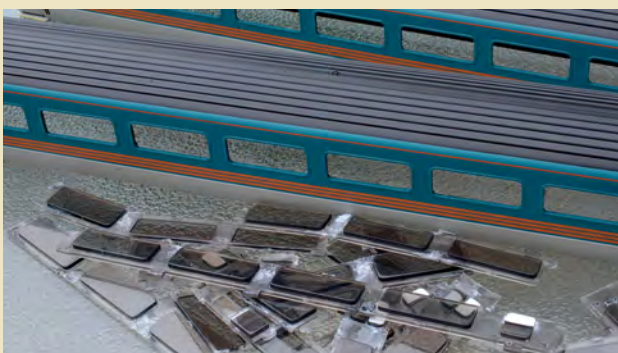
3



When considering a new livery, first check the modelling aftermarket to be sure the right paints and transfers are available. Railmatch and Phoenix Precision offer niche colours galore, while transfer manufacturers such as Fox, Railtec and Precision Labels produce a huge range of graphics. These are the main 'extras' I needed for my GNER set.

4

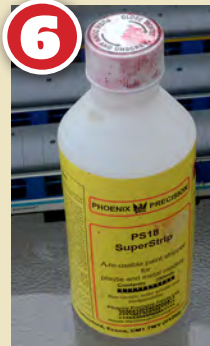
The underframes and interiors are easy to remove but getting the windows out can be a bit tricky. The coach bodies are very flexible but the windows – though able to withstand considerable pressure – can and do snap. Twisting the bodywork while pressing hard with your thumbs will get 80% of them out first time.



5

You might think it would be preferable to take the windows out (and put them back) in strips, just as they were fitted at the factory. Although some of them will come out this way, the majority don't and yet, ironically, it's far easier to replace windows individually.

6



With more complicated liveries – especially if there's a lot of raised detail, as with these Mk 1s – it may be preferable to remove the existing finish completely. The best product by far is the solvent-based SuperStrip by Phoenix Precision – expensive, but very effective. I don't see the point of splashing around with car brake fluid, Dettol or any of the other half-baked solutions suggested online. SuperStrip is safe, reusable and it works!

Creating a realistic formation can be difficult if liveries aren't available off the shelf. The Mk 3 First Class coach has been repainted in GNER colours to match the Hornby HST power cars.



STEP BY STEP CREATING YOUR OWN HST



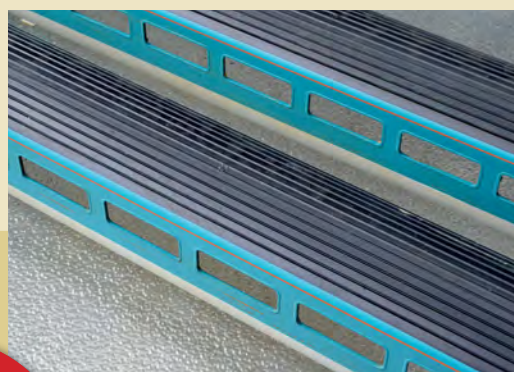
7 I didn't need a total body strip with the smooth-sided Midland Mainline coaches – but the prominent bodyside striping does need to come off, along with all the brandings. If you try and spray over the top of the existing tampo-printed livery elements, they will unquestionably show through. The first step is to spray the bodywork with one of the more aggressive household cleaners. I use Fairy Power Spray interchangeably with Cif Power & Shine.

8 Rub off the livery elements with an abrasive sanding stick, used wet – Tamiya or, as here, Adam Wilder. Use the finest grade that will do the job, as anything coarser will mark the surface. I reckon 2000 grit wet and dry is just about right.



9 It's easy to make your own sanding sticks using wet and dry paper. Take something like a lolly stick, cut a couple of suitably sized strips of wet and dry, then glue in place on each side. A contact adhesive is fine, though I use cheap sticky hairspray as it's easy to peel off and replace the worn-out strips. One of these sticks will do three or four coaches.

10 This is what you end up with. The orange cantrail strips can remain in situ as they will form a guide for the new ones that will go on once the coaches are painted.



11 If you haven't been able to get all the windows out you'll need to mask them off before applying the new livery. I use Tamiya masking tape cut to size in situ.

TIP
Ordinary household masking tape isn't ideal for model painting projects. Low tack tape, such as the Tamiya product, is better suited.

12 I used a grey acrylic primer (LifeColor UA603 Hellgrau) to undercoat the red-painted areas on the GNER cars. Red primer might seem a more obvious choice but it will undoubtedly alter the shade of the top coat – GNER red is a very particular and distinctive colour. A grey primer is more neutral.



13



Whatever colour of paint you're using, be sure to prepare it well. This means stirring it vigorously for a good couple of minutes at least, especially if the paint has been on the shelf for a long time and the pigment has settled. Use a flat stick or – preferably – a battery-powered paint stirrer.

14

With quite a bit of masking involved, I took care to work out the best sequence for repainting the coaches into GNER livery – doors first (using a business card as a mask), followed by the red striping and finally GNER blue with the roof and upper bodywork first and the lower bodysides second.



15



Build up the body colour sequentially as a series of light passes rather than in one thick coat. Here I've been putting on the distinctive GNER red that will form the basis of the bodyside striping. I used my Iwata Eidipse CS for this – the ideal airbrush for such work.



16

Having allowed 24 hours for the red to dry – I think double the time would be better – I masked up to the top of the bodyside stripe and then airbrush-painted everything above this line GNER blue, including the roof. I gave it two coats, half an hour apart, each a series of light passes. Once the paint is touch dry you can peel off the tape.

17



Looking like one of the more obscure HST liveries, this shows the lower bodysides being prepared for painting. I've used Tamiya masking tape to cover what will become the red stripe, using tiny pencil dots as a positioning guide. The longer you can give the underlying paint to fully harden, the less chance there will be of paint coming off when you remove the tape.

18



When pulling tape off, some degree of paint tear is probably inevitable, especially along exposed edges, but can usually be rectified with careful touching-in. I do like the Humbrol 'Detail' range of brushes – they have nice long bristles so you can really flow the paint on, while the ergonomic handles make them easy to hold.

The striking black livery of Grand Central Trains has been reproduced here quickly and effectively on the carriages with Halfords Satin black aerosol and suitable colour details.



STEP BY STEP CREATING YOUR OWN HST



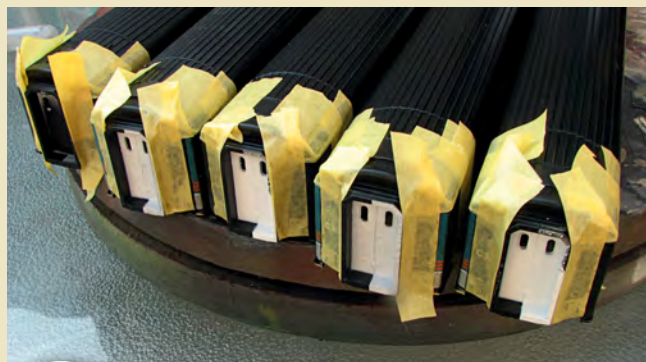
19 There is a surprising amount of graphic information and paint detail on GNER-liveried Mk 3 stock. The Fox graphics take you most of the way but there is plenty of scope for improvisation. A coat of Pledge Futures floor polish intensifies the colours and makes for a better match with Hornby GNER coaches.



21 I found these new acrylic metal shades from MIG Ammo did a very good job on the Grand Central doors. They don't need dilution, just a good shake! I applied them over a grey primer just as with the GNER cars.



22 Five ex-Midland Mainline coaches, now in basic Grand Central black without a trace of the original livery showing through.



20 By contrast with GNER colours, Grand Central's all-black livery is a cinch to apply. Once the Midland Mainline livery elements had been removed, using the same process as the GNER vehicles, I used Halford's Satin Black aerosol, giving the coach bodies a number of thin coats to build up the density of colour rather than one heavy application. The masking tape was to protect the data panels and other details on the coach ends, so I didn't have to redo what was already there! I then added more tape so I could airbrush the doors which, on modern stock, are always a different colour.

Right: A full-length HST set is an impressive sight and one that – unless you have a bottomless wallet – is going to work out very expensive, even on the second-hand market. Some liveries are likely never to be repeated, so what do you do? All these coaches began life as brand-new Midland Mainline cars, bought very cheaply and repainted as described here.



23

The time-honoured method of fixing waterslide transfers. Satin varnish (or Klear) on bodyside, slide transfer into position using flat brush, leave to dry, add Klear over top. The Grand Central graphics came from Precision Labels and the orange cantrail warning stripes are from Replica Railways.



24

Pre-weathering of the underframes using a familiar combination of LifeColor Frame Dirt (UA719) and Burned Black (UA736) with wheels picked out in Silbergrau (UA601) to represent brake discs. HST cars don't have buffers so you'll need to remove the plug-in ones Hornby provide and fit blanking plates of 10 thou styrene. Curiously the revamped ex-Lima Trailer Guard's Standard has the new-style underframe but retains fixed buffers.



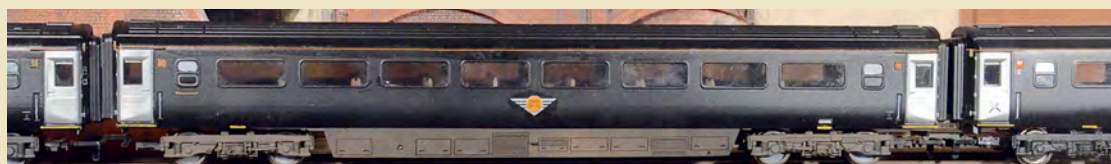
25

Ex-Midland Mainline cars successfully repainted into GNER colours. Adding the final details with paint and transfers is very satisfying. The last GNER trains ran in December 2007 and I felt that much of the old East Coast Main Line magic went with them.



26

First unveiled late in 2007, ten days after GNER operations ceased, Grand Central's original 'stealth black' livery is very striking. At first I'd planned to repaint my set into the later orange-flash version but once a GNER set was also on the cards, I decided they weren't sufficiently different in style and execution.





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OO GAUGE



Track & Accessories



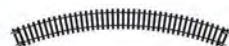
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R605	1st Radius Double Curve	£2.45	£2.09
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R607	2nd Radius Double Curve	£2.30	£1.96
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R608	3rd Radius Curve	£1.99	£1.70
R609	3rd Radius Double Curve	£2.65	£2.26
R8261	4th Radius Curve	£2.20	£1.87
R8262	4th Radius Double Curve	£3.10	£2.64
R628	Curve for use with Y Point	£2.15	£1.83



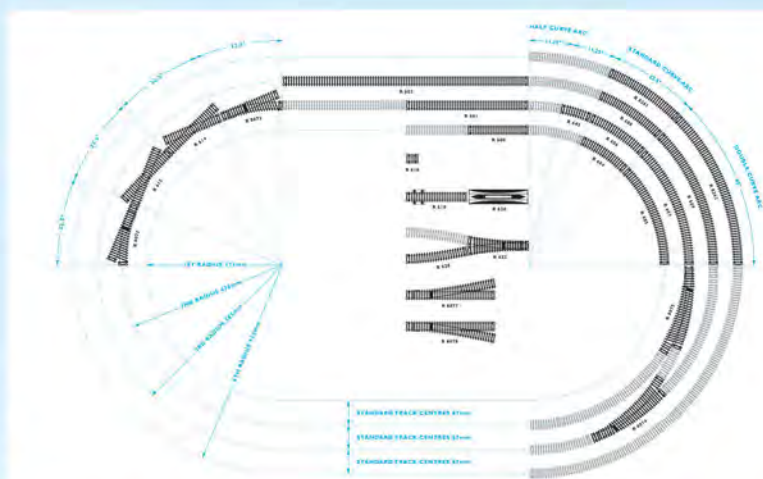
Points & Crossings

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R8073	Right Hand Point	£9.60	£8.16
R8074	Left Hand Curved Point	£14.85	£12.63
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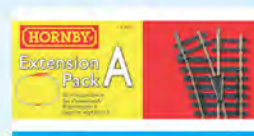
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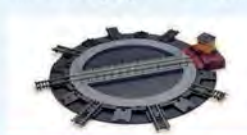


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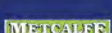
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LIVE
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Spray booths

EQUIPMENT
GUIDE

Resident tutors on the airbrush courses at Missenden Abbey and Pendon Museum **TIM SHACKLETON** and **MICK BONWICK** look into the health and safety aspects of spray painting and provide their advice.

FOR MANY PEOPLE, painting their models is one of the most enjoyable aspects of this most creative of all hobbies. But working indoors – especially with an airbrush – creates a thick cloud of overspray and odour. It's not the fumes themselves that are the worry, so much as the airborne particles that, if not filtered out, can cause serious damage to your health.

You may have found yourself wheezing after a painting session, and there's nothing like a bad experience to teach you a lesson. If you can smell it, you're breathing it, and if you knew what the stuff you're hauling down into your lungs might be doing to you, you'd think twice about working in an unventilated space.

In the domestic setting in which most of us operate, the fumes can be unpleasant to others and this is something else we want to avoid. Immersed in our modelling, we may not notice the steady build-up of harmful nasties in the atmosphere around us and at the very least we can make ourselves feel distinctly woozy. In the worst-case scenario, where things have got completely out of hand, particle build-up can reach the stage where you run the risk of poisoning yourself or causing an explosion.

This isn't scaremongering – it almost happened some time ago on one of our courses. Now we know better than to allow cellulose thinners to be used unsupervised in an unventilated space.

The core issue is containment, and the management of risk. For this reason alone, you can solve a lot of problems by working outdoors in the garden, with the breeze blowing away from you, but in our climate we can't always guarantee suitable weather for airbrushing – even in summer! That's why it's better to invest in some form of indoor extraction/filtration system such as a spray booth, either portable or fixed. It makes for a much safer and more

pleasant working environment, it keeps the peace, you can use your airbrush whenever you like and it needn't cost an arm and a leg.

Many modellers, unfortunately, seem to think any old system will do. They'll spend serious money on new locomotives (and even on an airbrush) but a quality spray booth comes very low on their list of priorities. The upshot is that they don't bother, though this kind of thinking can, literally, have fatal consequences.

To be safe, stay healthy and avoid making enemies in your household you need a spray booth with a powerful fan system and effective filters. A domestic extractor such as a cooker hood is little use, and none whatsoever if it doesn't have a coreless motor – stray sparks from an exposed commutator can ignite solvent-laden fumes.

As ever, you get what you pay for – budget-priced 'hobby' spray booths, in our experience, are largely ineffective and make only a token effort at doing what they're supposed to do. You may have seen designs for home-made contraptions whose main plus-point appears to be that they cost peanuts – we doubt if they work very well, and our only hope is that their owners are still in reasonable health.

At the opposite end of the scale are high-end industrial systems designed for round-the-clock usage. They come with price tags well into four figures – great if you can afford it, but not strictly necessary for even the wealthiest model-maker. In this piece we're going to look at some of the off-the-shelf designs that sell at what might be considered – remembering that you really can't put a price on your health – to be a reasonable sum. Rather than revamp the suppliers' sales literature and use stock images, our review is based 100% on equipment we've used ourselves, photographed in its everyday working environment. 

PAINT PARTICLE INHALATION

● The paints that modellers use contain potentially harmful chemicals like solvents and volatile organic compounds (VOCs). Inhaled particles can contribute to, or exacerbate, respiratory problems, eye, nose and throat inflammation and worse.

When the airbrushed paint dries (and this process starts as soon as it leaves the airbrush nozzle) these chemicals evaporate into the air where they can

readily be breathed in. This risk is not just present for solvent-based paints; water-based paints such as acrylics also contain binders, pigments and solvents that are atomized by the airbrush. If a spray booth does not have a sufficiently powerful extractor fan, the atomised particles will swirl about in the booth and be inhaled rather than being immediately drawn through the filtration system.

A typical setup in Mick Bonwick's home workshop, with Hornby coaches being airbrushed. The shelf on top of the spray booth is a great place to park models, paints, tools, cups of tea and other essentials. Note the anglepoise lamp and the long outlet hose leading out through the window and into the garden.

HORNBY magazine

**BEST
VALUE!**

This polypropylene spray booth is lightweight and easy to assemble. The translucent casing comes as a flat pack and can be put together within 30 minutes. The exhaust outlet is a standard-size 60mm diameter flexible hose and if the one supplied isn't long enough for your requirements, you can readily buy longer ones from DIY stores or online.

Though not really designed as a portable unit it is very sturdy – ours have been moved in and out of Missenden Abbey and Pendon Museum any number of times. The replaceable filter

GUIDE RATINGS

	1	2	3	4	5
Build quality					
Ease of use					
Effectiveness					
Customer support					



SB88 Hobby Spray Booth

panels slot into the back of the casing while the drive unit comes in a separate bolt-on steel case and features a 65w exhaust fan that is very quiet in operation – you may have to remind yourself to switch it off when not in use as it can barely be heard above ambient room noise!

The manufacturer measures the exhaust airflow at 105-115m³ per hour and it certainly does the business in shifting overspray and paint particles. We teach airbrushing in some very health and safety-conscious places and the SB88 does a terrific job in eliminating heavy fumes and odours, especially when potentially toxic enamel paints are being used.

THE DETAILS

Distributor	www.airbrushes.com
Description	SB88 Hobby spray booth
Price	£125.00



GraphicAir A300S Extractor

HORNBY
magazine
FIRST CHOICE

This unit – the most expensive we tested – features a highly efficient three-stage intake filter and a powerful 105w motor inside a robust steel shell. The fan draws air evenly through the filter beds at a quoted 255 m³/hr. If you've been on one of our weathering courses or tried our hands-on demonstrations at the Great Electric Train Show and elsewhere, this is probably the unit you'll have used.

Along with its undeniable fitness for purpose the prime benefit of this particular design is that it functions as a self-contained, free-standing air-recirculatory unit and doesn't need an outside vent or positioning close to an open window. It's a tough, no-nonsense piece of kit that more than does the job it's designed for. Weighing around 10kg, the unit is readily portable and with its Velcro-fitted fold-up hood takes seconds to set up ready for use.

GUIDE RATINGS

	1	2	3	4	5
Build quality					
Ease of use					
Effectiveness					
Customer support					

THE DETAILS

Manufacturer	www.graphicair.com
Description	A300S Extractor
Price	£390.00



C3-E420K Spray Booth (also sold as B400DC)

This lightweight Chinese-made design is popular with modellers – it's cheap, portable and it certainly looks the part. The same basic model (some of them may be clones) is sold under a number of names and brandings at prices ranging from around £50 through to £200 and more.

However, we've had many reports of reliability issues with the motor, while the plastic hinges on the adjustable side panels can be affected by solvents and become alarmingly fragile.

The filter is nothing more than a thin layer of what looks like spun fibreglass, which is about as basic as you can get. It isn't going to do much filtering nor is it going to last particularly long before becoming clogged up.

The ventilation hose, meanwhile, is unusually short and inflexible and can't readily be extended – if you need to position the extractor by an open door or window, distancing yourself from potentially harmful fumes and paint particles could be a problem.

On test the 25w motor proved to be seriously underpowered and even with its claimed 3m³/minute airflow (which from personal observation we find hard to believe) the unit struggled to deal

GUIDE RATINGS

	1	2	3	4	5
Build quality					
Ease of use					
Effectiveness					
Customer support					

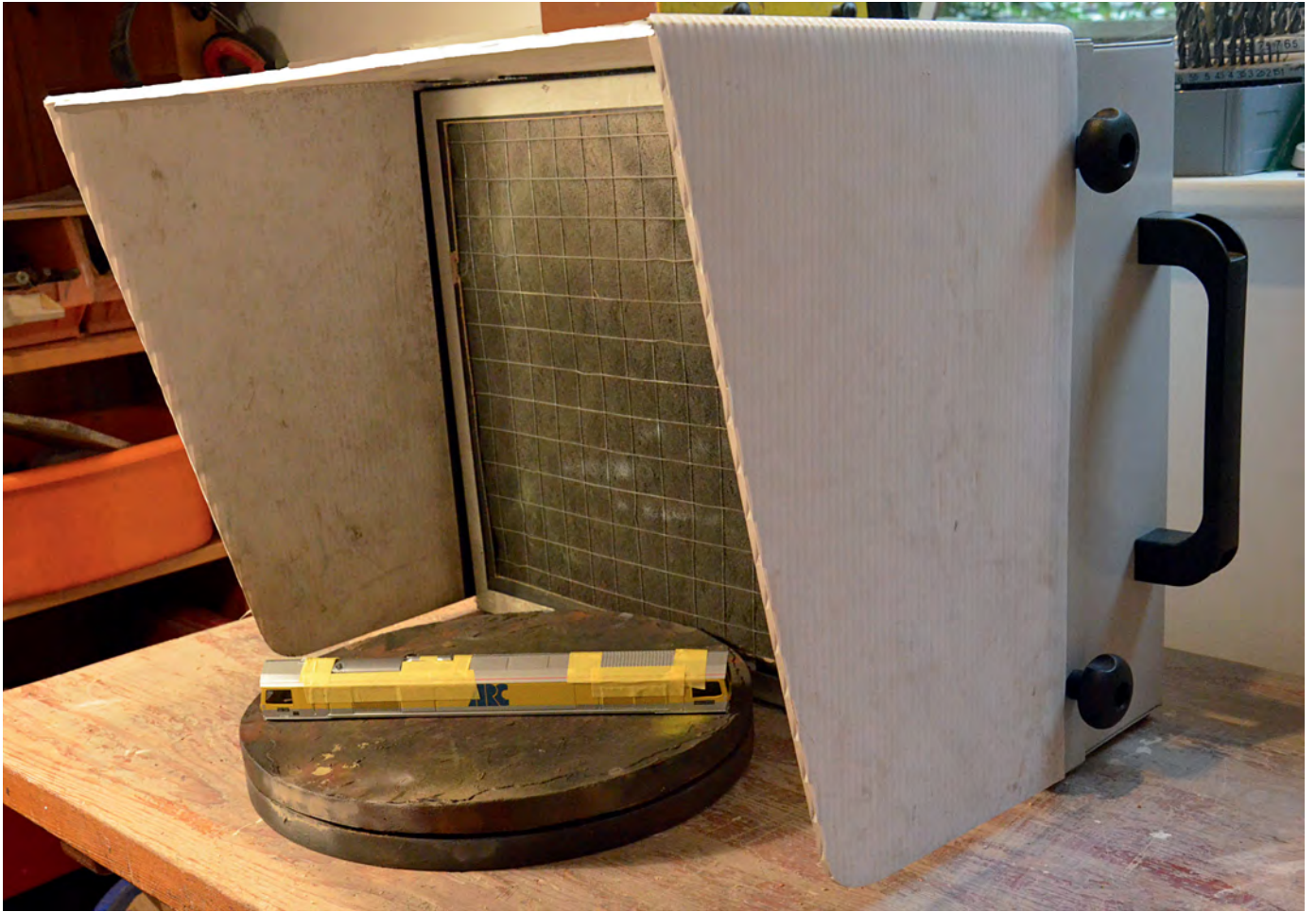
effectively with overspray and odours – away from the centre of the filter unit, the amount of 'pull' drops sharply.

The design of the plastic hood compounds the lack of a strong through draught by allowing fumes to escape upwards – and back into the room – rather than trapping them and funnelling them outside. One of the more honest advertisements we've seen for this unit advises: "It is intended to remove larger particles from the air. Not intended for use with hazardous materials, flammable or explosive paints or materials." From some online suppliers, we gather, aftersales service and spares are non-existent.

THE DETAILS

Distributor	Various
Description	C3-E420K spray booth
Price	£50.00-£200.00





GraphicAir A300S D Extractor

This unit is very similar to the A300S but, rather than containing the filtered particles, it exhausts them to the atmosphere through a 2m hose which, being a standard 100mm diameter, can

THE DETAILS	
Manufacturer	www.graphicair.com
Description	A300S D extractor
Price	£290.00

easily be extended using extra lengths from the DIY store, duct-taped together.

It's cheaper than the A300S because the filtration process is less complicated, but it's equally effective in operation – the inner workings such as the industrial-standard 105w motor appear to be identical.

Access to the filters is straightforward too and changing them takes less than a minute. Because it's not always convenient to use a spray booth in a

GUIDE RATINGS					
	1	2	3	4	5
Build quality					
Ease of use					
Effectiveness					
Customer support					

desktop-type set-up, both units can also be used flat on their backs or tilted at any angle up to 90° from the horizontal.



Force™ Respirator Mask

Paint and other potentially harmful particles atomised in the air should not be going down into your lungs. This applies especially to solvent-based paints such as enamels, but also to acrylic paint which is water-based and theoretically non-toxic. Although a spray booth is far and away the best preventative, a proper respirator mask with filters is worth considering as a short-term solution for a quick airbrushing job (but never as a viable long-term alternative).

However, some are supremely uncomfortable, while others – especially the throwaway ones you buy in DIY stores – are worse than useless when confronted with paint fumes. With its four-way adjustable harness and thermoplastic rubber face piece, this particular design of mask is comfortable to wear and is surprisingly easy to breathe through. The filters are mounted low so you can see what you're doing and the cartridges (type A1P2, designed specifically for the kind of paints and solvents we use) are replaceable. It can never do the same job as a proper extractor unit though.

GUIDE RATINGS					
	1	2	3	4	5
Build quality					
Ease of use					
Effectiveness					
Customer support					



THE DETAILS

Manufacturer	www.jsp.co.uk
Description	Twin-cartridge face mask
Price	£25.00

HINTS AND TIPS

- All spray booths use filters to remove paint particles from the extracted airstream, but some are far more efficient than others and not all of them necessarily have easily obtainable replacements. Make sure you know where you can find replacement filters before making your choice and better still, buy a couple of spares at the time of purchase.
- Follow manufacturers' guidelines

regarding the intervals between replacement. There may be some leeway in this but it doesn't mean you can carry on using the same filter indefinitely – it will long have ceased to function.

■ For the extractor fan to work effectively, you need to have the model you're painting as far inside the spray booth as you can manage. If it's half-in and half-out of the enclosure, paint spray

will blow back into the room.

- The longer the outlet hose the better. If it barely reaches the open window, fumes will be blown straight back into the room you're working in!
- A shelf mounted on the top of the hood is a convenient place to keep models, tools, paints and other useful items. You can easily construct one from offcuts of plywood.

- A painting turntable placed inside the booth will allow airbrush work to be carried out without having to touch the model. Go for the largest size that will fit.
- Although most spray booths have translucent hood assemblies, use additional lighting to keep the subject sufficiently illuminated. Check that you have sufficient room within your workspace to include a work light.



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Recalling Whitby's railways

I'VE JUST GOT AROUND TO READING the piece on the Scarborough-Middlesbrough line in HM111. I knew the line particularly well because the garden of the family house backed onto the railway just about where the buffer stops at Prospect Hill junction were placed when Whitby West Cliff was closed and reversal then took place at the junction.

You talk about the 'Whitby Chord'. Although it looks like a chord it was not built as one. The references I have relied on are Cobb's Historical Atlas, The Whitby, Redcar and Middlesbrough Union Railway (WRMUR) by Ken Hoole and

The Scarborough and Whitby Railway and The Scarborough and Whitby Railway - a Centenary Volume, both by J. Robin Lidster.

The 'chord' was completed in 1883 along with the rest of the WRMUR and the first train ran on December 3. Trains ran to and from Whitby Town, diverging from the Pickering line at Bog Hall junction and running onwards via Whitby West Cliff. 479 tickets were issued at Whitby Town and 352 at West Cliff on the opening day. The Scarborough and Whitby Railway was not opened until later, in July 1885 - from Scarborough it ran via Hawsker, across Larpool

Viaduct and connected with the WRMUR at the north end of Prospect Hill junction.

From then on the main service on these lines was from Scarborough to Saltburn (later Middlesbrough), with shuttles between Town and West Cliff, but there were variations. So the steeply graded and curved line from Bog Hall to Prospect Hill, looking as if it was built to connect the two Whitby stations, was in fact simply the last bit of the WRMUR, to reach its terminus of Whitby Town and only the second railway into Whitby.

Harry Shipley, Hexham, Northumberland.



People placement IS PERFECT

Every time I reach a point in building my layout where I am not sure how to proceed, *Hornby Magazine* provides the answer - and HM112 was no exception with the feature on populating the scene.

I had felt that static people could destroy realism and, so far, had only fitted my locomotives with crew. If as suggested in the article the fireman was just keeping a lookout rather than perpetually swinging a shovel, he moved with the locomotive through the scene and seemed totally realistic.

However, static people were more of a problem and I had put off this stage of construction. Having studied the article, I could see that the main element is economy and the figures being seen as in a world of their own as so well illustrated by the photo of Stainland station. Thank you *Hornby Magazine* for again solving my current problem.

Mike Shepherd, by e-mail.

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 I WROTE how I had to come to grips with the idea of populating my layout. I knew I had to have a plan, but I was not sure how to proceed. I had to have a plan, but I was not sure how to proceed. I had to have a plan, but I was not sure how to proceed.

That has to be held for a moment - I am not sure how to proceed. I had to have a plan, but I was not sure how to proceed. I had to have a plan, but I was not sure how to proceed.

Now, I am not sure how to proceed. I had to have a plan, but I was not sure how to proceed. I had to have a plan, but I was not sure how to proceed.

People watching

Light figures are essential for a realistic scene. I have seen many layouts where the figures are too large and too many. This is not good. I have seen many layouts where the figures are too large and too many. This is not good.

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Missing the Aberdeen 'sleeper'



HM112's feature on 'sleeper' trains omits to mention that two important trains left Aberdeen for London six days a week. Having been an avid spotter mainly from Aberdeen Joint station's platforms or at Ferryhill shed, I saw first-hand these heavy trains depart.

In the summer of 1958, a normal formation of the 7.05pm would be BGs, CKs, SKs, SLF and SLSTP, RU, RCK. The 8.35pm train

could include BZ, (SLF-SLF) twin-set, SLFs, SLs, SLSTPs and BGs. This train in the early 1960s would invariably be hauled by Peppercorn 'A2' 4-6-2 60532 *Blue Peter*.

In the early-1960s, the train departure times altered from 7.05pm to 7.30pm and the 8.35pm to 8.20pm the 'Aberdonian' was the early departure and the 'Night Scotsman' the latter.

Jim Howie, by e-mail.

A CASE OF MISTAKEN IDENTITY

● Following the recent articles about 'sleeper' trains, I hope the following raises a smile or two.

A man on the northbound 'Night Caledonian' sleeping car train ordered one of the attendants: "I have to be off at Perth. I'm a heavy sleeper, but I must get off there. I want you to put me off, whatever I say." The next morning, he woke up at

Inverness! Extremely annoyed, he found the attendant and gave him a piece of his mind. After he had left, somebody asked the attendant: "How could you stand there and take that kind of talk?"

"That's nothing!", replied the attendant: "You should have heard the guy I put off at Perth!"

Bryce Fulton, by e-mail.

I appeared in the holiday trains article

One of the joys of a summer holiday is buying every model railway magazine available and lazily browsing through them, ideally in a pub or while the kids play quietly. Your August issue looked particularly worth the wait to read with its holiday trains theme.

So I was pleasantly surprised when my father alerted me to the main photograph of the coastal railways article. For there in the middle watching the trains going by at Teignmouth was my Grandpa, with my brother and I just visible behind him!

The interesting coincidence was that I'd bought this magazine, almost exactly 40 years after the photograph had been taken, on an almost identical Devon trip with my children.



The only drawback is up until that photograph I had no reason to believe I'd ever seen a live Class 52. So now of course I am on a quest to buy one for the collection. At least I have the Mk2 coaches already.

Andrew Garrood, by e-mail.

PRICE MATTERS

MODEL PRICES ARE GETTING RIDICULOUS

The letter from Stephen Spooner in HM112 certainly has my support. Whilst the quality of the models has improved the retail costs are getting beyond my budget. When one considers that these days modellers do not just want to run trains but want to have a scenic diorama to go with it, these dioramas are not cheap to make thus making the hobby a very expensive affair.

There is, of course, the choice of joining a model railway club to share the costs but in my view you then lose full control of what you want to model. Stephen is certainly not alone in his comments.

Chris Hopper, Northamptonshire.

PRICES MEAN MY WALLET IS CLOSED

Although the subject of the current model prices keeps appearing in many mags and websites, I cannot agree more with Stephen Spooner that the increases are becoming a joke. I read in the October edition that the Bachmann LBSCR 'Atlantic' will be offered at £179.95 and the 'Birdcage' coach at £59.95.

I for one will not be buying any of those and any pre-orders are being cancelled. I think that most of these increases have been put upon us by testing the water with special exclusives.

We hear so much about the pay increases of Chinese workers, that this is the major cause for such increases. So in the past four years, Chinese workers have had pay increases of over 100% in the model making world yet all other areas are seemingly almost the same as they were four years ago seeing as most items in the UK remain a constant price. How come Oxford Diecast can turn out great models so much cheaper? It can turn out good models - the 'Radial tank' is £99 and the 'Dean Goods' £112 - and that is advertised widely for £99 too.

I think that if we are not careful we will see railway modelling being only for the wealthy. I am sure many will disagree and accept the prices as relevant to the development and production but for me and many others the wallet is now closed unless the prices become more realistic.

George McKie, Cheshire.

ARE MODEL PRICES ARTIFICIALLY INFLATED?

I'm just writing to let Mr Spooner (letter HM112) know he is not alone in believing model prices are being inflated beyond their true costs, something brought home when I found a shop selling off Dapol 'N' gauge 'Westerns' at under £70 each (list price £128) during an exhibition.

I asked what was wrong with them to be so cheap and was told: "Nothing, we just want to sell off old stock." If the shop can sell them, and presumably not at a loss, at just under £70 it is not making a huge profit at the list price of £128?

Of course I accept manufacturers, retailers and others need to make money, and that details cost but some prices are getting well beyond the range of the average modeller.

Greg Heathcliffe, Swindon, Wiltshire.



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Kilwe

A station that could have been built in Somerset is the setting for **DARREN BERRY'S** 'OO' exhibition layout, set firmly in Great Western territory.

PHOTOGRAPHY, TREVOR JONES



A '57XX' 0-6-0PT shunts the yard as a '4575' 2-6-2T arrives at the station with a through train.



STATISTICS

Owner:	Darren Berry
Scale:	'OO'
Length:	17ft
Width:	2ft
Track:	SMP with handbuilt points
Control:	DCC, Gaugemaster Prodigy
Period:	BR Western Region, 1950s-1960s



A Class 121 DMU coasts into the platform at Kilve.



SOMERSET is somewhere you would probably never think of if you mentioned an oil rush, but it did happen. Early in the 20th century deposits of shale on the Somerset

coast between Kilve and Watchet were examined for the oil they contained by mining engineer John Berry (no relation) who had followed similar lines for the shale oil industry in Scotland.

In 1923 a company called Shaline Ltd started trials to see if there was potential to extract the crude oil from the shale seam in commercial quantities. It built a small oil retort close to the sea at Kilve where the seam was open and commenced work, extracting an average of 30 barrels of oil a day. So successful was the venture that the Great Western Railway (GWR) commenced the building of a new line from Bridgwater to Watchet within a few months and by the summer of 1924 it was open to both freight and passenger traffic with sidings for the oil retort at Kilve station. The line branched from the main line just north of Bridgwater station and had intermediate stations at Cannington, Nether Stowey, Kilve and West Quantoxhead before reaching Watchet where it joined the West Somerset Railway.

The oil industry eventually outgrew the small retort and moved its new workings slightly west to East Quantoxhead where it had room to expand to meet demand. Unfortunately, the increasing costs involved in extracting the oil from the shale and getting it refined soon took their toll and by 1936 Shaline Ltd pulled out. What was left was bought by local firm Stevens and Son in 1947 and shale oil extraction continued under their ownership, albeit on a much reduced level, and this continues today.

The line from West Quantoxhead to Watchet was built close to the edge of the cliffs and constant erosion caused this section to be closed to traffic after the winter of 1937. The line's traffic still continued to the new terminus at West Quantoxhead and survived until the mid-1950s mainly due to the remaining oil exports and the holiday traffic to the »



A '57XX' shunts the yard while a fisherman's boat 'bobs' on the water.

St Audries Bay holiday park. 1957 saw a nuclear power station started at Hinckley Point and so the need to import materials and manpower saw an upturn in the use of the line, even to the building of new sidings and a spur from Cannington. Other traffic is down to the plethora of fossils found along this part of the coast which bring in fossil hunters all year round. The local fish traffic to Bridgwater and Taunton markets along with local farm produce both keep exports busy and incoming trade comes from local farm requirements and coal for both households and the new retort

Kilve station still plods along and although the oil retort stands derelict as a reminder of more prosperous days there is still enough to keep things active. The local fishermen bring in a daily catch which can usually fill a wagon and the reduced flow of oil barrels from East Quantoxhead are now brought in by lorry to be loaded here. Fossil hunters regularly stop here and spend time staying in the local village as they explore the rocky coast, and a new activity centre in the village means a steady flow of children coming and going. The sidings for the oil retort are now used for the loading of fish or for the storage of engineer's vehicles when not in use.

Now this isn't all fantasy. The oil story is true but thankfully for this beautiful stretch of coastline the venture faltered only a year after it started. The cost involved in extracting the small amounts of oil and the oil's low quality made it uneconomical

and so by the winter of 1924 the oil retort at Kilve seems to have been shut down.

As far as the line goes the GWR did have plans to build the line but the sudden stop in oil production caused them to re-think and so it never came to fruition. The small harbour is also based on facts, in that some years ago timbers were found that show a small harbour had been built there in the 18th century, though this has long since vanished.

MODEL REALITY

The layout started life in the loft of my old house with a large loop of track. At the same time as we moved house we also had our daughter so the whole thing was mothballed for a few years.

In 2012 a number of unfortunate circumstances in life started to get me down so in an attempt to give myself a focus it eventually emerged from storage. I'd always wanted to build a small exhibition layout and what I had seemed like a good start at least. It was

also only 9ft long for the scenic part so it meant I had room to put it up in the garage to work on it. So off I went.

The damage it sustained on the move meant making alterations to the front corner of the layout where the harbour now stands. I also fell out of love with the dark brown ballast I'd used some years before so I picked out every piece and re-ballasted the whole railway in a lighter colour more suitable to the local areas lines. If you think >>

"The layout started life in the loft with a large loop of track."

DARREN BERRY



In the goods shed a porter takes an empty case for loading into a van as a Collett '4575' 2-6-2T simmers in the station behind.

CO5 A Collett '2251' 0-6-0
draws out of Kilve with
a rake of Grampus ballast
wagons. The main station
building is a reworked
Bachmann Scenecraft model.





Left: Scrap plasticard and embossed sheeting was used to make a number of smaller buildings for Kilve.

Right: An oil delivery has arrived for loading on a British Railways lorry as a '4575' 2-6-2T steams into the station behind.

ballasting once is bad, try un-ballasting and doing it a second time - that's enough to make even a hardened modeller cry!

But even at this stage it still wasn't anywhere particular. That all came one day when we went for a walk to Kilve beach, a beautiful part of the north Somerset coast and somewhere I have known for many years. I have a huge interest in industrial history so when I got home I wanted to know more about the oil retort that lies partly hidden by bushes. The more I looked the more it seemed like I finally had somewhere that had a realistic reason to have a railway and within a short drive of home. Then the story of the almost built line, the oil and the harbour being found came together and I had my setting.

DIGITAL DIRECTION

Over a few months it took shape to what you see now. The baseboards are 6mm plywood on a 2in x 1in timber frame. Wiring is for Digital Command Control (DCC) but with isolating switches so it can be used in analogue mode. The track is SMP with handbuilt points, all of which are operated by wire-in-tube with toggle switches for polarity changing. The contours are shaped polystyrene with a craft paper and PVA coating as it was cheap, available and with four or five coats forms something akin to wood in rigidity.

Scenery is a combination of all sorts I had to hand and picked up at exhibitions but the dirt is an exact match to the soil around the Kilve area. I know that, because that's what it is. On one visit I scooped up a cupful of soil and on

return home sieved and dried it. It makes it look local and, best of all, it's free.

The sea is as simple as I could make it. PVA glue. By painting the seabed grey (the same colour as the Bristol Channel) and then adding many coats of PVA as thickly and roughly as I could, it built up to what I think is a very effective seascape. The river is made using the same method.

Buildings were something I had to cut corners on a little as time was against me before the first exhibition in 2014. They are from the usual brands of

ready to plant buildings but all have been repainted in Western Region colours and weathered with some modification as needed. Two that are scratchbuilt are the oil retort and the stone shed at the end of the harbour. Both are taken from measurements at the actual location of Kilve beach and built from an assortment of plasticard and scraps I find in drawers around the place. I'd prefer to have built everything myself but two children and a full time job mean I have to make some exceptions, but ones I'm actually quite happy with.

OPERATION

The storage yards are 4ft long and rotate through 180 degrees, allowing whole trains to be turned and sent back again. The electrical contacts are simply crocodile clips connected to cut brass screws. This allows plenty of running and a fast turnaround at exhibitions.

The rolling stock is nearly all ready-to-run from the main manufacturers, but before running everything is weathered and all locomotives receive a crew and real coal. >>

"Dates for running range from the mid-1950s to the 1960s"

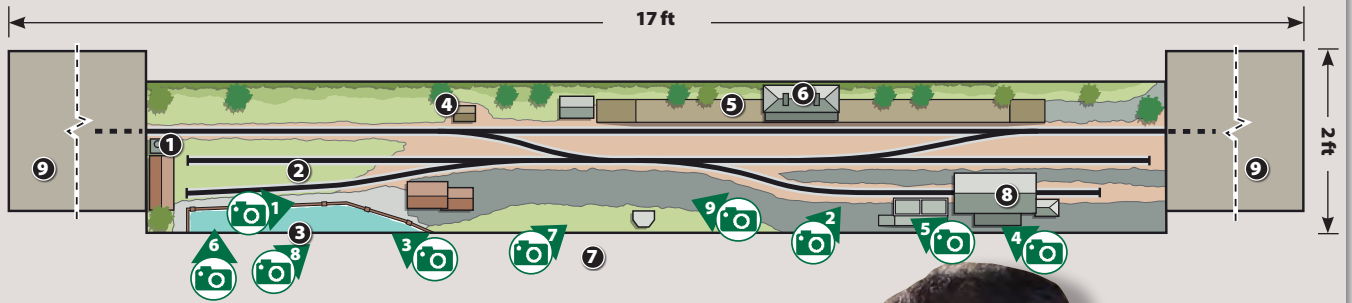
DARREN BERRY






 Bearing smart BR lined green, BR '3MT' 2-6-2T 82030 rumbles towards the station with an ex-GWR 'B-set'.

KILVE TRACK DIAGRAM (Not to scale)



KEY

- | | | |
|------------------------|--------------------|----------------|
| ① Abandoned oil retort | ④ Signalbox | ⑦ Viewing side |
| ② Harbour sidings | ⑤ Platform | ⑧ Goods shed |
| ③ Harbour | ⑥ Station building | ⑨ Storage yard |





Above: With a mixed goods behind a Collett '2251' departs Kilve.

Locomotive lamps are also being added at the time of writing. Some kits have been made and a few self-made items run through such as the milk road-rail tanker.

Dates for running range from the mid-1950s to the mid-1960s with steam and diesel, along with a change of coach livery depending on which is running. Typical stock running will range from 'Pannier' and 'Prairie' tanks, '2251' 0-6-0s and '43XX' 2-6-0s through to Diesel Multiple Units

and Class 22 diesels, all very typical of the branch lines around the Taunton area. All are renumbered as Taunton based engines.

All locomotives and multiple units are fitted with DCC decoders and for control I use the Gaugemaster Prodigy as I find it does everything I need and is easy to use. Usually we just have one handset plugged in but we can add a second to allow some shunting to carry on as trains pass by.

ON SHOW

Kilve made its exhibition preview in 2014 at Railx Taunton thanks to an invite from my own club, Somerset Railway Modellers (SRMC), and was well received. It may not be to everyone's taste but to have people say they knew where the station site was and to have numerous more try to work it out is a very satisfying feeling.

Since its debut it has been to a number of shows up and down the country. Despite this being a layout built at home I have to thank a few of the SRMC members for their help in not only completing the scenic details for the deadline but also for running it at exhibitions.

From what was once a loft layout to what you see today has been a long and steady job. It's given me new ideas and experience in areas of modelling I would otherwise have shied away from. More importantly, it gave me a focus and helped me to deal with loss in my life. Modelling is a hobby we can all enjoy in our own way and to whatever level you want to take it, but for some people it can also be a wonderful form of therapy too. [Helen](#)

Left: Darren Berry uses the Gaugemaster Prodigy system to control his trains.

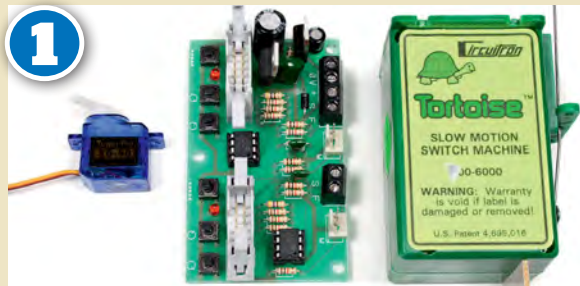


Servo point motors

The small size and controllability of servos makes them an attractive option for turnout control. **NIGEL BURKIN** experiments with a Heathcote Electronics dual servo motor board, turnouts and a handful of servos.



STEP BY STEP INSTALLING SERVO MOTORS AND CONTROL BOARDS



1 A Tower Pro SG-50 micro servo (left) is tiny compared to a Tortoise slow motion point machine (right). They will fit in tight locations where the Tortoise and similar devices may not. Servos need some control device or board – the Heathcote Electronics dual servo motor controller being shown (centre).



2 The Tower Pro SG-50 servo weighs a mere 5g and measures 11.4mm x 22.0mm x 20.9mm – ideal for tight spaces. Servos are usually supplied with a variety of cranks which fit the output shaft (E). Typical features of servos include a three-wire connection (A); mounting horns moulded as part of the casing (B); output drive shaft (gears are just visible) (C) and screw mounting holes (D).



SERVOS are growing in popularity amongst railway modellers for the control of a wide range of animated effects, including working semaphore signals, level crossing gates and barriers to name a few.

Turnout or point control is one of the applications for which low cost micro servos can be used to great effect. With several 'tight' locations to contend with on my layout where slow motion turnout machines such as the Tortoise or Cobalt are too large to fit, a different approach was required. Micro servos and the Heathcote Electronics servo motor controller offered a possible solution.

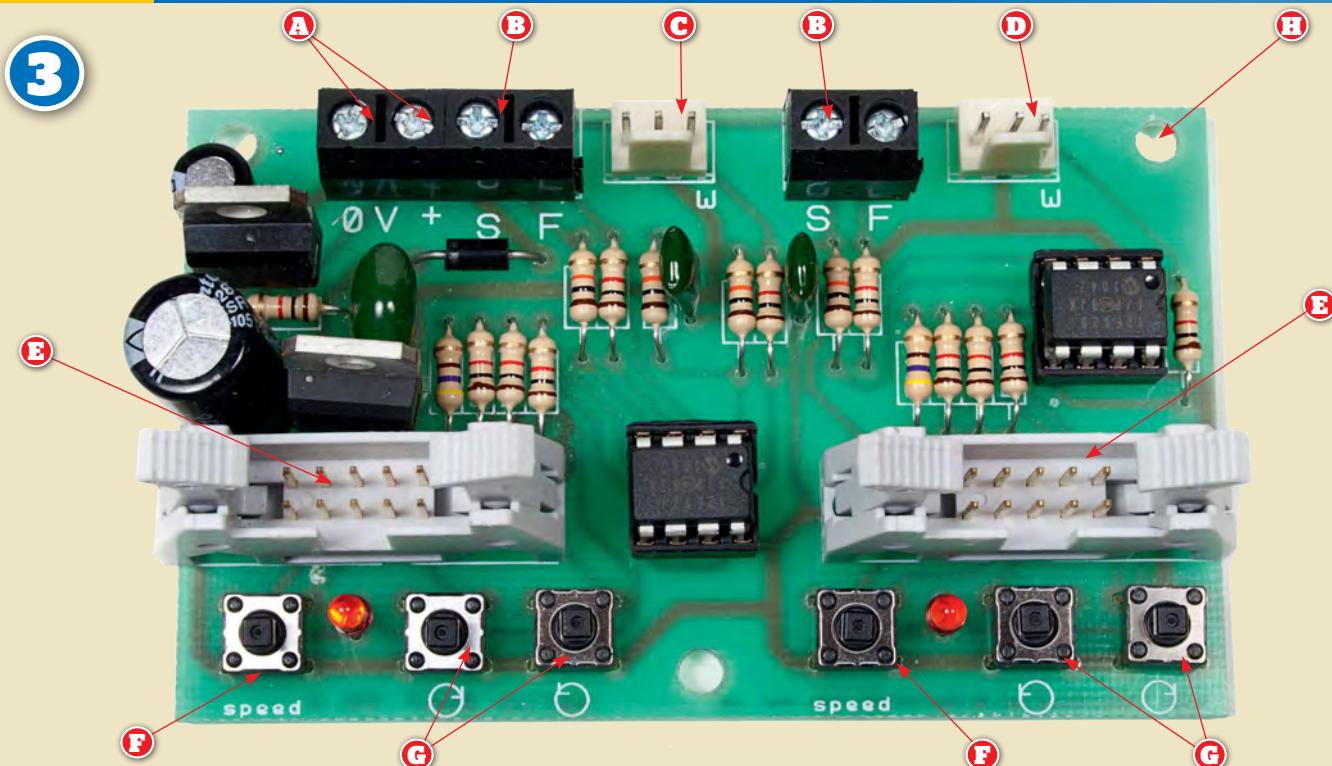
To operate servo motors Heathcote Electronics offers two analogue servo controllers which are suitable for controlling turnouts. The dual servo motor controller is demonstrated here and is capable of controlling two servos independently or together. It needs a power supply of 9 to 16 volts and the servos are controlled using on-off switches. It cannot be worked using a Digital Command Control (DCC) system but can be built into a DCC layout provided a separate power supply is available and the modeller uses manual switches to control the turnouts.

Some DCC accessory decoders are equipped with terminals for servo operation alongside those for conventional turnout motor control. Examples include the ESU Switch Pilot and the Team Digital servo and motor controller.

Servos are supplied (usually) with cranks to fit the output drive shaft. However, designing and building linkages between the servo and turnout is left to the modeller. Whilst linkage kits and mounting brackets are available, I find it a simple task to make my own from brass tube, 1mm diameter brass wire and a simple tension spring made up of 0.5mm brass wire. The spring holds the point blades against the stock rails and allows for adjustment in the linkage. Brass tube guides the linkage wire and the whole assembly is soldered together at the workbench before being fitted to the layout. There are numerous ➤

There are numerous methods of changing points on the full size railways including pneumatic, hydraulic and electric point machines. The mechanical method still exists today with conventional levers working point rodding and cranks to throw points as seen at the base of Dunblane signalbox. The Class 158 has crossed over from the down line ready to operate a return local service to Edinburgh.

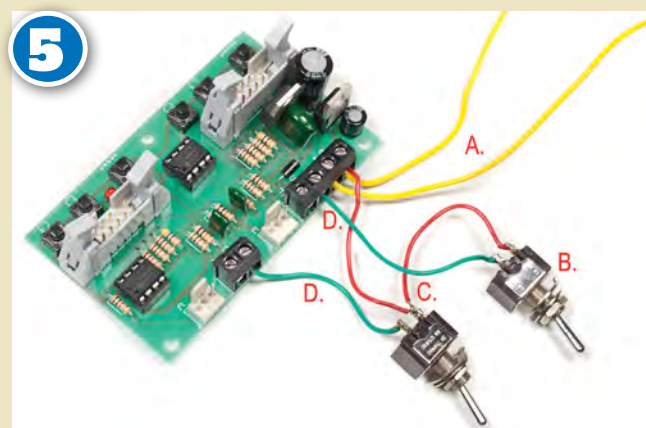
STEP BY STEP INSTALLING SERVO MOTORS AND CONTROL BOARDS



Analogue control of servos is achieved through the use of the Heathcote Electronics servo motor controllers. The dual version (shown) can control two servos independently or simultaneously and allows for two settings: open or closed, which is suitable for point control. Speed and angle of rotation (between the open and closed positions) can be set using buttons on the controller board and the desired positions are stored in the controller's memory. Features of the dual servo motor controller include: A: Power supply terminals (9 to 16 volts AC or DC supply is required), B: Control switch terminals, C: Servo 1 connection, D: Servo 2 connection, E: Remote button control box terminals, F: Servo speed setting buttons, G: Rotation angle setting buttons to set the maximum open and closed positions, H: Three screw mounting holes are provided.



Heathcote Electronics offers a button box with a lead which allows servos to be set up remotely. It is ideal for setting up the servos when the controller is fitted to the layout and the control buttons on the board are out of reach or difficult to see. Only one is required, no matter how many control boards you have.



The dual servo motor controller requires its own power supply (A) which may range from 9 to 16 volts, either AC or DC. Two on-off (SPST) switches are needed to independently control a pair of servos (B). One side of both switches (C) is connected to the power supply marked 0V (common) and the opposite side is connected to the terminals (D) marked with a letter S.

ways of making up linkages, including a rotating arm fitted to the stretcher bar. The key is to ensure all of the parts move freely in the tube and there is nothing fouling the point's stretcher bar or point blades. Centre-over springs used on Peco Streamline turnouts can be removed and stored, allowing the point blades to move freely.

Servos allow rotation of the output drive shaft about a middle point, usually 100 to 130 degrees in each direction – the 'open' and 'closed' positions according to the Heathcote Electronics data sheet. The linkage is set up with the servo crank in the position midway between the open and closed positions and the controller set up with the on-off switches and power supply installed. If the controller is inaccessible or cannot easily be seen, consider using the button control box to set

the open and closed position of the turnouts – you will only need the one, no matter how many servo control boards you have fitted to the layout.

There are three setup buttons for each servo output on the dual servo motor controller; two for adjusting the maximum rotation in one or the other direction and one to set rotation speed.

When setting up each servo, I observe the position of the turnout's point blades whilst pressing the left and right rotation buttons to accurately fix the 'open' position. The 'closed' position is set in a similar manner after throwing the switch to its opposite setting. Rotation speed is set using the 'speed' tactile button – each press of the button selects one of seven speeds. The same button provides a reset option if required.

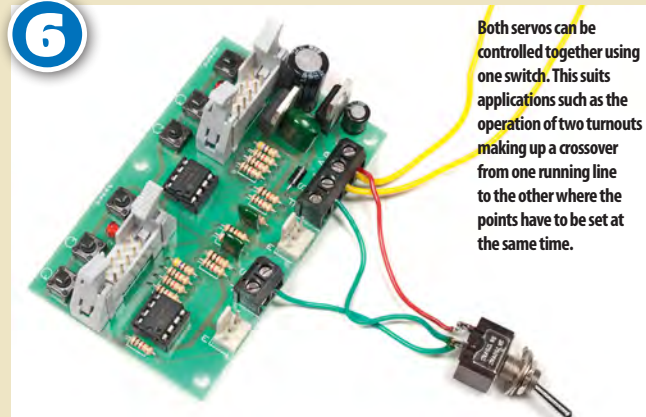
The electronic adjustment method is easier

to use than making fine adjustments to the mechanical linkages. However, I am careful not to exceed the travel necessary to set the turnout. Listen to the servo so check if it is under any stress. It will emit a loud buzzing noise if it is over-set.

WHY USE SERVOS?

Size and weight are two distinct advantages of using servos over slow motion turnout machines. This has to be set against the cost and time of making up linkages whereas the fitting of the typical turnout machine is relatively straightforward, assuming there is sufficient space under the baseboard. Turning the coin over again, the linkage can be used to locate the servo in the most convenient place under the baseboard, away from wiring, baseboard risers, joists and

6



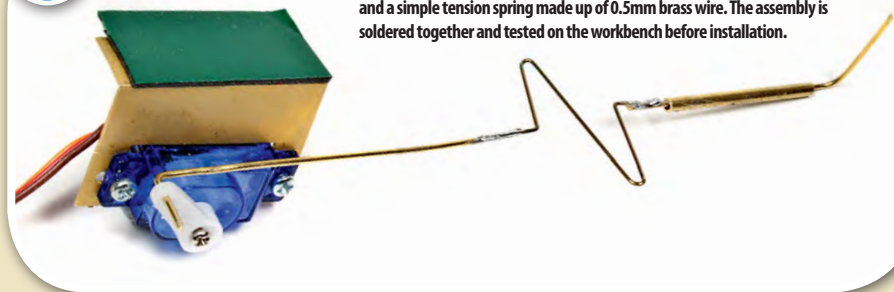
Both servos can be controlled together using one switch. This suits applications such as the operation of two turnouts making up a crossover from one running line to the other where the points have to be set at the same time.

7



Whilst the Heathcote Electronics servo motor controllers can be used on both DCC and analogue layouts, it is not a DCC device in its own right and needs a separate power supply. Some DCC accessory decoders include outputs for servos such as the ESU 'Switch Pilot'.

8



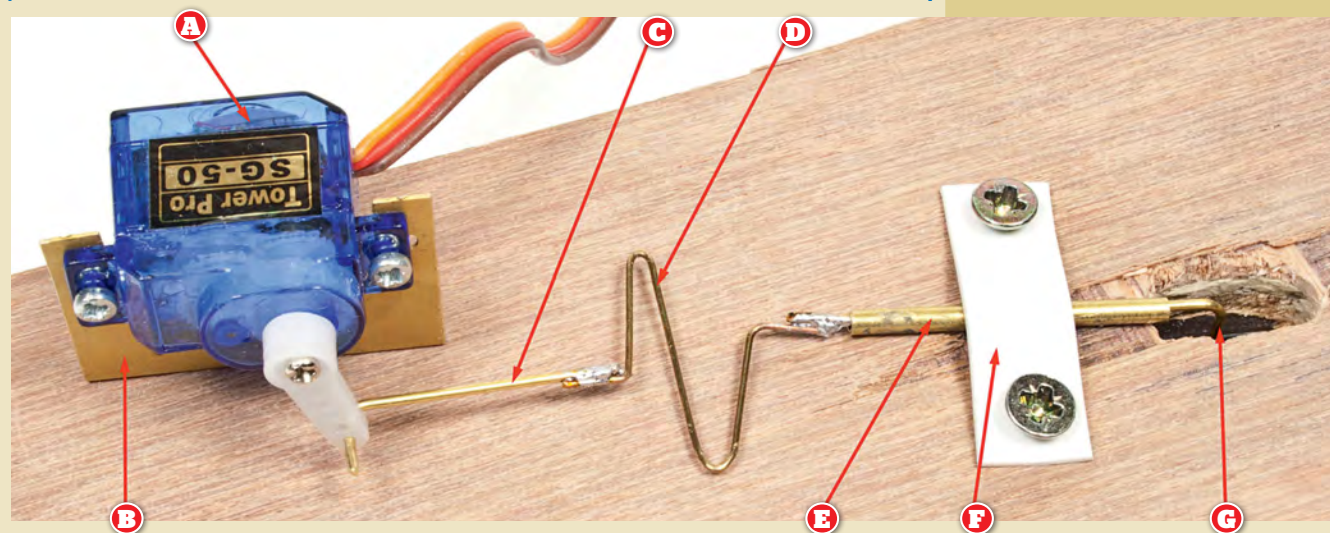
Servos do not include linkages to connect them to the turnout stretcher bar. Simple linkages can be made from brass tube, 1mm diameter brass wire and a simple tension spring made up of 0.5mm brass wire. The assembly is soldered together and tested on the workbench before installation.

USEFUL LINKS

- www.heathcote-electronics.co.uk
- www.servoshop.co.uk

9

A test bed using a Peco Streamline turnout was constructed at the workbench. The Tower Pro SG-50 servo was mounted on the underside of the test board (A) using a brass mounting bracket by Heathcote Electronics (B). The linkage is composed of 1mm brass rod (C), a home-made spring to lock the point blades in position (D); brass guide tube (E) secured in place with a loop of styrene (F). The end of the linkage is bent to fit through a hole in the baseboard to reach the turnout (G).



other equipment. Bear in mind that space has to be found for the servo control board itself!

When it comes to setting up, the slow motion family of turnout machines win hands down. I can install a Tortoise, assuming the access hole under the turnout stretcher bar or other linkage is already in place, in a matter of minutes plus wiring time. Rigging up a switch for changing the polarity of current in a crossing vee (frog) is simple to do because Tortoise and Cobalt turnout motors have suitable switches built into the mechanism.

My experiments indicate that micro servos do not have enough power to change the points and depress the button or lever of microswitches to change current polarity in the crossing vees of modified Peco or handbuilt turnouts with metal crossing vees. Larger and more powerful

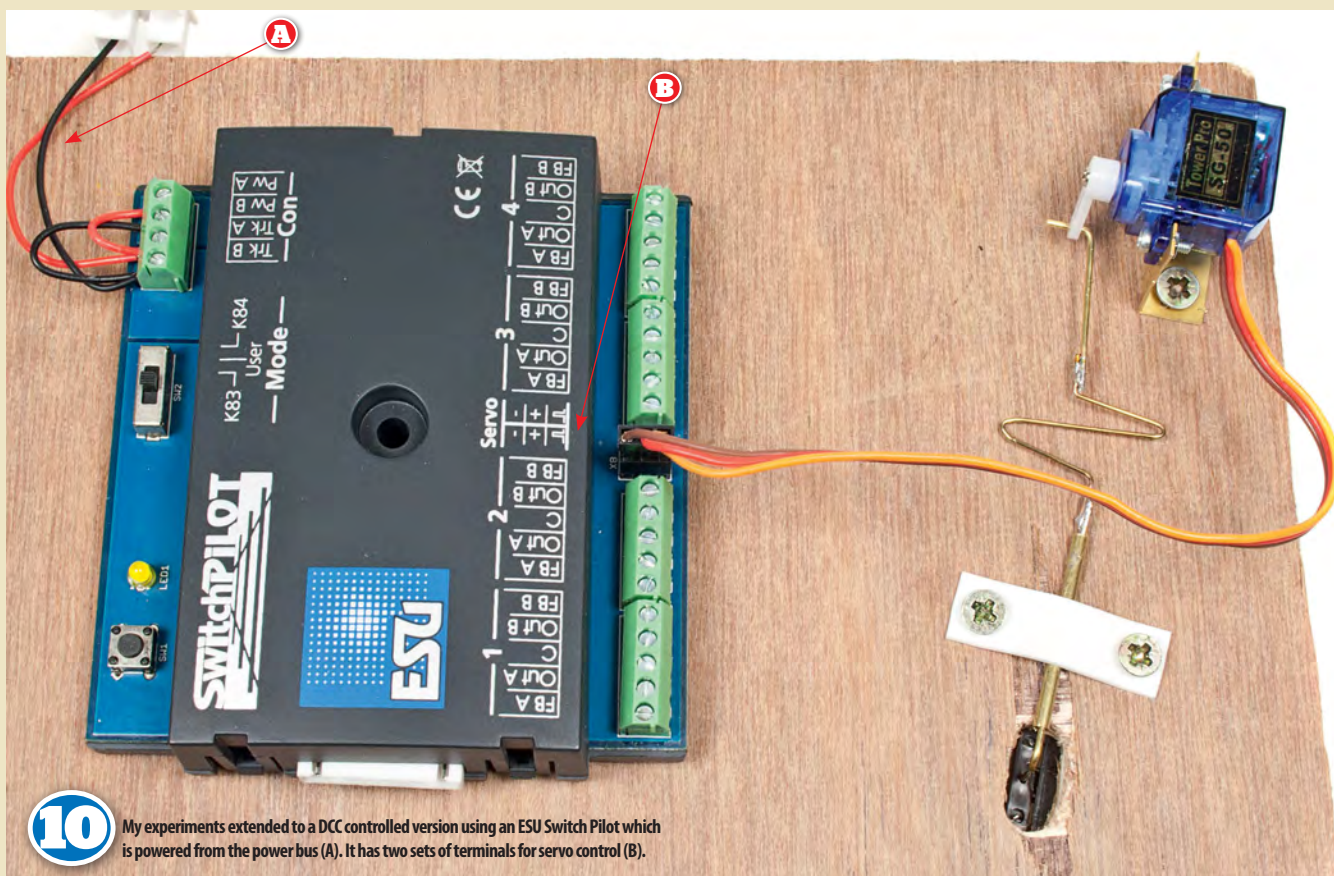
and expensive servos are needed to do the job, taking away one of the main advantages of using servos. There is a simple workaround solution to crossing vee polarity change when using the Heathcote Electronics control boards. Replace the on-off switches with double pole, double throw (DPDT) switches and wire one side of the switch to control the servos as if using an on-off switch. The opposite side of the DPDT switch can be used to control the crossing vee polarity and both are switched at the same time as if there were a microswitch activated by the point linkages.

In terms of cost, there is little advantage in using servos over conventional turnout machines. For example, a Conrad motorised turnout machine ready for installation costs as little as £5, plus £1 for a microswitch whereas

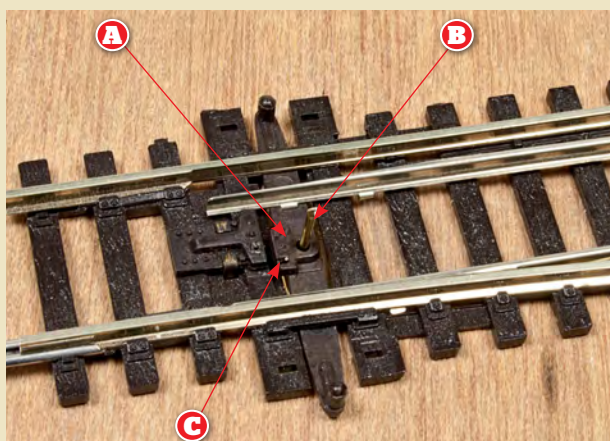
a typical micro servo costs about £4 plus £8 to £9 for a single servo control board. The cost of materials or kits to make up linkages must be factored in to the equation too.

IS IT WORTH IT?

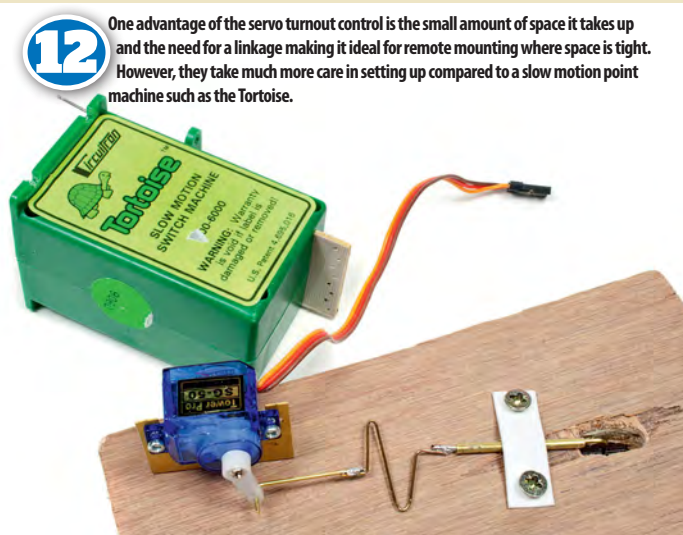
I wanted to establish the use of servos in reliable turnout control to suit some tight spots on my Folkestone East layout and for lightly used track formations for which a Tortoise is really overkill. Apart from making up linkages and the time needed to set them up satisfactorily, servos offer many benefits. However, when it comes to cost, there is little advantage to be gained from using servos. As always, it is a matter of personal preference and buying equipment to suit particular circumstances! [Alana](#)



10 My experiments extended to a DCC controlled version using an ESU Switch Pilot which is powered from the power bus (A). It has two sets of terminals for servo control (B).



11 The end of the wire linkage is fed through a hole (A) in the stretcher bar and trimmed to length (B). Peco turnouts in '00' and 'N' gauges are fitted with a centre-over spring (C) which locks the point blades positively against the stock rails. The spring should be removed when setting Peco turnouts up with servo control.



12 One advantage of the servo turnout control is the small amount of space it takes up and the need for a linkage making it ideal for remote mounting where space is tight. However, they take much more care in setting up compared to a slow motion point machine such as the Tortoise.

Servos – what you need to know

Servos do not operate like conventional direct current motors

Unlike a conventional DC motor which rotates continually when power is applied, a servo only rotates through a set angle of rotation

Servos are very controllable making them useful for modelling applications including a variety of model railway applications

The rotation angle together with rotation speed may be controlled

using a control board or specialised DCC decoder to suit the application

Servos are small, compact and very powerful. There is a wide variety of servos available with different levels of torque and speed of rotation. For model railway applications, micro servos such as the Tower Pro SG-50 will be more than adequate

Three wires are connected to a servo. Two carry the power supply (which should

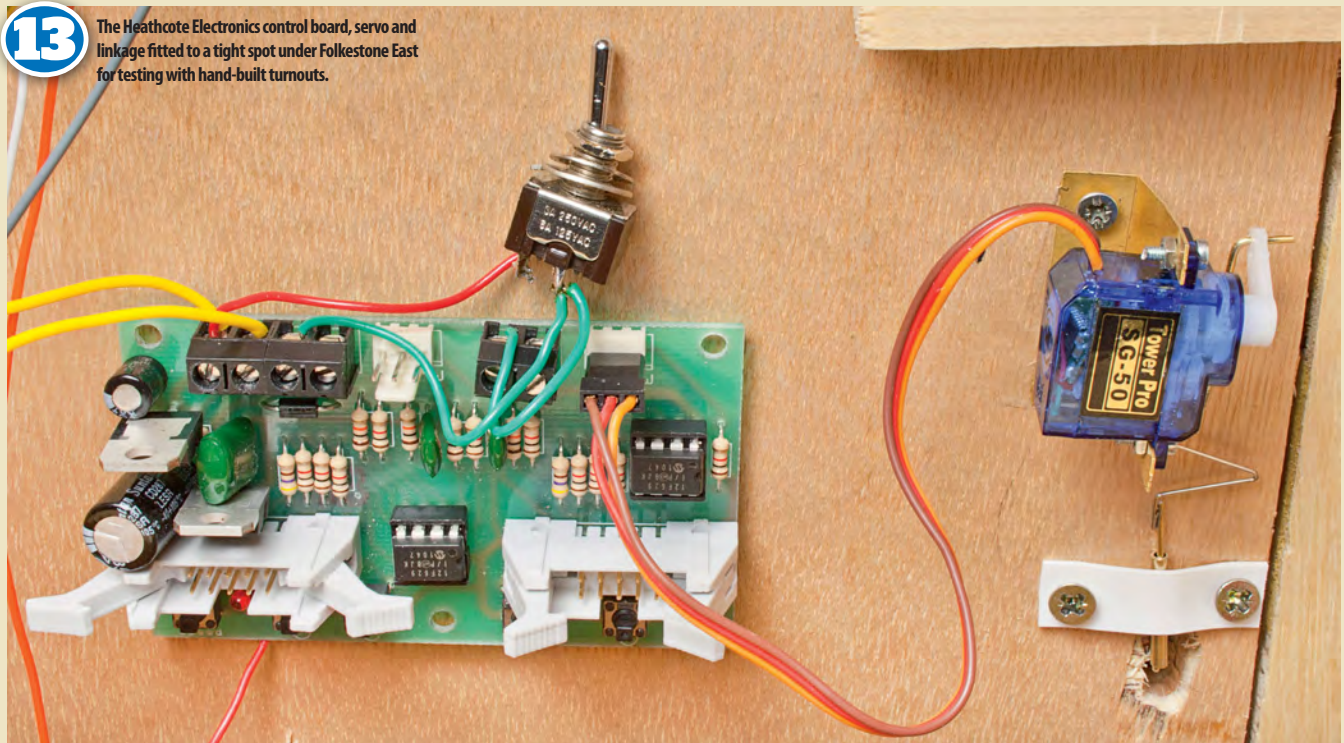
be continuous) whilst the third carries the control signals which tell the servo how fast to rotate and the amount of rotation required either side of the mid-point

The operating current of a servo must not be exceeded. Over-voltage damage is not usually covered by warranties

Servos are strong enough to operate 'N', '00' and 'O' gauge turnouts including handbuilt and ready-made turnouts such as the Peco range.

13

The Heathcote Electronics control board, servo and linkage fitted to a tight spot under Folkestone East for testing with hand-built turnouts.



14

At the top side of the layout are two turnouts forming a double junction for the double track Folkestone harbour branch. Space underneath is tight due to the close proximity of both turnouts and baseboard cross members. Some adjustment of the stretcher bar and point blades was necessary during fitting of the linkages.

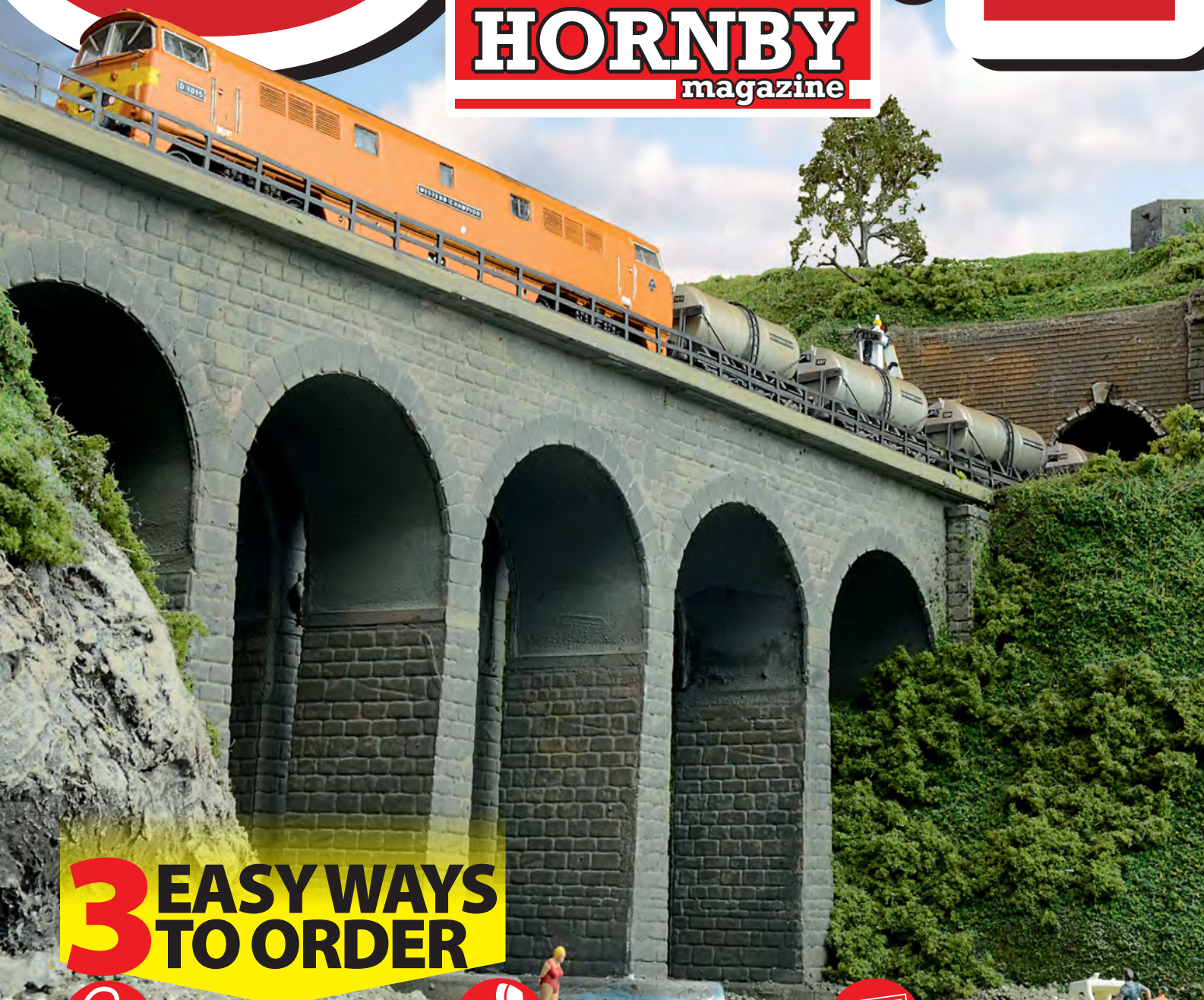


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Dapol's Class 33 for 'N'

If there is one locomotive class no Southern Region transition era layout can be without it's the Class 33 and now Dapol has delivered its long-awaited model of the BRCW Type 3 for 'N' gauge.

MIKE WILD takes a closer look at this new release.

THINK OF THE SOUTHERN Region and instantly Bulleid's 'Pacifics', Electric Multiple Units and Pullman trains spring to mind, but if you are looking to model the region anytime from 1960 to the late-1990s then there is one class of locomotive that you really shouldn't be without – the go anywhere, do anything Class 33.

Introduced in 1960, the Birmingham Railway Carriage and Wagon Co (BRCW) was tasked with their construction in 1957 with 65 built by 1962. A second run of narrow bodied locomotives was introduced in 1962, the 33/25,

for the restricted loading gauge Hastings route, while between 1965 and 1967 of the original Class 33/0s 19 were rebuilt with push-pull equipment as 33/1s to operate with EMUs on the Southern Region.

Their duties varied from slow van trains and ballast workings through parcels, stopping passenger and expresses. Initially they were allocated to South Eastern section depots, but later spread to South Western depots too. In later life the class reached all points of the British railway network from Cornwall to Scotland through use with open access operators following privatisation.



THE MODEL

Until now the only option for a Class 33 in 'N' gauge was the long in the tooth ex-Graham Farish model which was lacking in a number of areas – and not least its woefully short bogies. Dapol had a great opportunity to get this area right as the underpinning, in terms of chassis and wheelbase, for its Class 26 and 27 models were identical to that of the Class 33.

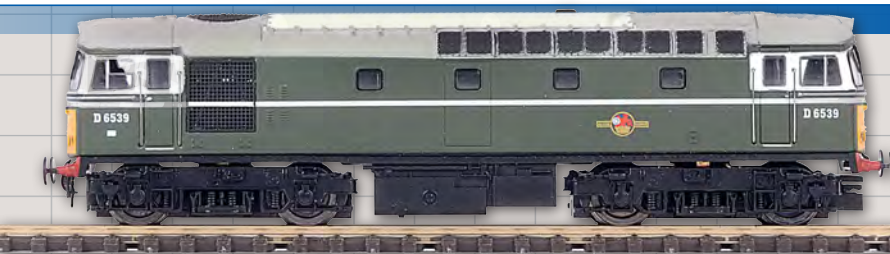
With that in mind it will come as no surprise to see that the chassis for the new Class 33 owes much to these two models. However, Dapol has correctly modelled the bogie side frame design of the '33' together with its fuel tanks to give an accurate representation of the prototype.

There is one downside, and it affected the '26' and '27' too, and that is that the coupling pockets overstep the bufferbeams which we expect is out of necessity to accommodate the geartrain in the bogies. This means that if you wish to add the bufferbeam detailing pack at one end or other the

coupling pocket will need cutting back. This is simple to do, but not necessarily what you want to be doing with a brand new model.

Moving on to the body and Dapol has captured the design of the BRCW Type 3 well. Its characteristic three window cab design, with the centre accommodating the Southern Region headcode box, is neatly done and includes moulded handrails picked out in silver and separately fitted windscreen wipers. The clean bodyside design of the BRCW Bo-Bo is reflected accurately while the cantrail grilles and roof detailing is all there to be seen.

Decoration is generally excellent with neat application of the main body and roof colours, although our sample did exhibit a small amount of bleed between the roof grey and green bodyside and over printing of black for the cantrail grilles. Still, the small yellow warning panels bring welcome relief to the BR green colour scheme together with white window surrounds and red bufferbeams completing the 'look' for this 33/0.



THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2D-001-003
Description:	Class 33/0 D6539, BR green, small yellow panels
Scale:	'N'
Price:	£130
Era:	5
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets



PERFORMANCE

The Class 33 uses the same basic chassis arrangement as Dapol's model of the Class 26 and Class 27 as the three share a common wheelbase with this latest iteration including a switch underneath for manual control of the taillights.

From previous experience with Dapol's diesel chassis we had high expectations for the Class 33 – and we were not disappointed. Straight from the box our sample ran smoothly

and near silently, quieter than the Class 26 and 27, throughout the speed range offering good speed control too. Directional lighting only had minimal flicker at startup and provided consistent and characteristic illumination once the locomotive was up and running.

Haulage capacity was ample with our sample handling an eight-coach rake of Mk 1s on the level and gradients rising to 1-in-30 without any trouble at all making it suitable

for a wide range of duties. It was also equally happy trundling round at slow speeds with a 30 wagon goods.

A 6-pin Digital Command Control (DCC) decoder socket is provided, but with only limited space for a chip. Gaugemaster's DCC23 10.6mm x 8.7mm version is a direct replacement for the factory blanking plug, but should you not want to carry out this installation yourself Dapol is offering each version factory fitted with the DCC23 decoder too.

OVERALL

The Class 33's gestation in 'N' gauge has been long, but overall it is surely worth the wait. Its running qualities alone are excellent and it leaves the former Graham Farish model in the dust.

All in all, Dapol has done a good job in recreating the shape and poise of the Class 33 and it is bound to be a popular addition with Southern Region modellers in 'N' gauge. (MW)



Dapol adds valances

● Price: £146.30 ● Site: www.dapol.co.uk ● Cat No. 25-008-009 ● Era: 3

EVEN IF YOU AREN'T A follower of the London North Eastern Railway (LNER), it's hard not to be stirred by the sight of one of Gresley's stunning 'A4' class 'Pacifics' and now in 'N' gauge Dapol has made available its valance fitted version of the iconic design.

Our sample is finished in LNER garter blue with silver lettering, white lining and red wheels as 4490 *Empire of India* – and it certainly looks the part.

This isn't Dapol's first iteration of the 'A4', and nor will it be its last as it is currently developing the Black Label 'OO' gauge model too (see Update), with the 4-6-2 being first released for 'N' back in 2012 without valances in a mixture of LNER and BR liveries.

The valance fitted version has been sought after by 'N' gauge modellers ever since and Dapol has done a sterling job in creating this version. From all

angles it clearly and accurately reflects the prototype with 4490 featuring a double chimney, red backed nameplates and silver buffers. Build and assembly has an air of quality and the lining is really very neat indeed.

The performance and quality of the mechanism has certainly been raised for this new batch of 'A4s', with our sample offering smooth quiet and consistent operational values throughout our tests.

The geartrain noise has reduced over previous

models and it was comfortable at the head of an eight-coach train on the level and both the 1-in-68 and 1-in-30 gradients of our test track.

In the tender a 6-pin Digital Command Control (DCC) decoder socket is mounted to the rear of the motor with enough space for a Gaugemaster DCC23 decoder. Access is complicated by the fact that the drive shaft needs to be disconnected from the tender mount to allow the body to be



slid off the chassis. This requires care to ensure that you don't (like we did) break one of the connecting wires between the locomotive and tender. Fortunately, replacement wires are included with each model together with a package containing alternative couplings, bufferbeam details and a spare pair of traction tyres.

For the pre-nationalisation East Coast 'N' gauge modeller this is an enticing new addition to the Dapol roster and one which we are sure will find great favour with collectors and operators alike. Plus it will be a perfect match to the Dapol's Gresley teak corridor carriages. (MW)

'N' GAUGE



Revolution delivers the TEA

● Price: £30.00 (single), £90.00 (triple) ● Site: www.revolutiontrains.com ● Era: 9

'N' gauge modern traction modellers will be welcoming this new addition from Revolution Trains – its first, and the UK's first, fully complete crowd-funded railway model.

It has been produced by Rapido Trains exclusively for Revolution with the majority of the production run being allocated to those who provided funding

to the project at its launch.

The TEA bogie tank wagons were introduced in 2006 with vehicles in service across the network with VTG, DB Cargo and Greenery. The VTG Enviro liveried model received for review is part of a triple pack which, like the others, is available in limited quantities from C&M Models of Carlisle and Collett's Model Shop of Exmouth.

The model itself is well appointed and has a 'European' finesse to its finish which includes etched metal catwalks and plastic ladders together with finely produced bogies and underframe details.

Rapido couplings are fitted as standard while turned metal wheels showed a degree of rolling resistance on our sample. The weight of the TEA is also

greater than we have generally been used to in British outline models, but with today's modern diesel mechanisms we doubt that will prove to be a problem.

Revolution has definitely delivered a quality product as its first ready-to-run model and there is much more to come from this crowd-funded 'N' gauge specialist. (MW)

to 'N' gauge 'A4'



Flex-I-File Touch-N-Flow

● Price: £14.99 ● Site: www.albionalloys.co.uk ● Cat No: 7000



This Flex-I-File liquid solvent Touch-N-Flow applicator set from Albion Alloys should prove useful in plastic model construction.

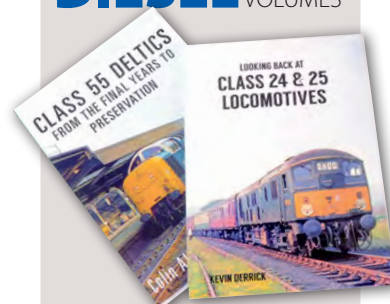
Comprising a 59ml bottle of Plast-I-Weld liquid solvent cement, an applicator squeeze bottle and a Touch-N-Flow applicator tube, the kit contains all you need for fine plastic work such as building wagon kits or constructing buildings where small amounts of glue are required and need to be directed to specific points without seeping unnecessarily.

The Touch-N-Flow applicator uses capillary action to work and secretes a fine amount of solvent through a fine metal needle point.

Ideal for intricate modelling jobs which require precision application. (MC)

RECOMMENDED READING

AMBERLEY DIESEL VOLUMES



● **Title:** *Looking Back at Class 24 and 25 Locomotives*

● **Author:** Kevin Derrick

● **ISBN:** 978-1-4456-6043-1

● **Title:** *Class 55 Deltics, From The Final Years To Preservation*

● **Authors:** Colin Alexander and Ian Beattie

● **ISBN:** 978-1-4456-5695-3

● **Publisher:** Amberley Publishing

● **Site:** www.amberley-books.com

● **Price:** £14.99

● **Spec:** 96 pages, softback

RECENT ARRIVALS from Amberley Publishing include these two picture volumes on Class 24/25 and Class 55 'Deltic' locomotives.

Prototype books such as these are useful references for modellers with plenty of images to peruse. Kevin Derrick's book charts the Class 24 and Class 25 locomotives through the years with a selection of photographs from the late 1950s to their withdrawal in the 1980s. A good selection of liveries are covered from plain green through to BR blue and beyond including experimental anomalies and interesting livery applications.

Colin Alexander and Ian Beattie's 'Deltic' volume follows these East Coast stalwarts in their later years and into preservation with a good selection of images of the locomotives on service trains as well as depot shots, shunting duties and their subsequent use on heritage lines with occasional forays on the main line.

Both books include useful images for standard and variations to liveries as well as demonstrating the effects of weathering in real-life. Captions are well written and informative and should prove useful for modellers. (MC)

Flying Scotsman

*Arguably the most famous steam locomotive in the world, Flying Scotsman has recently returned to the rails to huge public acclaim following a £4.5m overhaul. However, the prospects for this famous machine have not always been as rosy as they are today, as **EVAN GREEN-HUGHES** describes.*

THERE are few steam locomotives which have had such a colourful life as 'A3' 4-6-2 4472 *Flying Scotsman*. Its main line career was highlighted by record-breaking speeds and was cut short by the onset of modernisation so that in 1963, after 40 years and over two million miles of service it looked as though it would follow the other 76 'A3s' to the breaker's yard. Businessman Alan Pegler stepped in to save *Scotsman* when he bought it from BR in 1963 and it became the first privately-preserved locomotive to be allowed to work on the main line, following which it was sent on a tour of the USA. Once back again in Britain more main line duties were undertaken before embarking on another remarkable tour, this time to Australia, returning in

60103 *Flying Scotsman* makes a dramatic departure from Bridgnorth during its recent visit to the Severn Valley Railway on September 23 2016. Immaculately turned out, the locomotive was the star attraction alongside new build 'A1' 60163 *Tornado* at the high profile line's 'Pacific Power' event. [Mike Williams](#).



1990. It then faced an uncertain future as the centrepiece of a business venture which went bankrupt before being placed on sale and then saved for the nation by the National Railway Museum.

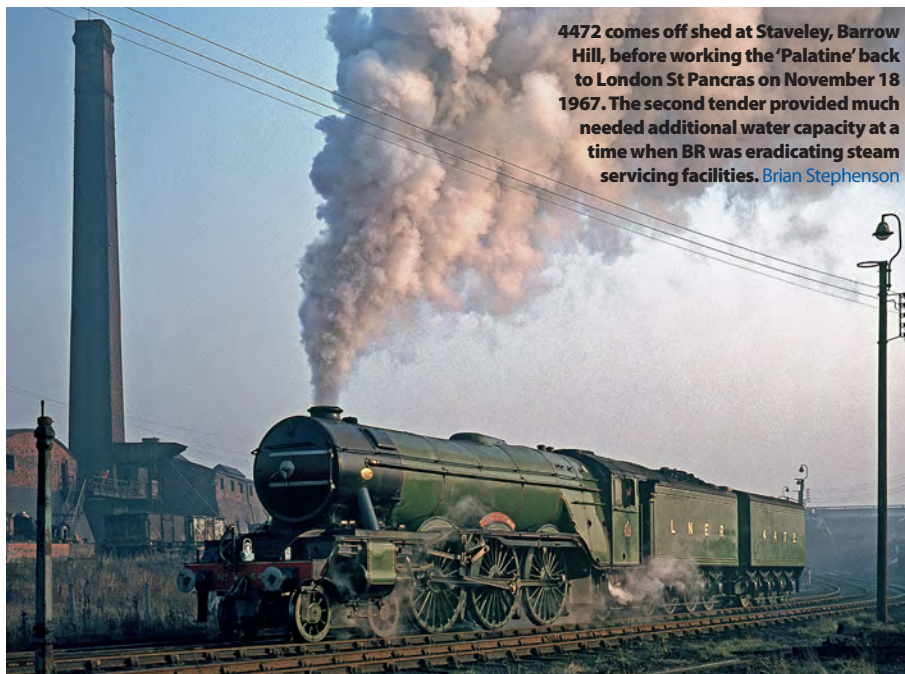
A tortuous overhaul that has seen costs skyrocket followed, leading to a triumphant return to service that has captured the hearts of the nation's enthusiasts and general public alike.

But all this was in the future when in 1923 the then 1472 *Flying Scotsman* emerged new from Doncaster Works as a member of Nigel Gresley's new 'A1' class, the first of which were built for the Great Northern Railway and were the first production 'Pacifics' in the country. These locomotives were at the time one of the largest and most powerful ever built, being constructed specifically for hauling heavy trains on the East Coast Main Line between London and Scotland. The 'Pacific' got its first shot at fame when it was exhibited at the 1924 British Empire Exhibition at Wembley alongside a Great Western 'Castle' 4-6-0 by which time it had gained the more familiar number 4472. The following year it was again on display at Wembley, by this time having become something of a flagship for the London and North Eastern Railway (LNER).

THE NON-STOP

In 1928 the LNER commenced non-stop running between London and Edinburgh with the 'Flying Scotsman' passenger train and *Flying Scotsman* was one of the five locomotives that were selected to haul it. For this duty the locomotive was equipped with a special tender that had a corridor built into it, enabling crews to be changed without the necessity for the train to be halted during its journey.

Trials during 1934 saw *Flying Scotsman* become the first steam locomotive to officially reach 100mph, earning it a place in history, but by this time the streamlined 'A4s' were on the horizon and within a short space of time the locomotive's



4472 comes off shed at Staveley, Barrow Hill, before working the 'Palatine' back to London St Pancras on November 18 1967. The second tender provided much needed additional water capacity at a time when BR was eradicating steam servicing facilities. Brian Stephenson

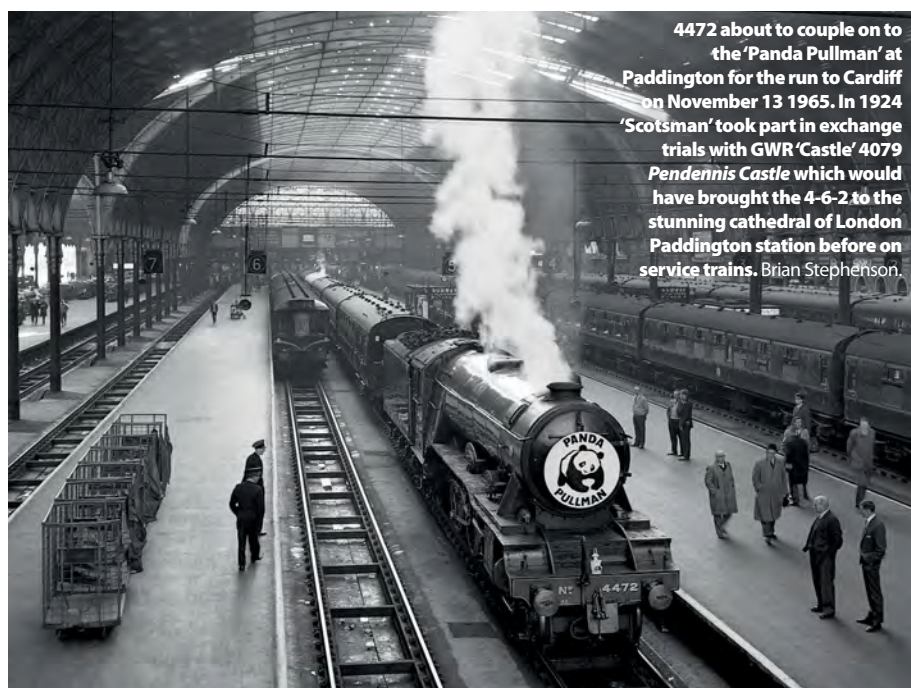
corridor tender was surrendered for a more conventional one and the locomotive from then on was used on services that did not demand such long non-stop runs.

After Gresley's time his 'A1' Pacifics were reclassified as 'A10s' while 4472 itself was renumbered 502, then 103, finally becoming 60103 when it came into British Railways ownership. It was rebuilt in 1947 with a different boiler and at that stage became an 'A3'. During early British Railways days, it spent most of its time working on the Great Central Main Line but returned to its old stamping ground in 1957 where it lived out its last five years in service. In its later years it had been fitted with a double chimney, something which necessitated the fitting of a pair of German-style smoke deflectors to lift steam over the cab because of the soft exhaust that the modification produced.

By this time the end of steam on the East Coast Main Line was imminent; British Railways had allocated English

Electric Type 4s to the route but was also taking delivery of the impressively-powerful 'Deltics'. Some of the 'A4s' and A3s' were sent off to Scotland but their time there was short, while others found work on the Settle-Carlisle line.

So in 1962 *Flying Scotsman* faced the cutter's torch but salvation came in the form of Alan Peglar who found himself cash-rich at the time and was able to stump up the £3,000 asking price the locomotive commanded. He sent the locomotive to Doncaster works where it was restored to its LNER appearance with single chimney, no smoke deflectors and a corridor tender. Remarkably, given the anti-steam stance of BR at the time, he also managed to get permission to run his locomotive on special workings including a non-stop London to Edinburgh run in 1968. During this period *Flying Scotsman* also acquired a second tender for additional water capacity and, for a while, the locomotive travelled with both.



4472 about to couple on to the 'Panda Pullman' at Paddington for the run to Cardiff on November 13 1965. In 1924 'Scotsman' took part in exchange trials with GWR 'Castle' 4079 Pendennis Castle which would have brought the 4-6-2 to the stunning cathedral of London Paddington station before on service trains. Brian Stephenson.

AMERICAN ADVENTURE

In the winter of 1968 the locomotive underwent another overhaul at the Hunslet Engine Company and the then Labour government then agreed to provide financial support for an export drive in the USA which would be based on a train, naturally to be hauled by *Flying Scotsman*. The locomotive was duly shipped off to the States, complete with cow-catcher, American-style whistle, air brakes and its own train of exhibition carriages and undertook a three-year 15,000-mile tour encompassing such destinations as New York, Washington, Texas and eventually Montreal in Canada. Unfortunately, the tour cost more money than had been anticipated and, following the withdrawal of government sponsorship, Alan Peglar found himself in serious debt and being pursued by creditors. In the end he had to work his passage home and declared himself bankrupt leaving *Flying Scotsman* in storage.

It looked as though this could be the end of »

the famous engine but in 1973 construction magnate William McAlpine paid the finance company £25,000 and was able to bring the locomotive home. An overhaul in Derby Works followed and the locomotive resumed its duties on main line tours in the UK for four years after which a further overhaul was undertaken at Barrow-in-Furness, during which an 'A4' style boiler was fitted.

The next big move was in 1988 when the Australians were celebrating their bicentenary and wished to have a large British locomotive on show. *Flying Scotsman* duly landed in that country in the October and during the next year covered 28,000 miles including completing a non-stop 490mile run – another world record. It returned to the UK again in 1990 and did more main line work until its boiler certificate expired after which it was used on a number of heritage lines, but by this time it was in rundown condition and obviously needed a great deal of money spending on it to bring it back to tip-top condition once again.

Ownership was by then in the hands of a consortium that included pop producer Pete Waterman and the locomotive was based at Southall in London.

But the future of *Scotsman* was uncertain due to the amount of money needed for the overhaul but in 1996 it was purchased by businessman Tony Marchington and overhauled at a cost of around £1m. The locomotive was put to work on the main line again, including regular turns at the head of the British Pullman from London, but in 2002 its owners announced that it was to become the centrepiece of a 'Flying Scotsman Village' in Edinburgh, and floated a company for the purpose. Unfortunately for the company the plans were turned down at which point it had a £1.5m overdraft and was losing almost £0.5m a year. It then ceased trading and it looked as though the locomotive was going to be auctioned off to the highest bidder, with the chance that it might go abroad permanently.

SAVED FOR THE NATION

Following a high-profile campaign to save the locomotive for the nation and grant money from the National Lottery the locomotive was saved at a cost of £2.3m but its triumphant return to the NRM in



4472 approaches Brentford Central with the 'Farnborough Flyer' on September 10 1966. At the time the 'A3' was the only privately owned steam locomotive to be allowed on the main line. Brian Stephenson.

2004 was made under tow after it failed at Doncaster with a number of mechanical issues, including leaking boiler tubes. Although it was steamed on special trains for the next year clearly all was not well and so in January 2006 *Flying Scotsman* entered the NRM's workshops to undergo what was at the time described as a 'fast track' overhaul to top-class condition. At this time the overhaul was expected to cost around £750,000 and to take about a year.

Progress at the NRM was painfully slow and by October 2012 £2.77m had been spent and the locomotive was still nowhere near ready for service. An independent investigation was critical of the skill level and leadership at the museum but also pointed out that several faults had been discovered that were not known about, including that the cylinders were one inch larger than they should have been and that the main connecting rod was ¼in out of true. In short, *Flying Scotsman* had been worked to death under previous ownership and repairs had not been to a high enough standard. The museum was paying the price. Compounding this was the museum's decision to use an original 'A3' boiler, rather than the 'A4' style that was already fitted which also contributed to the additional costs. There had been more woe when it was found that the frames not only had cracks present but were also out of line.

Following this investigation there was a full reappraisal of the project and eventually agreement was reached that the restoration

should be carried out at the Bury premises of Riley and Sons, a company that had already been involved with the work on the 'A3' boiler. Slowly and meticulously the company worked through all the locomotive's faults, in the process replacing major sections, changing the cylinder block and realigning the frames. Finally earlier this year, and another three years on, it was announced that once again *Flying Scotsman* was ready for traffic and a packed running-in event at the East Lancashire Railway brought a taste of the level of love which the general public have for this locomotive.

The same level of interest was shown on the inaugural main line run from London to York, so much so that there was a considerable issue with trespassers on the line. Since then *Flying Scotsman* has attracted record numbers of people at every site at which it has appeared, underlining that it really is the world's most recognisable and famous steam locomotive.

The final stage in this story came only last month when it was announced that the restoration work had actually cost some £4.5m to complete, around six times the original estimate and half as much again as new-build 'A1' class 'Pacific' 60163 *Tornado* cost to build from scratch. Fortunately the interest shown in *Flying Scotsman* since its return to service seems to fully justify the amount which has been spent on restoring what is not only an icon but which is simply the best-known steam locomotive ever to have been built. [Heron](#)



Alan Pegler's preserved A3 Pacific 4472 *Flying Scotsman* sits under Patricroft coaling tower after working in on a special working. It is September 18 1965 and, while 'Scotsman' is preserved, main line steam has another three years under BR. Jim Carter/Railphotoprints.co.uk.

LNER 'A3' 4472 FLYING SCOTSMAN

Designer:	Sir Nigel Gresley
Built:	1923
Builder:	Doncaster Works
Purpose:	Express passenger
Numbers (main line service):	1472 (1923-1924) 4472 (1924-1946) 502 (1946) 103 (1946-1948) 60103 (1948-1963)
Wheel arrangement:	4-6-2
Weight (locomotive):	154tons 3cwt
Weight (tender):	57tons 18cwt
Front bogie wheel diameter:	3ft 2in
Driving wheel diameter:	6ft 8in
Trailing wheel diameter:	3ft 8in
Wheelbase (including tender):	60ft 10in
Boiler diameter:	6ft 5in (max)
Boiler pressure:	220psi
Cylinder:	Three, 19in x 26in
Tractive effort:	29,385lbs
Coal capacity:	8tons
Water capacity:	5,000gallons

● Note – Various specifications amended at various times during life, particularly before 1948 when the locomotive was to the original 'A1' dimensions.

On November 27 1999 the preserved 'A3' – carrying double chimney, but no smoke deflectors attacks the gradient at Osborne as it leaves Sherborne with Pathfinder's 'Capital Scotsman'. John Chalcraft/
Railphotoprints.co.uk.



Twin track sound for the new breed HST

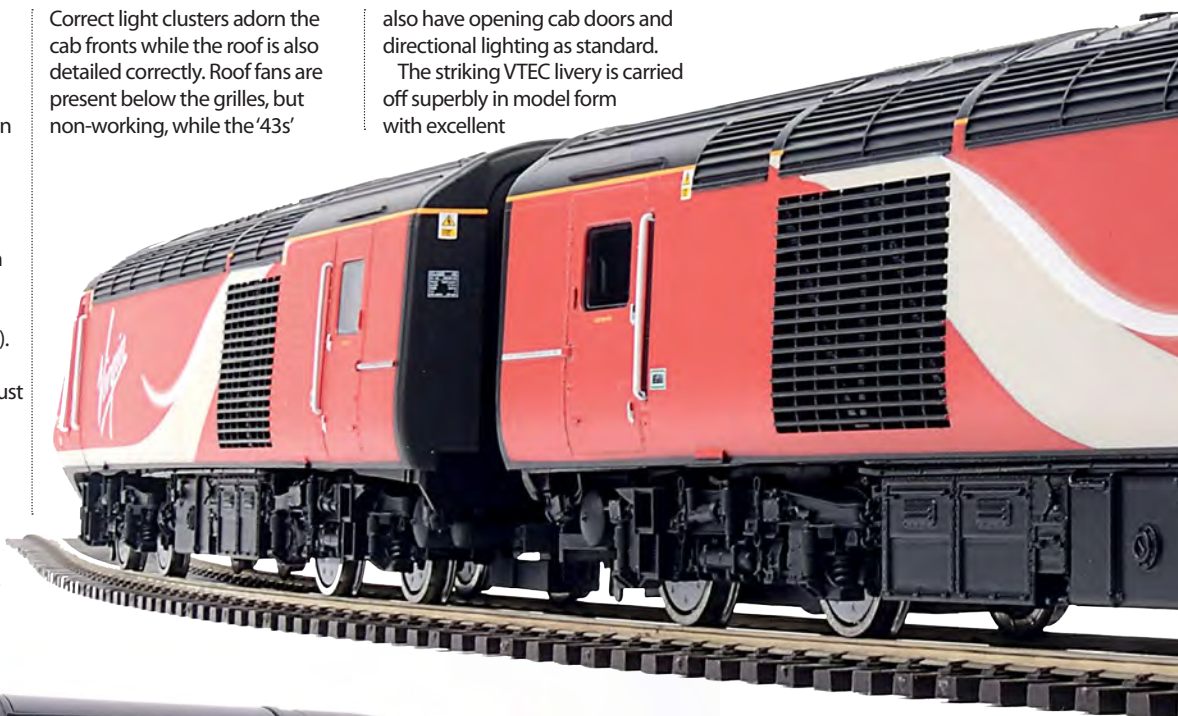
HORNBY'S Twin Track Sound (TTS) range has been bolstered with a number of new releases during 2016 with the latest addition being the Class 43 HST power cars. Delivered in the striking red colour scheme of Virgin Trains East Coast (VTEC), the two power cars in the train pack cover the latest variation of the design with modern MTU engines. In the box are 43311 (powered) and 43314 (unpowered). Both are fitted with Hornby's Twin Track Sound decoder which adds just £35 to the price over the standard Digital Command Control ready models currently being offered.

Outwardly the two power cars, which are based on the 2008 introduced tooling, reflect the MTU fitted locomotives accurately.

Correct light clusters adorn the cab fronts while the roof is also detailed correctly. Roof fans are present below the grilles, but non-working, while the '43s'

also have opening cab doors and directional lighting as standard.

The striking VTEC livery is carried off superbly in model form with excellent



printing of the grey and white bodyside graphics and Virgin logos. Added to this is a full array of lettering and markings to bring the model to life including cantrail stripe, electrification warning flashes and neatly printed cabside numbers.

The external appearance of this pair is just part of the story though. With the addition of sound we had high expectations for the performance value of these new power cars as the HSTs have such a distinctive sound. Granted, that has been dulled in recent years

Great Western purple Class 43s

Also recently released by Hornby using its HST suite is this pair of power cars turned out in the 2006 introduced First Great Western purple livery. The pair are 43070 *The Corps of Royal Electrical and Mechanical Engineers* and 43036 which are powered and unpowered respectively.

The models are of a Valenta engined pairing which come DCC ready with 8-pin sockets and have directional lighting, opening cab doors and the same smooth running powerful chassis with a flywheel drive found in the VTEC set. Colourful and available now. (MW)





THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3390TTS
Description:	Class 43 HST power cars 43311 and 43313 in VTEC red
Scale:	'OO'
Price:	£254.99
Era:	9
DCC:	DCC sound fitted
Couplings:	Medium tension locks in NEM pockets

with the softer sounds of the MTU engine which replaced the 'screaming' Valenta units in the majority of the currently operating Class 43s following successful trials on the Western Region in 2005.

Straight from the box the sample operated smoothly and quietly without the sound turned on and offered flicker-free control of the directional lights. Turning the main engine sounds on with Function 1 brings a whole new lease of life to the model as the engines fire up and tick over. The sound is good, although a little muffled to our ears,

but clearly reflects the prototype.

As with previous TTS locomotives, the Class 43s have the option to drive with the throttle or for the operator to intervene to represent different working conditions such as full power and coasting through function keys. These additions to the TTS decoder make these models a pleasure to drive as it is so easy to introduce a change to the engine sound to reflect real world conditions in miniature.

There is more though. In total there are 25 functions on the decoder including horns (although

these do play on both power cars and aren't linked to the direction of travel), brakes, doors closing, guard's whistle, fans, pumps and much more. The horns are a touch thin for our liking, but the overall package is impressive – especially considering the price increment between DCC ready and TTS sound fitted models.

Coupled to a full seven coach rake of Mk 3 carriages, the powered '43' had plenty of power on hand to move the full rake without a moment's hesitation, although you might find it necessary to increase the overall volume for the engine

sounds with a full rake of Mk 3s between the power cars as there is a degree of wheel noise to overcome. Happily, a full set of Virgin Trains East Coast Mk 3s are also to be released by Hornby in late October to go with these power cars.

The Class 43 HSTs are firmly in the limelight with October marking the 40th anniversary of their introduction to passenger service. Hornby's release of the VTEC TTS sound fitted version is timely and offers the opportunity to capture the very latest livery to be carried by these iconic trains. (MW)



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3478
Description:	Class 43 HST power cars 43070 and 43036, FGW purple
Scale:	'OO'
Price:	£219.99
Era:	9
DCC:	DCC ready, 8-pin socket (x2)
Couplings:	Medium tension locks in NEM pockets

Gloss finish for

60103 *Flying Scotsman* appears in present day guise courtesy of Hornby.



THE main-line return of the National Railway Museum's (NRM) Gresley 'A3' 60103 *Flying*

Scotsman has generated much excitement and publicity.

To celebrate, Locomotion Models has commissioned this

limited edition Hornby 'OO' gauge train pack containing *Flying Scotsman* in its latest guise together with a BR Mk 1 support

coach. Limited to just 500 packs, 60103 carries German-style smoke deflectors, double chimney, corridor tender and an impressive

Hornby K-Type Pullmans gain new numbers

Hornby's 'OO' gauge all-steel K-Type Pullman cars (HM98) receive new identities for their latest release which includes Pullman Parlour Second No. 83, Pullman Brake Second No. 80 and Pullman Parlour First *Ursula*.

These latest models represent the prototypes in BR days during the 1950s and 1960s and feature grey roofs.

Highly detailed throughout, they feature separately fitted door handrails, lamp irons, water pipes

and sprung metal buffers. Roof, underframe and interior detail is also just so, the latter also featuring illuminated table lamps



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4694
Description:	All-steel K-Type Pullman Parlour Second, No. 83
Cat No:	R4695
Description:	All Steel K Type Pullman Brake Second, No. 80
Cat No:	R4697
Description:	All Steel K Type Pullman Parlour First, <i>Ursula</i>
Price:	£49.99
Era:	4/5
Couplings:	Small tension locks in NEM pockets

which remain lit a second or two after power to the track is switched off.

Hornby's attractive Pullman umber and cream decoration is, as we've come to expect, excellent with a high quality evenly applied paint finish together with crisp colour separation and neatly applied vehicle names and numbers. In addition, the vehicles have simplified gold lining, revised

Pullman crests, printed curtains and legible builder's plates beneath the passenger footboards.

Turned metal wheels and small tension lock couplings in NEM pockets complete these super vehicles. First Class in every sense of the phrase. (MC)

the nation's 'A3'



THE DETAILS

Supplier:	www.locomotionmodels.com
Cat No:	R3503
Description:	Gresley 'A3' 4-6-2 60103 <i>Flying Scotsman</i> plus NRM support coach pack
Price:	£185
Era:	9
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

gloss paint sheen reflecting the locomotive's current condition.

Decoration is excellent, with a high quality BR lined green paint finish including neat orange/black/orange lining and boiler

bands together with crisply printed nameplates, cabside builder's plates, BR crests, numbers and modern overhead live wire warning notices. Application of the overall high

gloss finish is also generally very good with smooth application of the base colours and top coat.

Also included is BR Mk 1 Corridor Brake Second (BSK) in lined maroon with NRM branding,

replicating the support vehicle which travels with 'Scotsman'.

Perfect for static display or at the head of a charter or heritage railway train on a working layout. (MC)

VTEC HST marks NRM's 40th anniversary



In September 2015 Virgin Trains East Coast (VTEC) marked the National Railway Museum's (NRM) 40th anniversary by naming High Speed Train (HST) power car 43238 *National Railway Museum 40 Years 1975-2015*.

As a lasting reminder, this exclusive Hornby 'OO' gauge HST train pack is now available from

in its NRM 40 Years branding together with dummy power car 43312 in standard VTEC livery, which was also at the ceremony.

These power cars replicate the prototype with removal of the roof mounted exhaust cowlings, and also feature a pair of factory-applied nameplates on 43238.

Printing of the complicated NRM

branding on 43238 is superb, with good legible definition throughout. Subtleties such as the muted Virgin logo and the incorporation of the bodyside 'swoosh' and VTEC red livery into the NRM artwork are also there.

43312 is finished in standard VTEC colours, as shown to good effect by the Twin Track Sound pairing.

Directional head and tail lights, highly detailed underframes and 8-pin Digital Command Control decoder sockets in both vehicles complete this colourful and collectable pack which is available now. (MC)

THE DETAILS

Supplier:	www.locomotionmodels.com
Cat No:	R3502
Description:	Virgin Trains East Coast Class 43 HST NRM40 train pack
Price:	£220
Era:	9
DCC:	DCC ready, 8-pin socket
Couplings:	Medium tension locks in NEM pockets

2-EPB returns in blue

● Price: £219.95 ● Cat No: 31-380 ● Site: www.bachmann.co.uk ● Era: 8

BACHMANN'S 'OO' gauge Class 416 2-EPB Electric Multiple Unit (EMU) makes a welcome return in BR blue and grey with Network SouthEast (NSE) branding. Built in the 1950s, these two-car EMUs plied their trade on third-rail electrified suburban stopping services on British Rail's (BR) Southern Region. Differing slightly from the 2011

release in this livery (Cat No. 31-377), the model represents the prototype in early BR NSE days carrying small bodyside NSE branding but in earlier condition without cab-mounted front headlight, route branding or cab front NSE lozenges.

It models unit 6262 with Driving Motor Brake Second (DMBS)

S65376 and Driving Trailer Second (DTS) S77561 and is fitted with a single 21-pin DCC decoder socket in the DMBS – power being transferred between vehicles by a conductive drawbar. Small tension lock couplings in NEM pockets

are fitted to the outer ends.

While the price has increased significantly, it is sure to prove popular amongst modellers of the Southern Electric scene in the late 1980s. (MC)



'OO' GAUGE

Skaledale's tin house can fit any layout

● Price: £24.99 ● Cat No: R9803 ● Site: www.hornby.com

New to the Skaledale range is this 'OO' gauge corrugated tin house from Hornby.

Neatly cast in resin, the model represents a single-

storey house built from corrugated sheet metal and timbers. The weathered green structure has three large white metal-framed glazed

windows either side of the main structure and two smaller glazed extensions at one end.

Detail in general is good, although the casting of the

chimney on our review sample was a little uneven in places.

In total it requires 162mm x 72mm and will be a very useful multi-purpose building. (MC)

and grey

'OO' GAUGE



'HO' GAUGE

Give your layout a summer party

● Price: £14.60 ● Cat No: 1190 ● Site: www.goldenvalleyhobbies.com



Relive those summer memories with this 'HO' scale pack of barbecue and garden furniture – perfect for hosting a party any time of year. This latest pack of accessories from Busch includes a kettle-style barbecue, four chairs

and a round table, together with two crates filled with bottles. Tables and chairs are moulded in green plastic, while the barbecue is black plastic with a roughened texture to it. Perfect for creating party cameos. (MC)

Cool-looking compressor

● Price: £180.00
● Site: www.airbrushes.com

More and more modellers are realising the benefits of investing in a quality compressor - and in terms of reliability, versatility and performance the new Arism Viz from Sparmax shows a clean pair of heels to cheap imports. It delivers up to 50psi, which perfectly meets the needs of modelling activities, and it does so very quietly indeed.

The package includes a 6ft braided air hose and an upgraded version of Sparmax's unique Silver Bullet moisture filter/pressure regulator. An innovative feature is the Smart-Stop which pauses the compressor when the airbrush is placed in its holder and restarts it when work resumes. As a result, a steady working pressure is maintained throughout - this is



similar to the stabilising effect of an air tank, minus the space taken up.

A separate battery pack is available, offering up to 40 minutes of spraying time before recharging is necessary, but otherwise plug it into the mains and enjoy its impressive capabilities. (TS)

Big Box of Tricks



● Price: £62.95 ● Site: www.hobbyholidays.co.uk

Tim Shackleton is one of the best-known names in weathering and in conjunction with Phil Atkinson of Hobby Holidays he's put together a bespoke weathering kit based on his own experience and preferences. The pack includes 16 products, many of them highly specialised, from makers such as AK-Interactive,

LifeColor and Adam Wilder. There is a mixture of acrylics, enamels and weathering powders along with an informative set of notes on how to get the most from them. The Big Box of Tricks retails at £62.95 from Hobby Holidays' exhibition stand or you can buy direct from www.hobbyholidays.co.uk. (MW)

Weathered china clay open

● Price: £12.95 ● Cat No: 33-087 ● Site: www.bachmann.co.uk

Bachmann's 'OO' gauge five plank 13ton china clay open wagon has been given a weather-beaten appearance for its latest outing. Finished as B743273, its BR bauxite paint finish has a selection of timbers painted grey to further highlight its care-worn appearance, while the wooden interior is finished in light grey and would probably benefit from further weathering to

represent the white residue from its normal payload. Three-hole metal wheels are fitted to the 9ft wheelbase underframe. (MC)



'OO' GAUGE

Arriva Trains Wales
153

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3476
Description:	Class 153 DMU 153327, Arriva Trains Wales
Price:	£99.99
Era:	9
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets



'OO' GAUGE

OO Works GNR Ireland 'U' 4-4-0

OO Works' latest hand-built ready-to-run 'OO' gauge model is this Great Northern Railway (Ireland) (GNR(I)) 'U' 4-4-0 in GNR(I) lined blue and scarlet finished as 205 *Down*.

Designed by George Glover, a total of ten were built across two batches in 1915 and 1948 by Beyer Peacock in Manchester. OO Works' latest release is based on the later batch of locomotives which were named after Irish counties, and featured a modified tender and revised cab.

As with all OO Works' models, the GNR(I) 'U' Class 4-4-0 is hand-built resulting in well-proportioned model of the prototype. Closer

THE DETAILS

Manufacturer:	www.ooworks.co.uk
Description:	GNR (CIE/UTA) Ireland 'U' Class 4-4-0 205 <i>Down</i> , GNR lined blue
Price:	£265
Scale:	'OO'
Era:	4
DCC:	No fittings provided
Couplings:	Screw fitted small tension locks

inspection reveals separately fitted smokebox door dart, metal handrails, lamp irons, safety valve, whistle, coupling hooks, brake pipes, brake shoes, darkened metal coupling rods, sprung metal buffers and more. The cab is detailed and decorated while the tender is

filled with just a small amount of moulded coal which allows further detailing with real coal, if desired.

Application of the GNR(I) lined blue and scarlet colour scheme is generally very good, although the finish on the tender of our review sample appeared a little uneven in

places. That said, decoration of the boiler is well executed. Company crests, builder's plates and *Down* nameplates are also legible.

Performance was good, the model operating smoothly and quietly straight from the box while its tractive effort was no less impressive, proving capable of hauling five Mk 1 carriages. Whilst there is no provision for Digital Command Control (DCC) on this model, there is space available in the boiler which could be used for a hardwired DCC installation.

Delightful, distinctive and different. (MC)



A WELCOME and colourful new 'OO' gauge arrival from Hornby is this Class 153 single-car Diesel Multiple Unit (DMU) in Arriva Trains Wales' (ATW) blue and turquoise.

Unit number 153327 is one of a small number operated by

ATW and Hornby has delivered it with a first rate satin paint finish with crisp masking between colours and effective fading to the printed parallel lines along the body sides. Both passenger doors on each side are, correctly, slightly different sizes and painted powder blue, while the

roof is decorated light grey.

Unit numbers, data panels, overhead line warning labels and ATW logos are also neatly printed, while door buttons and central door locking lights are picked out in appropriate colours too. Destination blinds display Shrewsbury at one end

and Cardiff Central the other.

Perfect for even the smallest contemporary era layout, it also has an 8-pin Digital Command Control (DCC) decoder socket, detailed underframe, NEM coupling pockets and factory-fitted snowploughs. (MC)



'OO' GAUGE

BR black 'K1' for the

Hornby has introduced a new variation to its 'OO' gauge Peppercorn 'K1' 2-6-0 (HM92), as 62006 in early British Railways lined black. The model features separately fitted metal handrails, safety valves, whistle, lamp irons, separate smoke box dart, detailed cab interior, sprung metal buffers and other details. Application of the BR lined black livery is excellent, with a high quality satin black paint finish and crisp lining. British Railways cream lettering



and numbers complete the package together with builder's plates and other small decals. A BR lined black version with late crests as 62065 (Cat No. R3417) is also just been released. Another standout steam locomotive from Hornby. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3418
Description:	Peppercorn 'K1' 2-6-0 62006, British Railways lined black
Price:	£134.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

'OO' GAUGE

'J15' offers great detail in a small package



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3415
Description:	Worsell 'J15' 0-6-0 65477, BR black early crests
Price:	£114.99
Era:	4
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

Hornby's diminutive 'OO' gauge Worsell 'J15' 0-6-0 (HM94) returns as 65477 in BR black with early crests for its latest outing – one of three new versions arriving during September.

Decoration is smart with a rich satin black paint finish and crisply

printed numbers, early crests, Cambridge (31A) shed plate and legible builder's plates. The other new 'J15's' are 5444 in London and North Eastern Railway black (Cat No. R3414) and 65464 in BR black with late crests (R3416).

A delightful model of a Great Eastern stalwart. (MC)

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Decoder with Speaker	47/50/52/55/57/66/67/108 DMU/158 Sprinter	
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1:43



RR Phantom V - Navy/Silver
43RRP5001 1:76

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Austin-Healey 100 BN1 - Black/Red - Closed Hood
AH1004 1:43



Whitby Mondial Ice Cream Van - Smith's
WM006 1:43

1:76



Scania Evo6 Car Transporter - Quinns Car Transport
76SCT002 1:76



Duple Roadmaster - South Notts
76DR002 1:76



Motorbike/Sidecar - Royal Navy
76BSA007 1:76



Austin ATV - Newcastle & Gateshead Fire Service
76ATV008 1:76



Land Rover Defender Station Wagon - RNLI
76DEF014 1:76



Land Rover Series 1 88" Hard Back - RAF
76LAN188021 1:76



Ford Transit Connect - Garda
76FTC007 1:76



Morris Oxford III - Salford City Police
76M0006 1:76



Ford Transit Mk1 - City of Carlisle FS
76FT1004 1:76



Whitby Mondial Ice Cream Van - Vince's
76WM005 1:76



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Bentley Blower - Le Mans 1930
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1:148



Austin Tilly - 11th African Division, Sudan 1941
NTIL003 1:148



Austin Tilly - London Fire Brigade
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The scream of turbochargers epitomised the High Speed Trains when they entered service.

PAUL CHETTER sets out to recreate the spectacle with digital sound in 'OO' gauge.

With sound installed these original condition HST powers don't just look good, they sound good too.



THE 40th ANNIVERSARY OF THE introduction of the High Speed Train (HST) provided the impetus to create Valenta engine sound projects for Zimo decoders and to fit decoders and speakers to a pair of Hornby Class 43 power cars in celebratory tribute to these long lasting trains.

The models chosen for this feature are Hornby Class 43s from the era when they were equipped with Paxman Valenta engines. The cooler group roof detail will be different on later versions, but the general principles will still apply.

Using a sound decoder in each power car adds to the costs, but does allow the appropriate sounds to emanate from the correct end, depending upon direction.

Only one of the power cars is actually motorised, meaning that the internals of what outwardly appear to be similar units are quite different, as can be seen from the photographs.

I decided to install decoder and speakers into the motorised unit first as this presented the least amount of space for conversion. I would then use a similar setup in the other unit to aim for a comparable audio output from each power car.

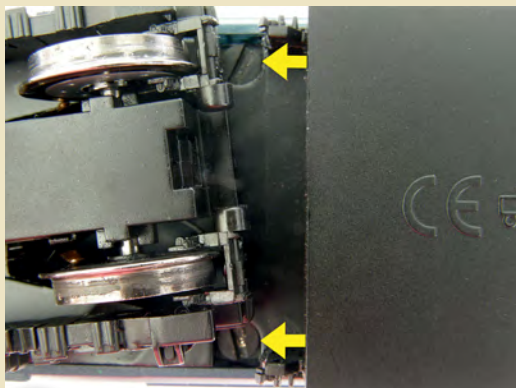
COMPONENT CHOICES

As these models use the 8-pin Digital Command Control (DCC) socket with adequate space for a standard sized decoder, I decided to use the Zimo MX645R which comes with the option of straightforward 'stay alive' capacitor connection if required.

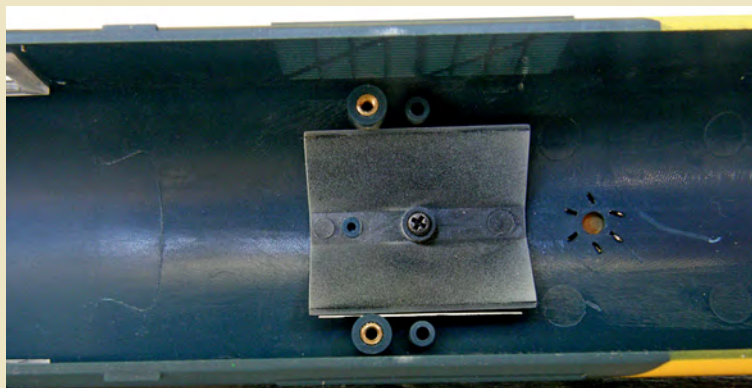
Speakers can often be the most difficult items to accommodate. Zimo has recently introduced a small range of speakers based upon the same 13mm x 18mm drivers used in the acclaimed SLW Class 24 (HM111). These have the advantage of small format with straight sides and edges and are deployed in 3D printed enclosures of various depth and orientations. »



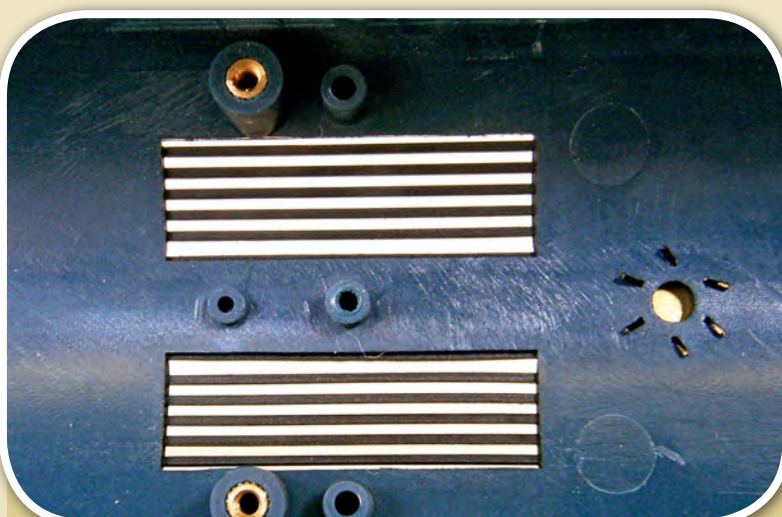
STEP BY STEP INSTALLING DCC SOUND IN HORNBY HST POWER CARS



1 Steps 1 to 4 are common to both units. There are four screws to release before removing the body. One is shown here, there is one concealed by the bogie and a similar pair exists at the other end.



2 With the body removed there is a 'V' shaped moulding fitted below the cooler group grille. This could be a source of obstruction for a speaker.

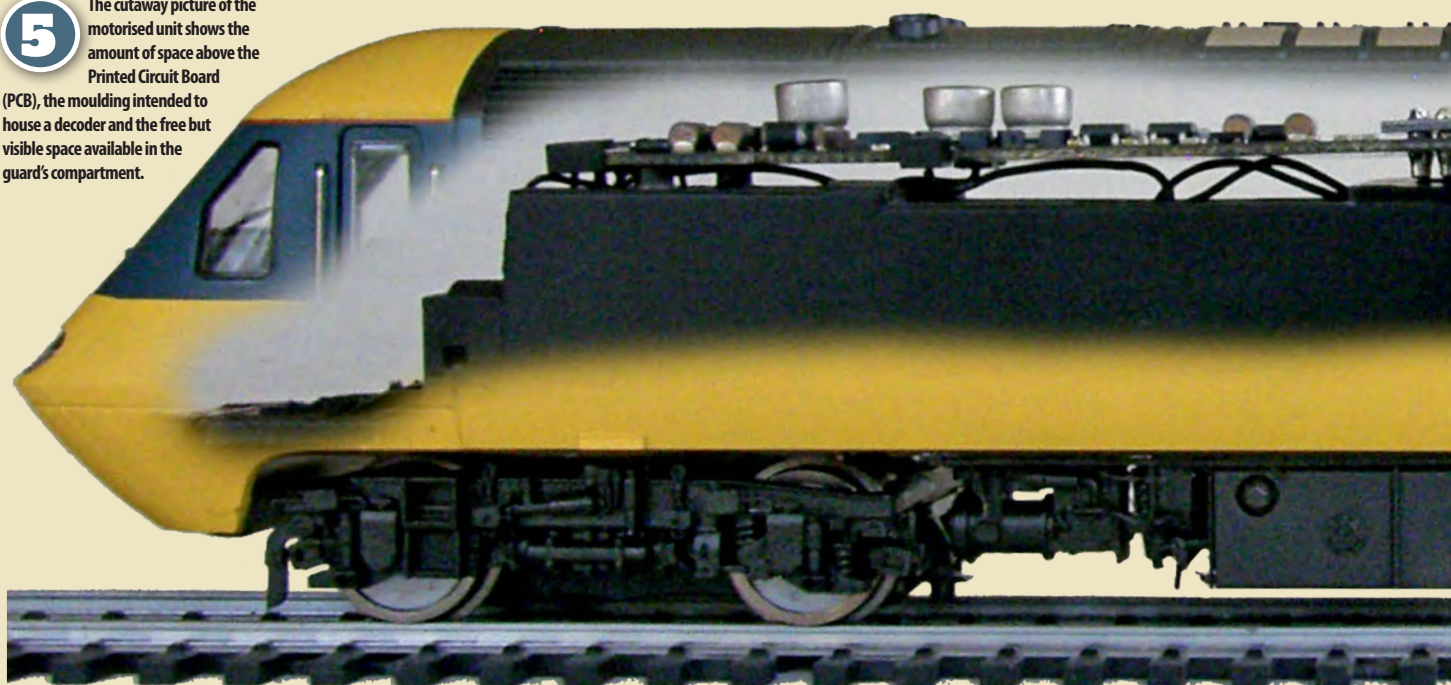


3 Removing the moulding creates more space for a speaker, but it will be clearly visible through the grilles. A reduced height speaker would be an advantage. One which would fit partly between the chassis frames would be even better suited.

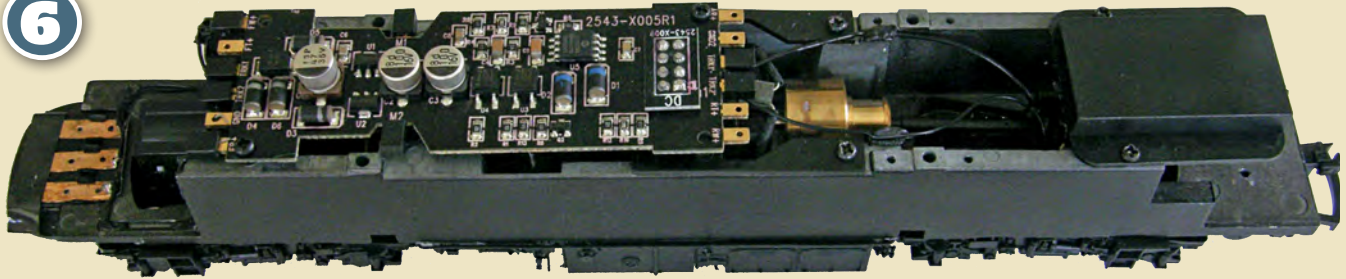


4 Zimo has recently released a small range of high performance speakers designed to make it easier to install quality speakers in a low profile environment. From these I have selected the LS40x22x09 twin driver 3D speaker for the HST project.

5 The cutaway picture of the motorised unit shows the amount of space above the Printed Circuit Board (PCB), the moulding intended to house a decoder and the free but visible space available in the guard's compartment.



6



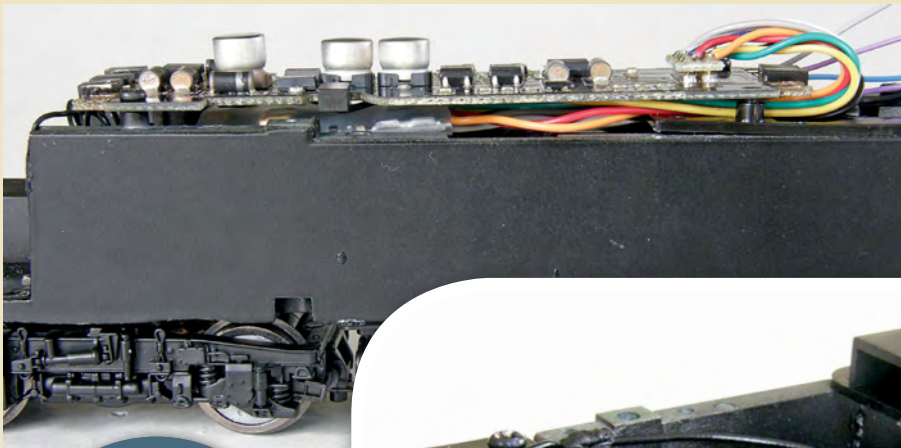
The general layout of the chassis and PCB showing the intended location for a decoder can be seen here. Unfortunately, this is not deep enough for a standard sized sound decoder and its position would compromise speaker fitment in the same area.

7

There may be enough clearance for the decoder to fit above the PCB, but there are a number of components which might interfere. I decided to locate the decoder below the PCB and between the chassis frames.

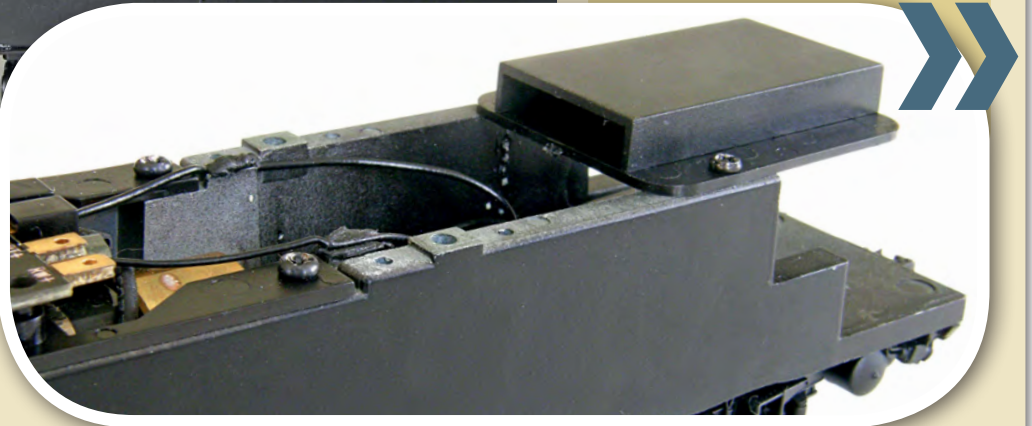
8

A non-sound decoder would probably fit into this moulding, but not a sound decoder. Two screws secure it to the chassis making it a moment's work to remove.



TIP

Factory positions don't always give the best output for sound - it depends on what you are installing. Investigation and trial fitting are essential.



STEP BY STEP INSTALLING DCC SOUND IN HORNBY HST POWER CARS

9

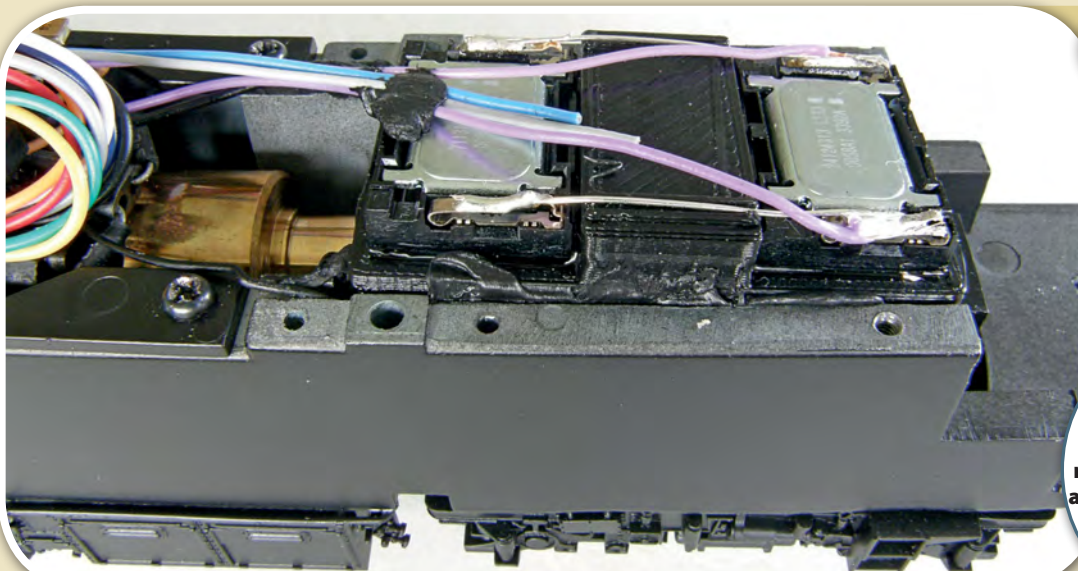


With the moulding removed, there is a large amount of space revealed above the cardan shaft and rear bogie gearbox. Additional space is available at the rear of the chassis where the guard's compartment is located. There are windows in the model in this area so components here may be visible from normal viewing angles.

10



The LS40x22x09 twin driver 3D speaker offers high performance in a compact format which will not interfere with the guard's compartment space or appearance.



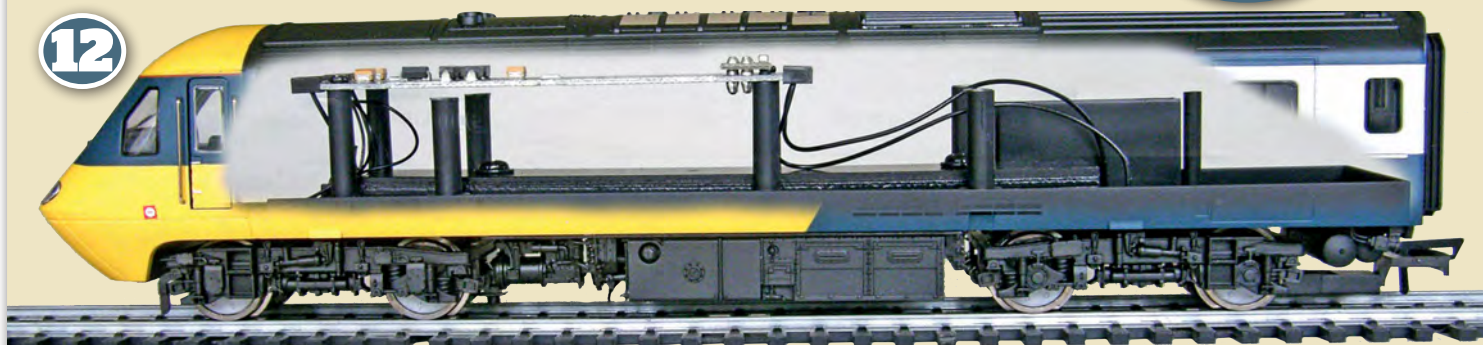
11

The speaker design fits easily between the chassis shoulders without protruding into the guard's compartment space at the rear. A 'stay alive' capacitor could be accommodated here if required. The blue and grey wires from the decoder which connect to the capacitor can be seen here too.

TIP

Take care to route wiring neatly as modern chassis make the most of the space available inside a bodysell. A trapped wire could get broken and cause a short circuit.

12



Non-motorised unit: The cutaway of the unpowered vehicle shows just how much free space is available compared to the powered vehicle. The temptation is to install the largest speaker possible, but that would sound out of character compared with the speaker design in the powered vehicle.

Based on a combination of comparative audio performance and physical dimensions, I selected the small twin driver speakers for use in each model. The non-motorised unit would accept a much larger speaker but would likely result in a very dissimilar sound quality.

INSTALLATION

Body and chassis are held together with four screws in each case. With these removed, I separated them at the rear before carefully sliding the chassis backwards to disengage the front end. There are three springs fitted to the lower cab moulding which make contact

with connectors in the chassis to complete the lighting circuits. Care is needed to ensure they do not become entangled or dislodged. Other than this, the procedure is straightforward.

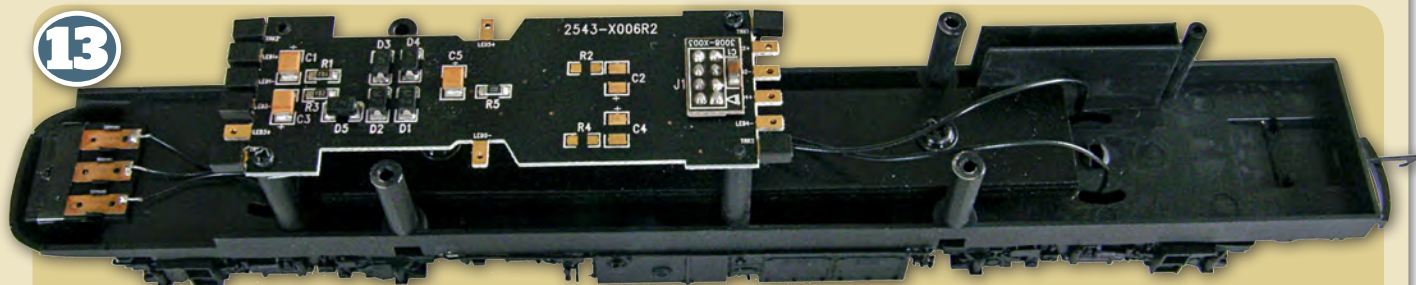
Hornby has provided a moulding to accept a decoder at the rear of the chassis. This is intended to keep the decoder above the window line in the guard's compartment. Unfortunately, it is not deep enough for a double sided sound decoder and is positioned in what would be the best location for the speaker.

The cutaway picture suggests that, as an alternative, there would be sufficient space to fit the decoder between the locomotive's Printed

Circuit Board (PCB) and the roof. I decided to utilise the free space below the PCB and between the chassis shoulders, securing the MX645R with mastic to the underside of the PCB.

The Zimo LS40x22x09 speaker fits comfortably between the chassis without encroaching into the guard's compartment. I used mastic to hold the speaker in situ, although adhesive or styrene strip 'shims' could be used instead.

Fitting the speaker in this location puts it immediately below the cooler group grille for easy access to free air above. The height above the chassis was adjusted to avoid fouling the internal moulding fitted below the exhaust ports.



The dimensions of the decoder housing render it unusable for a sound decoder and if used would leave the multi-coloured wires visible through the bodyside grilles.



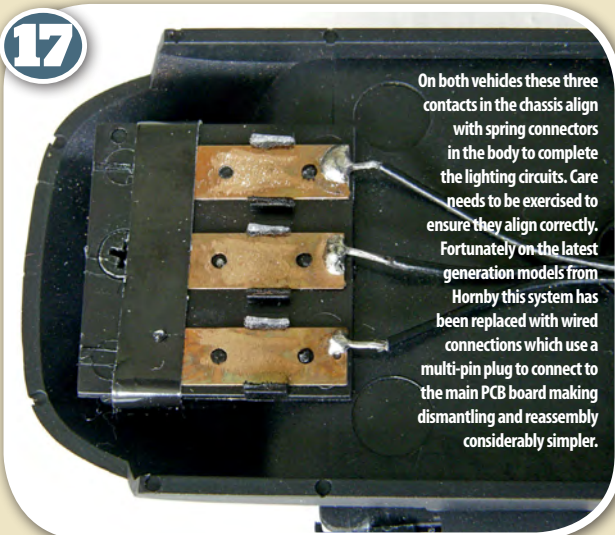
14 There are few large components on the upper surface of the PCB so the decoder can be fitted here.



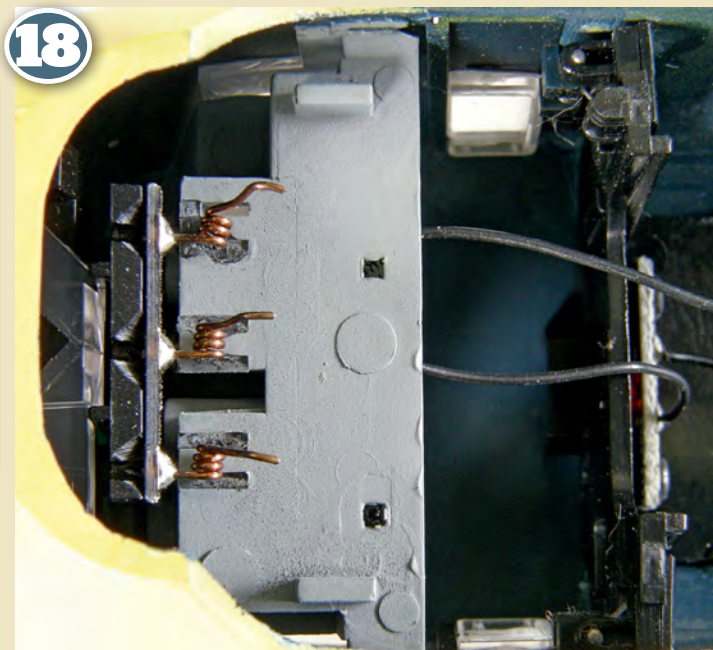
15 The purple speaker wires from the decoder were connected to the speaker next preparing the speaker enclosure for final installation.



16 The speaker was fitted to the ballast weight on the floor of the chassis and the decoder end was wrapped with black tape to secure it in position and to disguise the view of the wires through the exhaust ports - not obvious until the body has been refitted.



On both vehicles these three contacts in the chassis align with spring connectors in the body to complete the lighting circuits. Care needs to be exercised to ensure they align correctly. Fortunately on the latest generation models from Hornby this system has been replaced with wired connections which use a multi-pin plug to connect to the main PCB board making dismantling and reassembly considerably simpler.



When sliding in the chassis, ensure that these three spring connectors engage correctly with the chassis contacts. This will enable the body to fit correctly to the chassis and the external lighting to operate when required.

WHAT WE USED

Product	Supplier	Price
Hornby Class 43 Train Pack	www.hornby.com	£219.99
Zimo MX645R Sound Decoder	www.digitrains.co.uk	£94.00
Zimo LS40x22x09 3D speakers x2	www.digitrains.co.uk	£36.00

Although it would be possible to fit an SC68 'stay alive' supercapacitor to the floor of the guard's compartment and connected to the blue and grey wires from the decoder, testing indicated that these were not required in such a long wheelbase vehicle with all-wheel pick-up.

The chassis of the non-motorised unit separates from its body in the same way as above, and similar care is required to avoid damaging the spring connectors. I again decided to workaround the Hornby provided decoder location on the grounds that it was of an inadequate size and that if used, the multicolour wiring would be visible through the bodyside grilles.

The cutaway picture reveals a large space below the PCB which I used to locate the same type of speaker with sticky mastic. I used black insulating tape wrapped around the decoder and PCB to keep all parts in place and to disguise the coloured wiring which would otherwise be visible via the exhaust ports.

Reassembling the power cars is straightforward with the right method. The cab end of each chassis was slid forward so that the front was within the front skirt moulding, taking due care of the three spring connectors in each case. The rears were then mated to the body inside its rear wall and all four screws fitted.

THE SOUND PROJECT

I have created a slightly different sound project for each decoder. This is to both simulate two separate engines and to allow sounds to emanate from the appropriate end whichever the direction of travel.

For example, the horns are allocated to the same Function (F) keys on each decoder, but they only sound in the unit at the leading end of the formation. Similarly, the guard's whistle is activated by the same F key whatever the direction of travel, but only sounds from the rear in each case. Its the small things which really make the difference. 

Guisborough

*A long-lost station in the North East is the setting for **DAVID LLOYD'S** 'OO' gauge exhibition layout, which is set in the preservation era to showcase as much as possible of this striking terminus.*

PHOTOGRAPHY, MIKE BISSET



STATISTICS

Owner:	Cleveland Model Railway Club
Scale:	'OO'
Length:	24ft
Width:	32in
Track:	Peco code 100
Control:	Analogue
Period:	North East, preservation

1 Right: 'G5' 67281 is turned on the 42ft turntable as it is prepared for its next duty. This engine was one of only two to receive the late BR crest.

2 Below: Gresley 'K3' 2-6-0 61869 simmers at the end of the station. After its stock is removed by the station pilot it will reverse out and stable in the headshunt ready for its next duty.



THE STORY OF THIS LAYOUT started when we moved to Guisborough - a lovely ancient market town that has long been in North Yorkshire but which has, in the past, temporarily resided in Teesside and Cleveland from time to time.

Whatever its origins, Guisborough was to break into the limelight with the discovery of ironstone in the surrounding hills around 1850 and the north's very own 'gold rush' began. The population of the town grew from around 2,000 in 1830 to over 7,000 by 1890 - a fact not lost on local entrepreneurs who soon realised that a railway would serve the town well - especially to get the iron ore to the blast furnaces of Middlesbrough.

The first station opened for mineral traffic in November 1853 as a terminus of the Middlesbrough and Guisborough Railway, and to passengers in March the following year. Another route, the Cleveland Railway from Middlesbrough to Loftus, opened in 1861. After takeover of both routes by the North Eastern Railway by 1865 the Cleveland Railway was abandoned and a passenger service east of Guisborough to Loftus and Saltburn was opened in 1875.

Train movements were complicated with a number of workings reversing at Guisborough and other stations on the route, with special permission for a pilot engine at Guisborough to draw Middlesbrough to Saltburn trains out of the station and to draw Saltburn to Middlesbrough trains from Hutton Junction into the station, both with the train engine at the rear. The introduction of autocars and then Sentinel steam railcars from 1905 eased the situation and the use of push-pull units by the London and North Eastern Railway (LNER) further helped.

The route was closed to passengers on March 2 1964, with goods traffic lingering until the end of August. The whole site was cleared in May 1967. Up until that time the goods yard dealt with a large variety of freight including parcels, timber, iron, steel, farm produce and animal feedstuffs, tar pitch, gravels, sand, fish, livestock and more. There were also 18 coal cells supplying a large area with coal. Large



BR '4MT' 80118 heads a parcels working for Middlesbrough.



Above: A busy view of Bow Street where road works are being carried out under the eagle eye of the law in their Mini.



Below: The work's DS48 shunts a steel ladle towards the furnaces for another load of molten iron. The well worn dumper truck has just dropped a load of hardcore to backfill the trench recently excavated to install a new cable.



numbers of racing pigeons were handled - being either released by station staff or sent to other destinations for release.

CHOOSING GUISBOROUGH

By the time we moved to Guisborough in 2002 much of that history had been forgotten even by the residents and virtually all trace of a railway had disappeared. The main trackbed of the Middlesbrough to Whitby line is now a pathway while housing estates surround the trackbed and the branch into the station. The original entrance to the station on Bow Street can still be found and there are remnants of the stone wall that surrounded the station and goods yard.

I had a passing interest in the history of the railway but although I paced out some of the features to work out where they would have been I didn't have the confidence to construct a model of the prototype. Then I joined the Cleveland Model Railway Club where I received



Guisborough might have been like had it been preserved. Instead of closure in 1964 the station was saved by the fictitious Guisborough Railway Preservation Society to develop the whole as a tourist attraction.

I could now go ahead and design the layout as it would have been in its heyday using the rationale that local fundraising and the award of grants has allowed the restoration of facilities like the engine shed and turntable. It also meant that in addition to a prototypical passenger and goods service being operated by diesel and steam era locomotives there would be the opportunity for special trains to run on excursions, visits and even routine events such as dining experiences.

CONSTRUCTION

It soon became obvious that, like most railways, it had changed over time and the first track plan I had differed in many respects to some of the photographic evidence. With the help of plans from the North Eastern Railway Association, and a fellow club member, a final realistic track plan was drawn up. This had to be done in conjunction with choosing an era upon which to base the model.

In order to accommodate the length and width of the area I wished to model in 'OO' gauge and include features like the gas works and (rail served) foundry I had to compress the layout slightly but ended up with 20ft x 32in of scenic section with a 4ft storage yard.

Conventionally built solid top baseboards faced with 12mm plywood and framed with 75mm x 20mm timber provide the base for the layout. Boards are joined using 75mm loose pin hinges with the pin replaced by a 100mm x 6mm rod bent at right angles for ease of use. These are suitable for locating and lining up the boards but do not give a tight joint so I also used 6mm roofing bolts fitted with large washers and wing nuts through the end cross members to clamp them together tightly. »

much help, advice, encouragement and the opportunity to develop my modelling skills working on the club layout Jowett Junction. I rapidly developed the confidence to try scratch building various models and to try out new techniques for creating the scenics, painting and wiring. The research I had done on Guisborough interested me greatly and my confidence grew enough for me to make the decision to build it.

Much research followed until in January 2007 I began building the baseboards. I really wanted to model the whole of the station area as it was in its heyday but set in the late-1960s when diesel and steam co-existed. However, by the 1950s the station had gone into decline – the signalbox was closed and the turntable had gone too, together with the engine shed and a considerable amount of track.

Then, one day whilst strolling around Pickering Station on the North Yorkshire Moors Railway, I wondered what



Hunslet 'J94' 0-6-0ST 68011 busies itself in the goods yard marshalling wagons for an outbound mixed goods working.



TRACK

Peco Code 100 flexible track with dead frog points has been used throughout. The plan was marked out on each board and track loosely pinned to show where the points needed to be. Next I considered how it would be controlled. I opted for analogue. Control of the layout is by three controllers with No. 1 controlling the passenger lines, engine shed, horse dock and turntable. No. 2 controls the goods lines, goods sidings and coal staithes and No. 3 the foundry. Double pole, centre off switches allow No. 1 and 3 controllers to be switched to No. 2 (goods)

controller so that the whole layout can be operated by one person and also to facilitate movement from one section to another.

The storage yard has the main tracks exiting the layout from below Sparrow Lane Bridge and onto a lift out cassette. There are four cassettes so trains can be made up ready for use or empty cassettes used to take trains as they leave the layout. Electrical contact for these cassettes is achieved through a set of four brass plungers from household light fittings set into the baseboard which are wired through on/off switches to the respective controllers. Sections of copper-clad board are glued to the underside of the cassettes and wired to the rails above.

With the track laid and tested I moved onto ballasting. 'N' gauge granite chippings are used which were brushed into place before being fixed in the usual way with a 50:50 mix of PVA glue.

SIGNALLING

Overhead and ground signals are built from components in the Model Signal Engineering (MSE) range and are electrically operated from the main control panel using servos beneath the baseboards.

Initially I decided against modelling the turntable, but after producing a template to suggest the foundations of a removed turntable the plan changed. The hole was duly cut out and a false bottom made of MDF fixed to the underside of the baseboard. A turntable was scratchbuilt from diagrams using plasticard and a few parts from a Dapol turntable kit.

The turntable was motorised using a small 3v motor driving a made up gearbox. An indexing disc is fitted to the underside with two notches made that correspond to the appropriate places to stop. Spring arms

on two microswitches automatically stop the turntable at the correct place to line up the tracks. Operation at the control panel is via Controller 1 (passenger) with

power feeds through an on/off switch on the main control panel.

BUILDING THE SCENE

The majority of buildings are scratch built using a plasticard shell laminated with embossed brick, stone or corrugated iron cladding. The largest foundry building is nearly 4ft long and I did experiment with this by using foamboard which gave a very strong, light carcass but, at 10mm thick, I found it more difficult to cut the window apertures so returned to using plasticard. Windows and doors are fabricated using plastic strip, gutters are 'U' shaped plastic strip and the downpipes are a mixture of brass rod to represent the larger bore used on industrial buildings and plastic rod on the domestic buildings. The embossed brickwork and corrugated iron sheeting is from the excellent South Eastern Finecast range.

The main station and goods yard buildings are a very complicated shape with lots of detail but, fortunately, I had detailed

"I wondered what it might have been like in preservation"

DAVID LLOYD

 Ivatt '2MT' 2-6-2T 41247 arrives with the foundry shunt. Blackett & Hutton's Foundry is prominent in the background.



 Sentinel six-cylinder railcar 2133 Cleveland stands by the signalbox with Blackett & Hutton's Foundry and a mixed goods in the background. The railcar is used turn and turn about with the 'G5' and its push pull train.





plans and photographs from Ken Hoole's book on North Eastern termini to work with. As this building is one of the most prominent features I tried to capture as much of the detail as possible, even making the angle iron trusses used to carry the station roof and utilising a brass etching for the trellis around the front door.

Plans of the engine shed and coal drops were also in the book so these were simple to execute. However, the terrace of six railway cottages on Fountain Street are no longer in existence but were modelled from period photographs. The two storey fitter's shop, directly behind the coal staithes embankment, was the CMRC clubhouse for several years (in the 1980s) after the railway had gone and before its demolition.

Initially, all my earlier buildings were painted in 'solid' colours to represent brick or stone and then weathered using a very watery grimy colour and weathering powder. On this building I decided to try

the technique of giving the walls an all over coat of mortar colour then wiping this off while still wet. When completely dry the brick or stone colour was 'dry brushed' over this giving a much more realistic impression of raised brickwork without covering the paint in the mortar joints.

The gasholder is a Skaledale model repainted and heavily weathered. To complement this and provide additional gas works infrastructure I used the Skaledale retort house and electricity sub-station but scratchbuilt the gas works office using an old photograph as a reference.

The remaining buildings along Fountain Street are a mixture of wonderful, architecturally diverse houses, a large toy shop and stationer's, a Masonic Lodge, a picture house (now a gym) and, at the far end, a Thai restaurant which occupied a building that once housed the fire station. Such was the pace of change for these buildings I decided to recreate all

of them using the present day buildings. They are not exactly as they would have been in the late 1960s, but they are instantly recognisable to local people.

A plate bridge carried Sparrow Lane over the railway lines to give access to an old farm at the foot of the Cleveland Hills. This forms the entrance to the storage yard and was created using Ratio bridge plates on a plasticard base with embankments made from plaster coated expanded polystyrene that carry on down as shallow embankments along both sides of the tracks. An additional embankment was made in the same way to take the two tracks up to the coal drops. These and the surrounding fields were covered in scatter material and Peco flexible fencing has been used to separate these from the railway. A few hedges have been made using rubberised horsehair and green pan scrubbers.

Most of the buildings have lighting installed and there are LED street lights in Fountain Street and Bow Street. The picture house has a large illuminated sign showing it to be the Carlton Cinema and the two storey fitter's shop has an »

"The majority of the buildings are scratch built using plastic."

DAVID LLOYD



The cottages adjacent to the station show little sign of life apart from a string of washing.

electric arc welder installed. All these are wired into the control panel with the voltages reduced to the appropriate level.

THE TRAINS

As I have next to no experience or knowledge of railway operating procedure, another club member drew up an operating timetable utilising the variety of locomotives and rolling stock we had available between us that included many elements of the original timetable plus some believable 'extra' trains thrown in.

The part-finished model was first exhibited at Hartlepool Show in 2008 using this timetable which served as a very good proving ground and helped us to see where things needed to be changed. Stock for the layout is provided by various club members who help to operate it at exhibitions.

To improve operation all the stock has now been fitted with Kadee couplings in place of tension locks or three links which operate by delayed action magnets at strategic positions on the track. Stock includes a 'G5' 0-4-4T push-pull set and a kit-built LNER Sentinel steam railcar, which was another permanent feature on the original railway. Coaching stock includes Thompson corridor stock in BR maroon and carmine and cream, Gresley corridor coaches in Teak and BR maroon, and Pullman dining cars.

The Blackett and Hutton Foundry

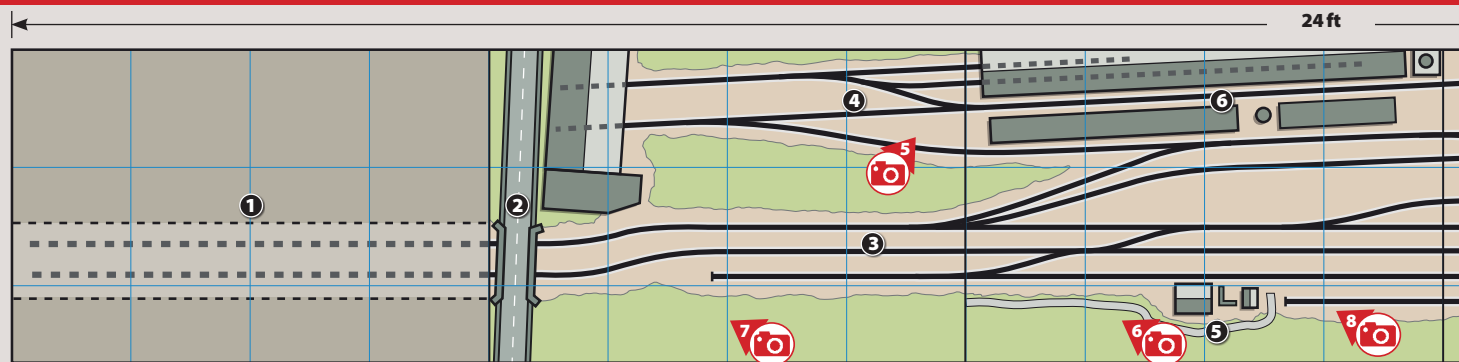
purchased a Ruston and Hornsby DS48 (No. 265617) in 1948 which spent its entire working life there until the foundry was demolished. It was rescued by a local haulier and is presently being renovated by Northumbria Rail at its Longhaughton premises. This was one locomotive I wanted to depict accurately if I could but I had been unable to obtain a kit for it at that time. However, I saw a great article in a modelling magazine where a short shunter was made from cutting down the Knightwing industrial shunter kit. At first glance I thought it had a look of the DS48 and decided to try and use the same kit for my model. It was my first attempt at building a locomotive and took quite a bit of work, but I feel it does give a passable impression of the real thing.

THE FUTURE

The layout is now cared for and managed by Cleveland Model Railway Club and has been exhibited at shows around the country. If you would like to see it at one of your exhibitions, then please contact our Club Secretary by email in the first instance by e-mailing secretary@cleveland-mrc.org.uk or alternatively by post at: The Secretary, Cleveland Model Railway Club, Unit 2, The BHive Centre, Skelton Industrial Estate, Skelton, Saltburn-by-the-Sea, TS12 2LQ. 



GUISBOROUGH TRACK DIAGRAM (NOT TO SCALE)



KEY

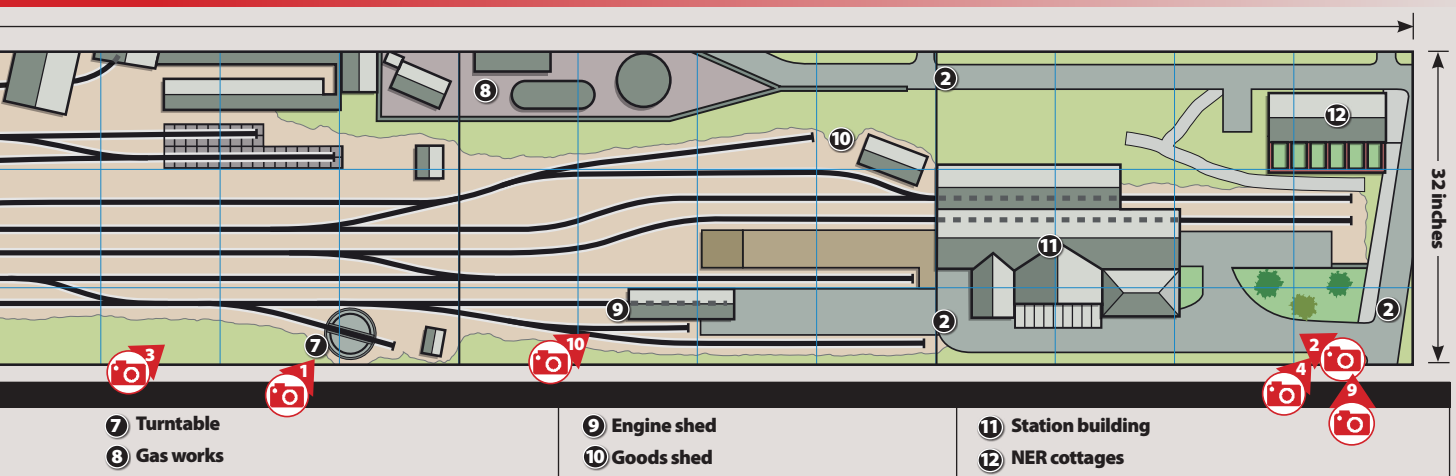
- ① Storage yard
- ② Road

- ③ Main lines
- ④ Foundry yard

- ⑤ Signalbox
- ⑥ Blackett Hutton Foundry



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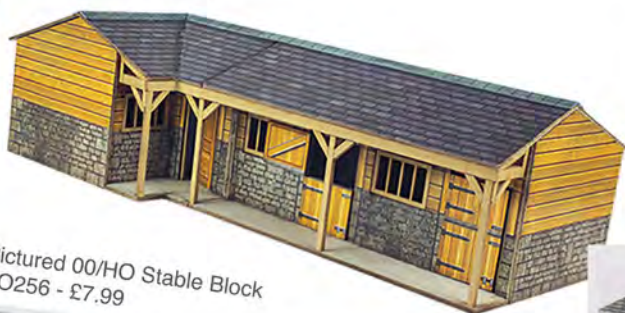
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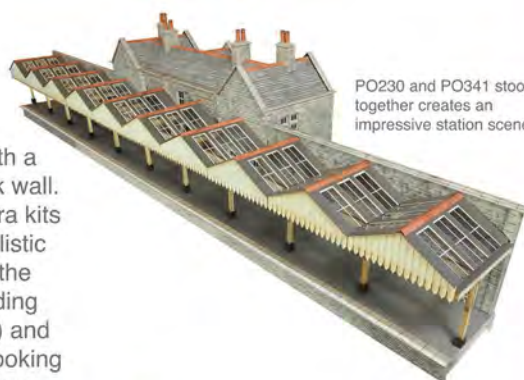


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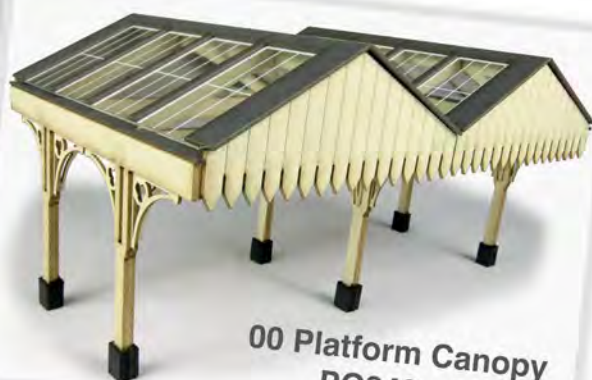
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00 Platform Canopy PO340 - £14.99



HST

High Speed Train

**HST@40
SPECIAL**

On October 4 1976, exactly 40 years ago, a train that revolutionised rail travel in the UK first entered public service. Since then the High Speed Train has gone on to be one of the most iconic and well-known ever to run on our rails, as **EVAN GREEN-HUGHES** relates.

THERE ARE FEW PEOPLE alive today, whether enthusiasts or general travellers, who have not heard of the High Speed Train (HST). For four decades these sleek streamliners have criss-crossed the country at speeds of up to 125mph and in the process have amassed millions of miles of passenger service. They have monopolised services to the West of England and for many years did the same for the East Coast Main Line (ECML), a route on which some of them still undertake the most arduous long-distance duties.

Today it is hard for us to appreciate just what an effect the HST had on the railway of 40 years ago. In those days most express trains averaged no more than 70-80mph with only the 'Deltics' and the West Coast Main Line's electrics being capable of sustained running at 100mph. The British

Still carrying original BR blue and grey colours, an HST set led by Class 43 power car 43119 passes Leicester North signalbox with a London St Pancras-Nottingham service on the Midland Main Line in 1984.

Colin Whitfield/Railphotoprints.co.uk



Railways Board realised that if the system was to compete with the rapidly improving road network over shorter distances and with airlines over longer routes then higher speeds were going to be essential.

In 1969 the Board authorised the construction of a revolutionary new train which would incorporate tilt technology, the development of which would be led by the Railway Technical Centre at Derby and which would eventually become the Advanced Passenger Train. However because of the technical risks involved it was also decided that a prototype 125mph train should be built using existing and proven technology and which was intended for use on the Paddington-South Wales route.

The project for the new High Speed Train was supervised by Terry Miller, BR's Rolling Stock Chief Engineer, and was allocated a budget of around £800,000. The task was to provide a prototype train within two years, a tall order by any stretch of the imagination.

The design brief provided for a train of seven or eight coaches weighing around 280tons which would be capable of cruising at 125mph in all conditions, a requirement that calculations showed would require around 4,500hp to achieve. For operational flexibility it had been decided that a fixed formation unit capable



Power car 43118 idles in the darkness at St Pancras station with the 5.05pm to Nottingham on November 22 1991. [Les Peters/Railphotoprints.co.uk](http://LesPeters/Railphotoprints.co.uk)

of being driven from both ends would be preferred and this allowed the designers to consider providing two power units, one at each end of the train. This had a number of advantages as the weight of the individual power car would be reduced while there would be a degree of redundancy in the design should anything go wrong while in service. As it was desired to keep the weight of the power cars as low as possible Paxman engines were selected, which revved at a higher speed than conventional railway power units and thus provided more power when compared with other designs. For this application the 12-cylinder 'Valenta' was chosen and this was uprated from 1,300hp per unit to 2,250hp by fitting a new design of turbocharger and upping the fuel injection pressure.

PROTOTYPE DEVELOPMENT

Crewe Works was given the job of assembling the two prototype power cars, which at first were envisaged as being locomotives that would be used for other duties for part of the time, and were thus fitted with a second driving cab at the rear and conventional buffers. The styling was largely the work of designer Kenneth Grange and was extremely futuristic, immediately capturing the public's imagination. The coaches used were conventional Mk 3s from Derby Litchurch Lane and were similar to those under construction for the West Coast main line, although they were electrically incompatible.

The resulting prototype train, 252001, was completed in June 1972 but as with all things at that time immediately ran into union trouble and so it was June 1973 before it was able to be run at high speed.

Very quickly the new train proved its worth, achieving 143mph, a world record for a diesel train, and it was clear that the design was going to be an outstanding success. Testing took place both on the Great Western Main Line (GWML) and ECML routes and during this process several issues became apparent with the

original cab design, mainly in relation to the provision of a centrally-situated seat for only one driver and also in relation to the lack of a side window to the cab, which restricted views at stations. The unions made it clear that the cab arrangement was not satisfactory, an issue that was to force a redesign in due course.

While testing was taking place plans were being prepared for squadron introduction of the new design with the GWML out of Paddington planned to be the first to see the new trains and the ECML to follow shortly after. Introduction of the HST was not going to be merely a matter of replacing one type of train with another as the planners also sought to introduce a new style of train operation where 'flights' of express trains would run each hour to set destinations with other services fitted around them. Upgrades of track and civil engineering took place at the same time with the idea of maximising the lengths of track that could be run at high speed by the new stock.

HST PRODUCTION

Orders were envisaged for 161 complete sets in six batches for use on the Great Western, East Coast, Midland Mainline, Glasgow-Edinburgh and North East-South West corridor. In the event the intervention of politicians and accountants led to the cancellation of those intended for the Midland and Scottish Regions and a drastic reduction in those for NE-SW services meaning that in the end only 95 complete sets and a few spare power cars were actually authorised. Even on the Great Western and East Coast main lines the number of sets was less than originally requested meaning that locomotive haulage had to be retained for a number of secondary services.

Production HSTs began to appear in 1976 and they differed from the prototype in that the cab was redesigned so two drivers could sit side by side, which entailed providing a larger front window and also had side windows provided. At the same time »



RAILWAY REALISM

the cab at the rear was deleted and some components relocated to allow the provision of a larger guard's compartment. Most prominent was the omission of the buffers, resulting in the train being perhaps one of the best looking ever to have been built.

As the HSTs came into normal service their impact was immediate. On the Western Region, London to Cardiff journey times came down to 1hr 45mins while on the East Coast, King's Cross to Edinburgh times were reduced by over an hour. 27 sets went to the Western while the Eastern took 32, with the balance going to Cross Country.

The impact on the travelling public was immediate. Suddenly trains were glamorous again and travelling by train was fashionable. British Rail took full advantage and ran a campaign proclaiming that the 1970s were the 'Age of the Train.' The '125s' reputation was further enhanced when a specially prepared set reached 144mph in September 1985 and then 148mph during tests two years later, both world records. For a spell, British Rail ran more trains scheduled at 100mph or more than any other railway in the world, thanks to the HST.

After ten years successful service, the HSTs were displaced from some of their East Coast duties by the new Class 91s and Mk 4 stock, but due to a mismatch in delivery schedules



The Virgin operated HST fleet was one of the widest travelled fleets operating Cross Country services from all corners of the country. On March 4 2000 43084, one of the power cars modified with buffers, passes Horse Cove with the 6.45am Newcastle-Plymouth. John Chalcraft/Railphotoprints.co.uk.

the new locomotives were ready before the coaches that they were supposed to pull and as a result some HST sets were modified to run with them. A Class 91 was substituted at one end for an HST power car, while the other power car was fitted with buffers and electrical modifications. Eight power cars were modified in this way and after the new stock was delivered they reverted to their previous roles, although all retained the buffers and cutaway fairings that they gained

during this period. Displaced sets from the ECML were moved on to the Sheffield-St Pancras duties and to Cross Country.

Sectorisation in 1987 saw all the HSTs allocated to InterCity but when privatisation followed the class was shared out between GNER, Midland Mainline, Great Western, and Virgin Trains, resulting in a proliferation of new liveries to replace InterCity which had itself replaced the original blue and grey. This move resulted

43175 tails the 11.00am Bristol-London Paddington as it leaves Bristol on February 9 2008 carrying First Great Western's dynamic lines livery. John Chalcraft/Railphotoprints.co.uk.



in changes to the formations of certain sets with some becoming one coach longer while others, particularly those operated by Virgin, were shortened to seven coaches – less on occasions – and stayed that way until the introduction of the Class 220/221 ‘Voyagers’.

UPGRADES TAKE PLACE

Although the HSTs were very successful there was always concern about the Paxman power units which were notorious for providing a lot of smoke and noise. In 1987 British Rail fitted four Western Region cars with Mirrlees Blackstone MB190 engines, but this modification was not a success. The early-1990s saw the Paxman VP185 fitted to 25 power cars on the Great Western fleet and also to 14 Midland Mainline examples but it was not until 2005 that an ideal replacement for the original was found in the form of the MTU 16v 4000 and this engine has now been fitted to many of the fleet, although East Midlands Trains retains the VP185.

There have been other modifications, too. Most coaches have been refurbished internally more than once and several First Class vehicles have been converted to accommodate standard class passengers. An early modification was the provision of guard's accommodation



The most recent overhauls of the HST power cars have seen MTU engines installed to reduce emissions and noise. MTU powered 43310 thunders through Newark Northgate with the 2pm King's Cross-Aberdeen on July 22 2008. John Chalcraft/Railphotoprints.co.uk.

in the end of a trailer second coach due to the noise that the power car generated in the original guard's van.

The year 2000 was a low point for the HST fleet, for many were replaced by Virgin's new Voyagers and faced an uncertain future. Some were placed in store and others passed to Railtrack for use on high-speed measurement trains. Salvation came with 'Project Rio', which was designed to provide additional London-Manchester capacity during works to the West Coast Main Line. The displaced HSTs were used on these duties for three years. In 2007, open access operator Grand Central took eight of the buffer-equipped power cars and three sets of carriages for its North East to London operation and in the same year Brush Traction and Hitachi adopted 43089 and used it as a diesel-battery hybrid test bed, during which time it was named *Hayabusa*.

With the expansion of demand for rail travel all the HST sets available are currently in service. The biggest operator is First Great Western which has more than half of the fleet, while Virgin East Coast and East Midlands Trains each have more than 20. Cross Country and Grand Central have a handful each while there are three in service with Network Rail where they are used to haul high speed track inspection trains. Only three power cars have been withdrawn, all as a result of accidents, with 43173 a casualty of the 1997 Southall crash, 43011 of Labroke Grove in 1999

and 43019 of Ufton Nervet in 2002.

After a career of four decades, many of the HSTs are due to be replaced with brand new Hitachi Class 800/801s with the first due to enter service later this year. Initial fears that this would mean the end for the HSTs were dispelled when it was revealed that 27 are to be refurbished and used for services within Scotland. However no future has been identified for the rest, including those from Grand Central which are to be replaced with Class 180 Diesel Multiple Units.

SAVED FOR PRESERVATION

Fortunately interest in HSTs has grown in recent years led by the 125 Group, which has returned prototype power car 41001 and three coaches to working order. Future plans for the Group include the purchase of a production series power car and the assembly of a complete train to be used on the main line. A representative example is also set to be secured for the National Collection.

It is tribute to the quality of Miller's design that at least some HSTs are set to reach the half-century milestone in public service – a feat denied to so many of the great express trains over the years, steam and diesel. It remains a genuine icon of rail travel whose striking looks appeal to generation after generation. It's a highly subjective verdict, but it might just be that the Inter City 125 is the finest train ever built in Britain, if not the world. www.railphotoprints.co.uk



The Network Rail New Measurement Train is powered by cascaded Class 43 power cars which have been repainted in the bright yellow livery and modified with cameras on the cab fronts. Led by 43014, the New Measurement Train passes the site of Flax Bourton station as it heads west from Bristol on August 7 2004. John Chalcraft/Railphotoprints.co.uk.

STAFF PROJECTS

RACE to the FINISH

Our 'N' gauge test track was finally being pushed towards completion during September with the deadline of the Great Electric Train Show looming. **MIKE WILD** reveals how it all came together in the final weeks before the event.

THERE'S nothing like a deadline to drive progress on a project. Barrenthorpe, our 'N' gauge test track, has lingered on in the background for a year or so now with only small steps being taken towards a potential exhibition appearance. What it needed was a deadline to provide the impetus to get it 'completed'.

The Great Electric Train Show at the beginning of October provided just that and, hopefully, by the time you read this the layout will have been out to its maiden exhibition, behaved and been returned back to the office to resume its normal duties. To make it to the exhibition though, a lot of work has been put in to the finishing touches.

Fortunately we know that Barrenthorpe works reliably. It has performed week in, week out in the office as a test track in both analogue and digital modes and provides plenty of interest for the operator too. In fact, so much fun is the four track main line with double junctions that it is quite easy to be over-ambitious and get yourself in a knot!

Satisfied that we had a working layout, a job list was drawn up for the tasks that needed to be accomplished to get the layout ready. That



Step 1: destruction! As with every good rebuild the first stage always makes things worse, but actually this is a good thing.

included ballasting the rest of the main line, weathering the track, completing the scenery, relocating the control panel, making fascia panels and a lighting bar, oh, and replacing all the retaining walls, painting the factory, building a low relief factory, a new bridge and then packing the layout for transport.

That was going to be a tall order, not least because we also have the Yearbook project layout under construction too. Nevertheless we rolled up our sleeves and set to it.

STARTING POINT

First on the agenda was ballasting of the rest of the main line – a job that was done twice because 'someone' (me!) used the wrong grade ballast and it didn't match the first baseboard. This was duly removed and correct fine grade blended grey ballast from Woodland Scenics was put in place and glued down with Deluxe Materials Ballast Magic adhesive powder glue.

Next up was the biggest job of all of them – building new retaining walls. The changes made to the layout from its original track formation meant that we didn't have enough of the original style retaining walls to cover the full length required. Plus we also had a complex bridge structure to work around so a new plan was created to build fresh walls.

We've become great converts to the Redutex texture sheet series. This self-adhesive resin-based and pre-coloured material offers a superb and simple means of creating realistic walls and buildings. The basis of the new walls is Evergreen 1.5mm thick plasticard which was cut to the 53mm depth required before having 10mm wide buttress pieces added from the same material. Redutex brick sheeting was

A Stanier 'Duchess' runs fast through the new bridge overtaking a '9F' with a cement train. On the left a Class 121 waits for a clear road while on the right a Class 24 ticks over in the shed yard.



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



MIKE WILD
Barrenthorpe has been the sole focus for Mike during September and early October with the deadline for completion arriving fast.



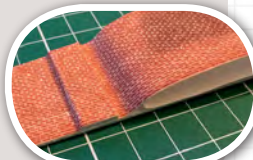
MARK CHIVERS
In between projects, HSTs and BR Mk 3 carriages have kept Mark quiet whilst rooting through his 'OO' collection for this issue's HST train formations feature.

Evergreen 1.5mm thick plasticard was cut to size to create the base of the new retaining walls. 'I' section was used to form the lower section of the bridge openings.



It might look rough around the edges, but this plasticard layer is only the filling for a Redutex sandwich and will be completely hidden.

Redutex self-adhesive pre-coloured resin brick sheets have been used to give a fresh and detailed look to the new retaining walls.



then cut to size and pressed in place over the plastic structure much like a vinyl wrap.

Covering the walls was just the start though. To give them detail we added capping stones from Evergreen 1.5mm wide strip and beading from the same manufacturer's 1mm square section strip. This was then painted with Humbrol Medium Sea Grey (No. 165) to represent concrete colouring.

The road bridge across the layout entrance took a little more input as we built in Evergreen 'I' section for the support structure and added walling inside the bridge either side of the railway.

The result of all this, even before completing the rest of the ground cover, made a marked difference to the appearance of the layout, cleaning it up while improving its detail at the same time. We also painted the Kestrel Designs factory building which was built about six months ago for the layout, giving it a similar style to the walls with Lifecolor acrylic paints, and finished off the part relief factory frontage which sits at the front of the layout using more Redutex sheeting.

GROUND COVER

Walling done, we moved onto completing the ground cover around the railway. Starting at the factory end, we used Woodland Scenics fine blended green turf as a base colour before adding static grasses from the Green Scene range to build up the textures. Woodland Scenics fine leaf foliage was added around the backscene track entrances to disguise the fact that the railway disappeared through a sheet of 6mm MDF before moving on to detail the embankment sides with

Green Scene fine and medium green turfs.

Alongside the descending road at the opposite end of the layout a redundant railway line has been suggested in the undergrowth – it might once have been a spur to an industrial site, but it is now heavily overgrown with weeds and bushes. Scenic work was rattled through quickly, but is an area which will most likely get more attention in the future as time allows.

RELOCATION

Before we could produce the fascia panels for the layout we needed to relocate the control panel from the front to the end of the layout. The new operating position will be for exhibitions only where the operator will both be able to see the full layout (including storage sidings) as well as being able to speak with exhibition visitors easily. When back in the office, due to space restrictions, the panel will be put back on the front of the model.

Fortunately the digital control system used for Barrenthorpe makes it very simple to move the control panel. Just one two-wire connection is required from the DCC Concepts Alpha Box to the layout with the rest of the electronic equipment being installed under the baseboards. The Alpha Panel built for HM111 is also simple to move as it only requires one connection with the Alpha Box in order to operate with the layout.

The fascia panels have been cut from 3mm MDF glued to the baseboard frame and supports behind the end panels of the backscene with PVA glue. These are painted grey to match the rest of the behind the scenes area of the layout

which gives it a smart appearance throughout.

The final conundrum for Barrenthorpe was extraction and transport. The two baseboards aren't identical in size as one end has a 3in extension to support the outer main lines. Still, with a little ingenuity a plan was devised to allow it to be packed and loaded into the van safely alongside St Stephens Road, leaving just cleaning and packing of rolling stock to be done before the big day.

All being well Barrenthorpe will make more exhibition outings in the future and we'll keep you posted on its development as it happens in Staff Projects. [Telra](#)



Retaining walls in place, attention is now focused on finishing the scenic aspects including grasses, bushes and the redundant railway line in the foreground.

BARRENTHORPE IS SUPPORTED BY...



www.gaugemaster.com



www.bachmann.co.uk



DCCconcepts Pty Ltd, 3/13 Lionel Street, Naval Base, WA 6165 Australia
www.dccconcepts.com



www.train-tech.co.uk



MAGDALEN

MY 'N' GAUGE LAYOUT, which is housed in a shed, is called Magdalen. It is 6ft x 2ft 6in and has a double continuous track, with a loop in the station, two sidings and another line which provides access to the shed via a turntable.

Towards the end of last year, I was tempted to add to the layout after reading an article

on building a beach scene, so I added a 6in extension to the front which has allowed me to have an extra single track into a tunnel and a beach which is based on Durdle Door in Dorset, a place which has always fascinated me. There is a pub overlooking the beach which is called Durdle View. I am thinking of renaming the layout to Durdle Door.

David Orriss, Orpington, Kent.

Ripple

Model Railway



Based on the modern railways of Devon and Cornwall, Ripple is a fictional 'N' gauge branch line terminus situated on the seafront. The small station has two platforms and a booking hall still staffed due to the large amount of tourism that the town attracts. A promenade and beach stretches the length of the layout looking out to sea.

It has taken me 12 months to build Ripple with the majority of the work being completed last year with the addition of other details when time and money have allowed. The layout is only 2ft 6in x 1ft for the scenic area alongside a separate cassette storage yard at just under 2ft x 1ft. It has been designed so that the scenic section can be kept in a wardrobe and the storage yard under a bed.

Ripple is set from around 2000 to the present day so the majority of the stock is modern image. This includes classes 08, 37, 57, 66, 150 and 153 all in modern colour schemes. In addition to these I have also got a smaller collection of vintage stock which I use for main line railtours along the branch. This includes a Class 55 'Deltic' and a LNER 'B1' 4-6-0. My stock is all ready-to-run from Graham Farish and Dapol with my Class 153s having light bars.

I am now looking to convert the layout from analogue to DCC control to allow me to display and operate more than one locomotive on the layout at a time. I also hope to have the stock weathered to make the layout feel more realistic.

Mark Holt, by e-mail.

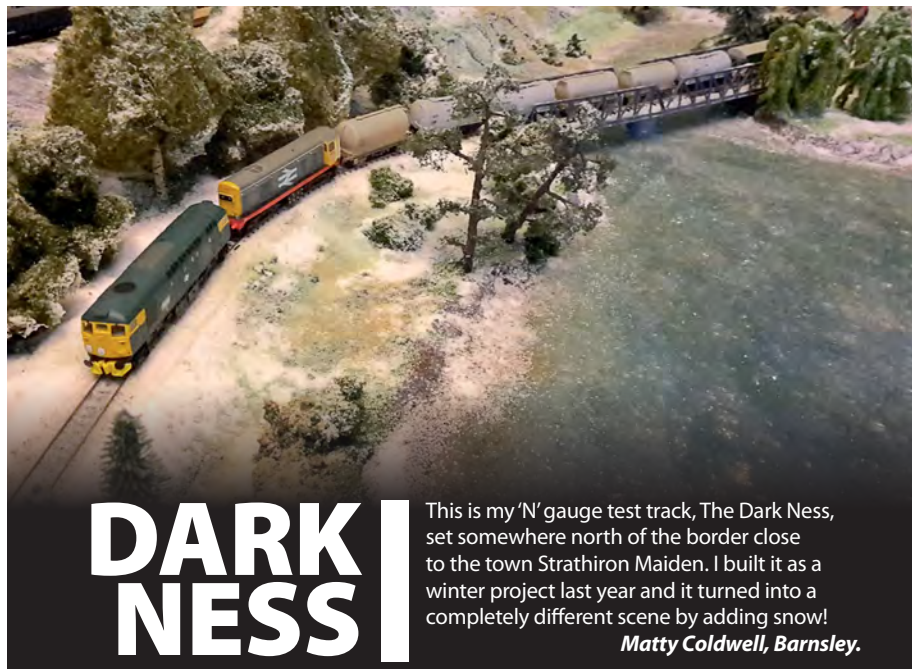


Kittyfuters

The layout represents an 1896 proposed light railway to a terminus somewhere in Eastern Scotland between Aberdeen in the east and Aviemore across to the west. The line is set in the 1962 to 1966 period with classes 25, 26, 27, 29 and odd Class 20, 47 and railbus running too.

If it had been built, the line might have survived as it is of strategic importance with a top secret Cold War era radar installation opened in the 1960s. I model the 1980s Scotrail period as well so this layout is a bit of fun made using surplus materials from my other project. I named it Kittyfuters as I find Ian Futers' Scottish layouts and books very useful.

Andrew Barnes, Poole, Dorset.



DARK NESS

This is my 'N' gauge test track, The Dark Ness, set somewhere north of the border close to the town Strathiron Maiden. I built it as a winter project last year and it turned into a completely different scene by adding snow!

Matty Coldwell, Barnsley.

Littlewood



My layout is based in the 1950-1960s and measures 7ft by 4ft. I have used Graham Farish, Dapol and Hornby (Arnold) for the locomotives and most of the road vehicles are from Oxford and Base Toys.

On Littlewood there is an Ivatt '2MT' 2-6-0, a Collett 'Castle' 4-6-0 and a 'Pannier'. My diesels include a Class 03, a pair of '08s', a Class 25 and a 27 along with a single car Class 121. The pride of my fleet is my Class 403 'Brighton Belle' in BR blue. In the future I plan to add a Class 24 and 47, a 4-CEP Electric Multiple Unit and hopefully a Class 101 Diesel Multiple Unit too.

I would like to thank my dad and grandad for their help in building my miniature wonderland.

Nathan Bentley, by e-mail.

St James' TMD



Here is my Digital Command Control sound (expanded) test track St James' TMD. It occupies just under 6ft x 2ft and uses Hornby set track points and track throughout, apart from the crossover which is from the Peco range.

There is a fair amount of locomotive movement around the depot with regular fuel deliveries from the hidden sidings under the road. Buildings and backscene will be familiar to all railway modellers with thanks to Metcalfe for producing the excellent retaining wall kits.

James Cunningham, by e-mail.

SHOW GUIDE

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

OCTOBER

13-16 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, The Fosse, Fosse Way, near Leamington Spa, Warwickshire CV31 1XN
Times: Thu 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10 (£9), concessions £9 (£8), children £4 (£3) – advance ticket prices in brackets
Website: www.midlandsmodeleengineering.co.uk
Features: Models, displays, demonstrations, live steam, trade support, societies, parking and refreshments.

15 RISBOROUGH AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX
Times: 11am-4pm
Prices: Free
Website: www.rdmrc.org.uk
Contact: 01844 275748
Features: Layout projects on display, chance to discuss all aspects of modelling.

15 TAD-RAIL 2016 MODEL RAILWAY EXHIBITION

Hosts: Tring and District Model Railway Club
Location: Cottesloe School, Aylesbury Road, Wing, Leighton Buzzard, Bedfordshire LU7 0PD
Times: 10.30am-4.30pm
Prices: Adults £5, children £3.50, family (2+3) £12
Website: www.tdmrc.co.uk
Features: 20 layouts, trade support, societies, refreshments and disabled access.

15 YEALMPTON MODEL RAILWAY SHOW

Hosts: Plym Valley Railway Association
Location: Yealampton Community Centre, Stray Park, Yealampton, Plymouth PL8 2HF
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1, family (2+2) £6
Website: www.plymrail.co.uk
Contact: 01752 880668
Features: Layouts, trade support, refreshments, parking and disabled access.

15/16 CARDIFF MODEL RAILWAY EXHIBITION

Hosts: Cardiff 4mm Group
Location: Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaff North, Cardiff CF14 2JL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children under 12 free
Website: www.cardiffmodelrail.org.uk
Contact: 02920 764659
Features: Layouts, trade support, demonstrations, societies, refreshments and parking. Free vintage bus service operating between venue and Cardiff Central railway station (Saturday only).

15/16 DUNDEE HOBBIES EXTRAVAGANZA

Hosts: Dundee Model Railway Club
Location: Dundee International Sports Complex, Mains Loan, Dundee DD4 7AA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, concessions £3.50, children £3.50, family £12
Website: www.dundeehobbies.co.uk
Contact: 07706 412834
Features: Layouts, trade support, model boats, aircraft and road vehicles, societies and refreshments.

15/16 UCKFIELD MODEL RAILWAY EXHIBITION

Hosts: Uckfield Model Railway Club
Location: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, concessions £5, accompanied children under 14 free
Website: www.uckfieldmrc.co.uk
Contact: 01903 745759
Features: 14 layouts, trade support, demonstrations, refreshments, parking and disabled access.

15/16 WARRINGTON MODEL RAILWAY EXHIBITION

Hosts: Warrington Model Railway Club
Location: Warrington Collegiate, Winwick Road, Warrington WA2 8QA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £1, family £12
Website: www.warringtonmodelrail.co.uk
Contact: 01925 815092
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

22 BECKENHAM MODEL RAILWAY SHOW

Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £6, concessions £5, children £4, family £12
Website: www.bwmrc.co.uk
Features: 15 layouts, trade support, demonstrations, societies and refreshments.

22 CHELMSFORD MODEL RAILWAY EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £4, 12-16yrs £2, accompanied children under 12 free
Website: www.chelmsford-and-district-mrc.webs.com
Contact: 01277 225206
Features: Layouts, trade support, refreshments, parking and disabled access.

22 CHICHESTER MODEL RAILWAY EXHIBITION

Hosts: Lions Club of Chichester
Location: Chichester High School, Kingsham Road, Chichester, West Sussex PO19 8AE
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, children under 12 £2, family (2+2) £12
Website: www.chillions.org.uk/modelrail
Contact: 07777 681292
Features: 17 layouts, trade support, displays, demonstrations, valuations, outdoor train rides, refreshments, parking and disabled access.

22 CRADLEY HEATH MODEL RAILWAY CLUB EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Cradley Heath Community Centre, Reddall Hill Road, Cradley Heath B64 5JG
Times: 10am-5pm
Prices: Adults £4, children £3, family £10
Website: www.cradleyheathmrc.co.uk
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

22 HINCKLEY MODEL RAILWAY EXHIBITION

Hosts: Hinckley Model Railway Enthusiasts
Location: St Peters RC Church Hall, Leicester Road, Hinckley, Leicestershire LE10 1LW
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 07805 078720
Features: 18 layouts, trade support and parking.

22 HORSHAM MODEL RAILWAY CLUB OPEN DAY

Hosts: Horsham Model Railway Club
Location: St Leonard's Church Hall, Cambridge Road, Horsham, West Sussex RH13 5ED
Times: 10am-4pm
Prices: Admission £1
Contact: 07894 875950
Features: Club layouts, displays, refreshments and disabled access.

22 RAINHILL MODEL RAILWAY EXHIBITION

Hosts: Stephenson Model Railway Group
Location: Guide House, Stoney Lane, Rainhill, Merseyside L35 9JY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £2.50, children £1.50
Website: www.stephensონmrg.org.uk
Contact: 0151 430 6883
Features: Nine layouts, trade support, demonstrations, refreshments and disabled access.

22/23 COTSWOLD MODEL RAILWAY SHOW

Hosts: Gloucester Model Railway Club
Location: Thomas Keble School, Eastcombe, Stroud, Gloucestershire GL6 7DY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2.50, family (2+2) £10. Scouts and Guides in uniform free
Website: www.cotswoldmrcs.co.uk
Contact: 01452 720599
Features: 12 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

22/23 GREENOCK AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Greenock and District Model Railway Club
Location: Lyle Kirk, Union Street, Greenock PA16 8DD
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £4, concessions £3, family (2+2) £13
Contact: 07795 681994
Features: Layouts, trade support and refreshments.

22/23 HARTLEPOOL MODEL RAILWAY SHOW

Hosts: Hartlepool Model Railway Group
Location: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+3) £18
Contact: paulhmr@gmail.com
Features: 25 layouts, trade support, demonstrations, refreshments and disabled access.

22/23 RAIL-EX TAUNTON

Hosts: Somerset Railway Modellers Club
Location: Taunton School, Staplegrave Road, Taunton, Somerset TA2 6AD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, concessions £5.50, children £3.50, family (2+2) £15
Website: www.somersetmrc.org.uk/Rail-EX/index
Contact: 07891 041026
Features: 21 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

23 CENTRAL SOUTHERN GAUGE O GROUP SHOW

Hosts: Central Southern Gauge O Group
Location: Allendale Community Centre, Hanham Road, Wimborne, Dorset BH21 1AS
Times: 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.csgog.org
Features: Layouts, trade support, demonstrations, test track and refreshments.

23 MODEL TRAINS IN THE VALLEY – OPEN DAY

Hosts: Liphook and District Model Railway Club
Location: Milland Valley Memorial Hall, Iping Road, Milland, Liphook GU30 7NA
Times: 10am-4pm
Prices: Adults £2, accompanied children free (max 2 per adult)
Website: www.millandvalleyrailway.co.uk
Features: Layouts, refreshments, parking and disabled access.

29 AMERSHAM CLASSIC MODEL TRAIN SHOW

Hosts: Chiltern Hills Vintage Train Group
Location: St John's Methodist Church Hall, Woodside Road, Amersham, Buckinghamshire HP6 6AJ
Times: 10.30am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01895 672251
Features: Vintage layouts, displays, trade support and refreshments.

29 BIRMINGHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Birmingham Model Railway Club
Location: Arden Hall, Water Orton Road, Castle Bromwich B26 9PB
Times: 10am-4pm
Prices: Adults £4, children £2, family £10
Contact: gog12605@aol.com
Features: 15 layouts, trade support, demonstrations, refreshments and parking.

29 CHILTERN HILLS CLASSIC MODEL TRAIN SHOW

Hosts: Chiltern Hills Vintage Train Group
Location: St John's Methodist Church Hall, Woodside Road, Amersham, Buckinghamshire HP6 6AJ
Times: 10.30am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01895 672251
Features: 14 layouts, displays, specialist trade support and refreshments.

29 COVENTRY AND WARWICKSHIRE 'O' GAUGE MODELLERS OPEN DAY

Hosts: Coventry and Warwickshire 'O' Gauge Modellers
Location: Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE
Times: 10am-3pm
Prices: Free
Contact: 02476 313221
Features: Test track, demonstrations and refreshments.

29 DIDCOT MODEL RAILWAY EXHIBITION

Hosts: Abingdon and District Model Railway Club
Location: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.admrc.org.uk
Features: 12 layouts, trade support, demonstrations, refreshments and parking.

29 EXPO NARROW GAUGE 2016

Hosts: Greenwich and District Narrow Gauge Railway Society
Location: White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent BR8 7BT
Times: 10am-5pm
Prices: Adults £8, members and concessions £7, accompanied children £1
Website: www.expongo.org
Features: Layouts, trade support, demonstrations and societies.

29 HIGHBRIDGE VINTAGE HORNBY MODEL TRAIN SHOW

Hosts: Hornby Railway Collectors Association, Bristol and Somerset Group
Location: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01278 789031
Features: Vintage layouts, trade support, refreshments, parking and disabled access.

29 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Viewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Viewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: £4

Website: www.hillingdonrailwaymodellers.co.uk

Features: Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, club sales, meet club members and refreshments.

29 SEAFORD MODEL RAILWAY SHOW

Hosts: Newhaven and District Model Railway Club
Location: Seaford Baptist Church Hall, Belgrave Road, Seaford, East Sussex BN25 2EE
Times: 10am-5pm
Prices: Adults £4, concessions £3.50, children £1
Website: www.newhavendmrc.com
Contact: 07775 772246
Features: Layouts, trade support, refreshments and parking.

29 NOTTINGHAM WOODTHORPE MODEL RAILWAY SHOW

Hosts: Nottingham Woodthorpe Model Railway Club
Location: Sherwood Community Centre, Mansfield Road, Sherwood, Nottingham NG5 3FN
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £12
Contact: 0115 962 1153
Features: Nine layouts, trade support, displays, refreshments, parking and disabled access.

29/30 ABERDEEN MODEL RAILWAY CLUB EXHIBITION

Hosts: Aberdeen Model Railway Club
Location: RGU Sport, Garthdee, Aberdeen AB10 7GE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concession £4, children £2.50, family £12.50
Website: www.aberdeenmrc.co.uk
Contact: 07796 897996
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

29/30 BODMIN MODEL RAILWAY EXHIBITION

Hosts: Bodmin and District Model Railway Club
Location: Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £3, family (2+2) £10
Contact: 07775 542174
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

29/30 CAISTORAIL MODEL RAILWAY SHOW

Hosts: Caistorail Model Railway Club
Location: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2.50, family £7.50
Contact: Mikehill@mh362.wanadoo.co.uk
Features: Layouts, trade support and refreshments.

29/30 CATHCART MODEL RAILWAY EXHIBITION

Hosts: Clydeside Model Railway Club
Location: Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4.50, concessions £4, children £2, family (2+2) £11
Website: www.clydesidemrc.com/cathcart
Features: Layouts, trade support and societies.

29/30 CHELTENHAM GREAT WESTERN MODELLERS AUTUMN EXHIBITION

Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £2.50, family (2+2) £9
Website: www.cheltmodrail.org.uk
Contact: 01242 517788
Features: Layouts, trade support, model road vehicles, displays, refreshments and disabled access.

29/30 HAZEL GROVE AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Hazel Grove and District Model Railway Society
Location: Hazel Grove High School, Jackson's Lane, Hazel Grove, Stockport SK7 5JX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free, unaccompanied children £3.50
Contact: 07834 316377
Features: Layouts, trade support, refreshments and disabled access. Courtesy bus operating between venue and Hazel Grove railway station all weekend.

29/30 HUDDERSFIELD RAILWAY MODELLERS EXHIBITION

Hosts: Huddersfield Railway Modellers
Location: Holmfirth Civic Centre, Huddersfield Road, Holmfirth HD9 3AS
Times: Sat 10am-4pm, Sun £10am-4pm
Prices: Adults £5, children £4, family (2+2) £12
Website: www.huddsrailwaymodellers.co.uk
Contact: 01274 874801
Features: Layouts, trade support and refreshments.

29/30 LEEDS MODEL RAILWAY EXHIBITION

Hosts: Leeds Model Railway Society
Location: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, accompanied children free
Website: www.leedsrmrs.org
Contact: 0113 266 1685
Features: 18 layouts, trade support, demonstrations, refreshments, parking and disabled access.

29/30 SPENNYMOOR MODEL RAILWAY EXHIBITION

Hosts: Durham Locomotive Preservation Group
Location: Spennymoor Comprehensive School, Whitworth Lane, Spennymoor, County Durham DL16 7LN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £1.50
Website: www.wrlpg.com
Contact: 01388 817907
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

29/30 WEYMOUTH MODEL RAILWAY ASSOCIATION EXHIBITION

Hosts: Weymouth Model Railway Association
Location: Wey Valley School, Dorchester Road, Weymouth, Dorset DT3 5AJ
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children £2, family (2+2) £14
Contact: weymouthmodelrailway@outlook.com
Features: 30+ layouts, trade support, refreshments, parking and disabled access.

29/30 WIMBLEDON MODEL RAILWAY CLUB EXHIBITION

Hosts: Wimbledon Model Railway Club
Location: Carshalton Boys Sports College, Carshalton, Surrey SM5 1RW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.wimbledonmrc.org.uk
Features: 15 layouts, trade support, demonstrations, refreshments and parking.

29/30 WIRRAL MODEL RAILWAY EXHIBITION

Hosts: Merseyside Model Railway Society
Location: Mosslands School, Mosslands Drive, Wallasey, Wirral CH45 8PJ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, children £2
Website: www.merseysidemrsc.co.uk
Contact: 07712 140422
Features: 19 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free vintage bus rides.

NOVEMBER

5 BRAUNSTONE MODEL RAILWAY EXHIBITION

Hosts: St Peter's Church
Location: St Peter's Church, Woodshaw Rise, Leicester LE3 1RH
Times: 11am-4pm
Prices: Adults £2.50, concessions £2, accompanied children free
Website: www.stpetersbraunstone.org.uk
Contact: 0116 283 0101
Features: Nine layouts, trade support, demonstration, refreshments, parking and disabled access.

5 THORNCOMBE MODEL RAILWAY EXHIBITION

Hosts: Thorncombe Rail Activities Club
Location: Thorncombe Village Hall and School, Chard Street, Thorncombe, Dorset TA20 4NE
Times: 10am-4.30pm
Prices: Adults £4, members free, children free
Website: sites.google.com/site/trclubsite/Home
Contact: 01297 552280
Features: 15 layouts, trade support, refreshments, parking and disabled access.

5 WEST SUSSEX 'N' GAUGE MODEL RAILWAY SHOW
Hosts: West Sussex Area Group of the N Gauge Society
Location: Angmering School, Greenwood Drive, Station Road, Angmering, West Sussex BN16 4HH
Times: 10am-5pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.wsng.co.uk
Contact: 01403 266689
Features: 21 layouts, trade support, refreshments, parking and disabled access.

5 WREXHAM HOBBIES, TOY AND MODEL RAILWAY EXHIBITION
Hosts: World of Motion
Location: Wrexham Memorial Hall, Wrexham LL12 7AG
Times: 10.30am-4pm
Prices: Adults £3.50, children £1
Website: www.barrystocktonfairs.co.uk
Contact: 0151 638 3915
Features: Layouts and trade support.

5 WYCRAIL 2016
Hosts: High Wycombe and District Model Railway Society
Location: Cressess Community School, Holmers Lane, High Wycombe HP12 4UD
Times: 10am-5pm
Prices: Adults £6, children £4, family (2+2) £18
Website: www.hwdmrs.org.uk
Contact: 07889 329211
Features: 30 layouts, trade support, demos, societies, refreshments, parking, disabled access. Free bus service between venue and High Wycombe RT.

5/6 BARNSELY MODEL RAILWAY CLUB EXHIBITION
Hosts: Barnsley Model Railway Club
Location: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9HX
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4, concessions £3
Contact: 07774 806487
Website: www.barnsleymrc.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 CREWE MODEL RAILWAY EXHIBITION
Hosts: Alsager Railway Association
Location: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe, Cheshire CW2 8WD
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children £2, family (2+2) £14
Website: www.alsager railway association.co.uk
Contact: 07747 087050
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

5/6 GRAVESEND MODEL RAILWAY SHOW
Hosts: Gravesend Rail Enthusiasts Society
Location: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.gres.org.uk
Contact: 01474 321329
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 ISLE OF WIGHT MODEL RAILWAY EXHIBITION
Hosts: Wight Model Railway Group
Location: Medina Leisure Centre, Fairlee Road, Newport, Isle of Wight PO30 2DX
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, children £3.50, family £15
Website: www.wmrg.club
Contact: 01983 755527
Features: 20 layouts, trade support, demonstrations, societies, parking and disabled access.

5/6 WOLVERHAMPTON MODEL RAILWAY EXHIBITION
Hosts: Wolverhampton Model Railway Club
Location: Wednesfield High School, Lichfield Road, Wednesfield, Wolverhampton WV11 3ES
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £1
Contact: info@wolverhamptonmrc.org.uk
Features: 12 layouts, trade support, demonstrations, refreshments, parking and disabled access.

6 BURTON MODEL RAILWAY EXHIBITION
Hosts: Burton Railway Society
Location: National Brewery Centre, Horninglow Street, Burton upon Trent DE14 1NG

Times: 10am-4pm
Prices: Adults £4, accompanied children £1, family £9
Website: www.burtonrailwaysociety.co.uk
Contact: 07425 140292
Features: 14 layouts, trade support, refreshments, parking and disabled access. Entrance fee includes full access to brewery museum.

6 CORNWALL MODEL RAILWAY EXHIBITION
Hosts: Cornwall 'O' Gauge Group
Location: Carn Brea Leisure Centre, Carn Brea Avenue, Redruth, Cornwall TR15 3QS
Times: 10am-4pm
Prices: Adults £3, children £1, family £6
Website: www.cornwallgauge.org.uk/exhibition
Features: More than 20 layouts (all gauges), trade support, demonstrations, refreshments, parking and disabled access.

12 CULTRA MODEL RAILWAY DAY
Hosts: Friends of Cultra
Location: Ulster Folk and Transport Museum, Cultra, Co. Down, BT18 0EU
Times: 10am-5pm
Prices: Adults £9, concessions £7, children £5.50, family (2+3) £25, family 1+3 (£19)
Website: www.nmni.com/ufm
Contact: 07788 793362
Features: 30 layouts, trade support and displays set amongst full-size prototypes in the Irish Railway collection.

12 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.

12 IPSWICH RAILWAY MODELLERS ASSOCIATION EXHIBITION
Hosts: Ipswich Railway Modellers Association
Location: Kesgrave High School, Kesgrave, Ipswich IP5 2PB
Times: 10am-4.30pm
Prices: Adults £4.50, accompanied children free
Website: www.irma.org.uk
Contact: 01473 251017
Features: Layouts, trade support and refreshments.

12 ROMFORD MODEL RAILWAY SHOW
Hosts: Romford Model Railway Society
Location: Marshalls Park School, Pettits Lane, Romford RM1 4EH
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £4, family (2+2) £14
Contact: 07946 615381
Features: 24 layouts, trade support, refreshments, parking and disabled access.

12 SOLIHULL MODEL RAILWAY CIRCLE EXHIBITION
Hosts: Solihull Model Railway Club
Location: St Mary's Church Hall, Hob's Meadow, Solihull B92 8PN
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1, family £6
Contact: 07817 093264
Features: Layouts, trade support, societies, refreshments and parking.

12 THEYDON BOIS MODEL RAILWAY EXHIBITION
Hosts: Epping Railway Circle
Location: Village Hall, Coppice Row, Theydon Bois, Essex CM16 7ER
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4, children £3
Contact: 020 8508 1764
Website: www.eppingrailwaycircle.com
Features: 12 layouts, trade support, refreshments, parking and disabled access.

12 WESTBURY MODEL RAILWAY SHOW
Hosts: West Wiltshire Gauge O Group
Location: Paragon Hall, High Street, Westbury, Wiltshire BA13 3HA
Times: 10am-4.30pm
Prices: Adults £4.50, concessions and members £3.50, children £2, family (2+2) £10
Contact: 01380 831147
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

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WWW.HORNBYSMAGAZINE.COM
FOR OUR ONLINE SHOW GUIDE

12 WESTON ON TRENT MODEL RAILWAY EXHIBITION
Hosts: Weston on Trent Primary School
Location: Weston on Trent Primary School, Forrester Avenue, Weston on Trent, Derbyshire DE72 2HX
Times: 10.30am-4.30pm
Prices: Adults £3.50, concessions £3, children £2, family (2+3) £10
Contact: 07711 318489
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12/13 BRIGHTON MODEL RAILWAY CLUB EXHIBITION
Hosts: Brighton Model Railway Club
Location: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton, East Sussex BN1 8TA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £3, children £2.50, family (2+2) £10
Website: www.brightonmrc.com
Contact: 01273 771929
Features: Seven layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

12/13 ELGIN MODELFAIR
Hosts: Elgin Model Railway Club
Location: Elgin Town Hall, Elgin, Moray IV30 1UL
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £12
Contact: enquiries@elginmodelrailwayclub.co.uk
Features: Layouts, Meccano, slot cars, model boats, model planes, trade support and refreshments.

12/13 NEWCASTLE MODEL RAILWAY EXHIBITION
Hosts: Newcastle and District Model Railway Society
Location: Heaton Manor School, Newton Road, Newcastle upon Tyne, NE7 7DP
Times: Sat 10am-6pm, Sun 10am-4pm
Prices: Adults £5, children £2, family £12
Website: www.newcastlemodelrailway.org.uk
Contact: 07941 157811
Features: 18 layouts, trade support, refreshments, parking and disabled access.

12/13 RENFREWSHIRE MODEL RAILWAY EXHIBITION
Hosts: Renfrewshire Model Railway Club
Location: Johnstone Town Hall, Church Street, Johnstone, Renfrewshire PA5 8FA
Times: Sat 10am-5pm, Sun 12pm-4pm
Prices: Adults £5, concessions £4, children £2, family (2+2) £11
Website: www.renfrewshiremrc.co.uk
Features: Layouts and trade support.

12/13 SEDGEMOOR RAIL PRE-CHRISTMAS SHOW
Hosts: Burnham and District Model Railway Society
Location: King Alfred School, Highbridge, Somerset TA9 3EE
Times: Sat 10.30am-4pm, Sun 10am-4pm
Prices: TBC
Website: www.burnhamanddmrc.org
Contact: 01278 782121
Features: Eight layouts, trade support, refreshments and parking.

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.

The Gravesend Model Railway Show



ON
Sat 5th November 2016 - 10am to 5pm
Sun 6th November 2016 - 10am to 4pm

AT
Northfleet School for Girls
Hall Road, Northfleet, Kent DA11 8AQ



- New fully accessible venue
- Varied exhibits & traders
- Hot & Cold food/drinks
- Free parking on site
- Close to A2 & Bluewater
- Arriva buses stop outside:
481 (direct from Gravesend & Bluewater both days)

**New
venue for
2016**

Standard rate: £4.00
Accompanied children under 16: Free

Organised by the Gravesend Railway Enthusiasts Society (GRES)
For more information, ring Mike Fitzsimons: 01474 321 329
For more information about GRES, visit: WWW.GRES.ORG.UK
And on Facebook: Gravesend-Railway-Enthusiasts-Society

Hartlepool Model Railway Show

22nd & 23rd October 2016

Saturday 10am - 5pm, Sunday 10am - 4pm

Proceeds to RNLI and Hartlepool Families First



Walthrop Bridge. Photo: Tony Wright

Hartlepool College of Further Education, Stockton
Street, Hartlepool, Sat Nav TS24 7LB
Only a 10 minute walk from the Travel Exchange

**25 layouts from Z gauge to O gauge,
25 trade stands, modelling demonstrations**

Disabled access and full catering facilities

Parking charge: £1.50 (Saturday only)

Admission charges: Adults £6, OAP £5, Children £4, Under 5s free, Family Ticket (2+3) £18

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Class 414 2-HAP EMU
Pre-order for £186.96 (estimated)



31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

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Pre-order for £127.46



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

Class 57 Diesel
Pre-order from £127.46



32-753DS 7007 "Freightliner Bond" in Freightliner green - DCC sound fitted £203.96
32-756 57603 "Tintagel Castle" in GWR (2015) green
32-764 57305 "Northern Princess" in DRS Northern Belle livery



Pre-order at www.hattons.co.uk/bachmann2016

Class 70 diesel
Pre-order from £131.71



31-590 70015 in Freightliner livery with air intake modifications
31-591 70805 in Colas livery with air duct boxes

WD Austerity 2-8-0
Pre-order for £131.71



32-250A 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue
32-254A 77003 in LNER plain black

LNWR 0-6-2T Webb Coal Tank
Pre-order for £97.71



35-050 1054 in LNWR plain black livery
35-051 7841 in LMS black livery
35-052 58900 in BR black early emblem

SECR 60' Birdcage Coaches
Pre-Order for £50.96



39-600 Brake Composite SECR Dark Lake
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
39-612 Composite BR Vermillion
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

Pre-order for £144.46 (estimated)



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



Hatton's Announce Exclusive O Gauge Class A3, A4 and Teak coaches



Class A3 4-6-2
Pre-order for £750



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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
Pre-order for £750



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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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HORNBY

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LNOR Holden B12 4-6-0

Pre-order for £123
Due December 2016



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

Class W4 Peckett 0-4-0ST

Pre-order for £70
Due December 2016



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

HELJAN

Heljan Pre-Orders

Class 1361 0-6-0ST

Pre-order for £124
Due Q4 2016



1300 1361 in GWR photographic grey
1301 1363 in GWR green with shirtbutton emblem
1302 1364 in GWR green
1303 1365 in BR black with early emblem
1304 1363 in BR black with late crest

Class 8P Merchant Navy 4-6-2

Pre-order from £144
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

20T Coke Hopper Wagons

Pre-order singles for £18 each



R6731 20 Ton Coke Wagon in LMS livery
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

Class 1366 0-6-0ST

Pre-order for 124
Due Q4 2016



1320 1366 in GWR green with shirtbutton
1321 1369 in Great Western green - as preserved
1322 1370 in GWR green
1323 1367 in BR black with early emblem
1324 1368 in BR black with late crest

Limited Edition Class 14xx & Class 71 from Hatton's, being produced by DJ Models

Class 14xx Pre-order for £99 Due in to stock Dec/Jan



Pristine

H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

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

Heavily Weathered

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

www.hattons.co.uk/14xx

Golden Arrow Class 71s

Pre-order for £139.95
Due in stock by October 2016



OO71-002HAT E5015 in BR Southern Region light green with full Golden Arrow headboards, arrows and flags pre-fitted
OO71-004HAT E5013 in BR Blue with full Golden Arrow headboards, arrows and flags pre-fitted



www.hattons.co.uk/goldenarrow

Class 121/122 "Bubble Car" DMU In Partnership with Dapol Pre-order from £129.95



4D-009-HAT01 120 in 'GWR 150' Chocolate & Cream livery
4D-009-HAT02 121032 in Arriva Trains Wales livery
4D-009-HAT03 960011 in Railtrack blue & green livery
4D-009-HAT04 121020 in Chiltern blue livery
4D-009-HAT05 55033 in Revised Network South East livery
4D-009-HAT06 960010 in Railtrack "coaching stock" maroon
4D-009-HAT07 55022 in Original Network South East livery
4D-015-HAT01 TDB975023 in Route Learning BR blue



www.hattons.co.uk/hattonsbubble

www.hattons.co.uk/preorder

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

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Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wicham 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	£186.96 (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

	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	£123.72	April 2014							
Class 121/122	hattons.co.uk/dapolbubble	£119.43 - 134.95	Dec 2012							

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

	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 - £99	Aug 2014							
Golden Arrow Class 71s	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
14xx	hattons.co.uk/14xx	£99	Sep 2014							
Hatton's King	hattons.co.uk/king	£169 - £179	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366	hattons.co.uk/1361	£124	Nov 2013							
4-wheel A & B Tanks	hattons.co.uk/heltank	£20.50 - £76	Nov 2015							
Class 47xx "Night Owl"	hattons.co.uk/47xx	£154	Nov 2014							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

Class 1361, Class 07 shunter- view these projects at www.hattons.co.uk/projectupdates

	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							
Peckett 0-4-0	hattons.co.uk/peckett	£70	Oct 2015							
Class B12 Holden	hattons.co.uk/B12	£123	Nov 2015							
10T Cattle Wagon	hattons.co.uk/horcat	£18	Nov 2015							
Merchant Navy	hattons.co.uk/mn	£144 - £162	Mar 2015							

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

	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 - £25	Mar 2015							
Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coach	hattons.co.uk/oxmk3	TBC	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

www.hattons.co.uk/projectupdates

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

NEW



J9405 Austerity 0-6-0ST "Hurricane" in NCB Bickershaw Colliery lined green - lightly weathered - Ltd Ed of 200 (DJ) **NEW** £99



J9401 Austerity 0-6-0ST "Robert" in NCB Bold Colliery lined green - Ltd Ed of 200 (DJ) £99

NEW



J9404 Austerity 0-6-0ST 1763 in NCB Peckfield Colliery lined maroon chevrons - very heavily weathered - Ltd Ed of 200 (DJ) **NEW** £99



J9402 Austerity 0-6-0ST 71515 in Mech Navvies maroon - Ltd Ed of 200 (DJ) £99

NEW



J9406 Austerity 0-6-0ST 8 in NCB Mountain Ash Colliery lined green - very heavily weathered - Ltd Ed of 200 (DJ) **NEW** £99



J9408 Austerity 0-6-0ST 98 "Royal Engineer" in Army green - Ltd Ed of 200 (DJ) £99

NEW



J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DJ) **NEW** £99



J9407 Austerity 0-6-0ST No 4 in NCB Backworth Colliery lined black - Ltd Ed of 200 (DJ) £99

NEW



J9409 Austerity 0-6-0ST No 7 in NCB Littleton Colliery lined blue - lightly weathered - Ltd Ed of 200 (DJ) **NEW** £99



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



31-433 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) £81.56



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



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



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



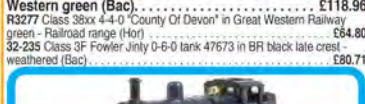
R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (list £139.99) **BARGAIN** £118



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) £118.96



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) £84.80



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £80.71



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



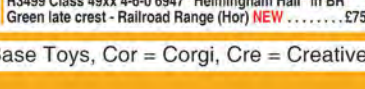
R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) £111.10



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



R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) **NEW** £75



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (list £99.99) **BARGAIN** £58



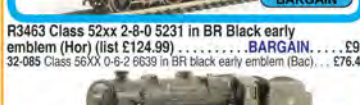
R3460TTS Class 4F 0-6-0 44198 BR Black late crest - TTS sound fitted (Hor) £114



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



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



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



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



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) **NEW** £144



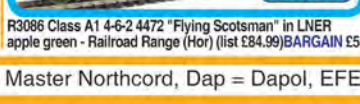
R3384TTS Class 6000 King 4-6-0 6006 "King George I" in BR Green late crest - TTS sound fitted (Hor) **NEW** £166



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) **NEW** £144



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) £64.80



R3444 Class 7P Britannia 4-6-2 70034 "Thomas Hardy" in BR green early emblem (Hor) £140



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



R3360 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (list £89.99) **BARGAIN** £56



R3467 Class A1X "Terrier" 0-6-0ST 751 in SE&CR Green (Hor) **NEW** £66



31-528A Class A2 4-6-2 60529 "Pearl Diver" BR lined green late crest (Bac) £144.45



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



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



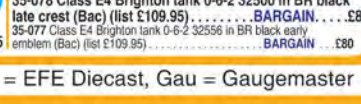
R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (list £131.99) **BARGAIN** £74



31-146 Class D11/1 4-4-0 62663 "Prince Albert" in 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



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

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35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR
umber (Bac) (list £109.95) **BARGAIN** £80



31-481 Class G2A Super D 0-8-0 49106 in BR black early
emblem - weathered (Bac) £111.45



31-480 Class G2A Super D 0-8-0 9376 in LMS black
tender back cab (Bac) £101.96



R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor)
NEW £101



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



R3415 Class J15 0-6-0 65477 in BR Black early
emblem (Hor) **NEW** £101



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



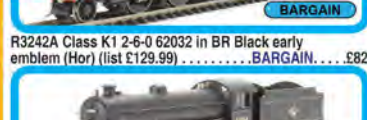
OOJ94-001 Class J94 Austerity 0-6-0ST 68023 in BR
black early crest & tall coal bunker (DJ) **NEW** £82



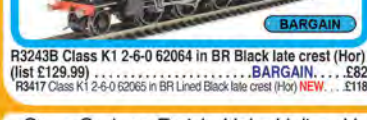
R3418 Class K1 2-6-0 62006 in BR black BRITISH
RAILWAYS lettering (Hor) **NEW** £118



R3242A Class K1 2-6-0 62032 in BR Black early
emblem (Hor) (list £129.99) **BARGAIN** £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor)
(list £129.99) **BARGAIN** £82



R3417 Class K1 2-6-0 62065 in BR Lined Black late crest (Hor) **NEW** £118



32-281 Class K3 2-6-0 61862 in BR black early
emblem (Bac) £118.96



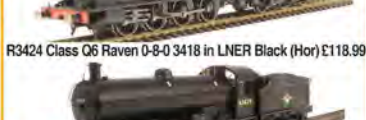
R3461 Class L1 Thompson 2-6-4T 67702 LNER apple green BR
number (Hor) £122



R3465 Class N2 0-6-2T 4765 in LNER Lined Black (Hor) £83



3912 Class O2/3 Tango 2-6-0 63948 BR black early crest stepped
tender (Hel) £148



3913 Class O2/3 Tango 2-6-0 63952 BR black late crest stepped
tender (Hel) £148



3922 Class O2/4 Tango 2-6-0 63975 BR black late crest flush tender (Hel) £148



3923 Class O2/4 Tango 2-6-0 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



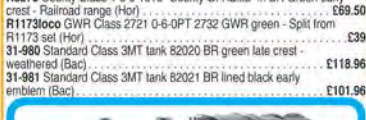
R3424 Class Q6 Raven 0-8-0 3418 in LNER Black (Hor) £118.99



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



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



32-359A Standard Class 4MT 2-6-4T 80092 in BR black
early emblem (Bac) **NEW** £110.46



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined
black late crest (Bac) **NEW** £110.46



32-353 Standard Class 4MT 2-6-4T 80135 in BR green late
crest (As Preserved) (Bac) **NEW** £110.46



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



32-509 Standard class 5MT 73109 in BR lined black early
emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** £89



32-331 Class 25/1 25043 in BR Green Full Yellow Ends
(weathered) (Bac) £89.21



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



32-431DC Class 24 24077 BR Blue Indicator Discs (DCC Fitted) (Bac) £101.96



32-331 Class 25/1 25043 in BR Green Full Yellow Ends
(weathered) (Bac) £89.21



2809^A Class 28 Co-Bo Diesel D5708 BR Green Full Yellow
Ends. (Hel) (list £125) **BARGAIN** £89



2807^A 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



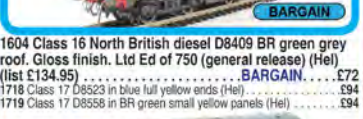
R3342 Class 08 Shunter 08489 in BR blue (Hor)
(list £119.99) **BARGAIN** £93



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) £84.96



1602 Class 16 North British diesel D8404 BR green
Stratford-style yellow warning panels. Ltd Ed of 750
(general release) (Hel) (list £134.95) **BARGAIN** £72



1603 Class 16 North British diesel D8407 BR green with full yellow ends
Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72



1604 Class 16 North British diesel D8409 BR green grey
roof. Gloss finish. Ltd Ed of 750 (general release) (Hel)
(list £134.95) **BARGAIN** £72



1718 Class 17 D8523 in blue full yellow ends (Hel) £94



1719 Class 17 D8558 in BR green small yellow panels (Hel) £94



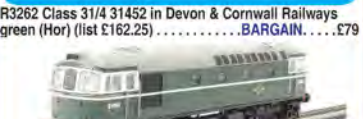
32-038DS Class 20 20124 in BR Blue with Indicator Discs
(Weathered & DCC Sound Fitted) (Bac) £195.46



LMW209 Class 201 no 209 'River Foyle' in WJR Blue (Maj) £129



32-431DC Class 24 24077 BR Blue Indicator Discs (DCC Fitted) (Bac) £101.96



32-331 Class 25/1 25043 in BR Green Full Yellow Ends
(weathered) (Bac) £89.21



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



32-431DC Class 24 24077 BR Blue Indicator Discs (DCC Fitted) (Bac) £101.96



32-390 Class 37/7 37706 'Conidae' in Railfreight
Petroleum (Bac) £101.96

Train packs



R3299 'Going Home' train pack - 70th Anniversary of the end
of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period
3 Coaches - Ltd Ed (Hor) (list £289.99) **BARGAIN** £150



30-325 Ambulance Train No.40 Train Pack GWR Class 5700 No.3711
'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI
figures (Bac) £140.20



30-425 Class 251 Midland Pullman train pack in Pullman
nanking blue - Collectors Edition (Bac) £509.96



R2570 GWR Freight Train Pack Class 101 steam loco and three wagons -
Railroad Range (Hor) (list £44.49) **BARGAIN** £30



R3401 The Bristolian Train Pack - Ltd Ed (Hor) **NEW** £240



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2
x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71



30-525 The Shakespeare Express Train Pack Hall Class 4965 'Hood 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

R3501 Virgin Trains East Coast train pack Class 91 91124 &
Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) £183

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 1958 - Oct 1957. (Dap) (list £105) **BARGAIN** £94

2501 Class 05 Hunslet shunter D2578 in BR green wasp
stripes (preserved) (Hel) £100

32-109 Class 08 08631 'Eagle' in Network SouthEast (Bac) £84.96

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32-484 Class 40 40159 in BR Blue (Bac) £118.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (list £89.99) BARGAIN £69



32-482 Class 40 97407 'Aureol' in BR Blue (Bac) NEW £131.71



32-483 Class 40 D338 in BR Green small yellow panel (Bac) £118.96
32-680 Class 45 45036 in BR Blue Split Centre Headcode (Bac) £101.96
31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £127.46
31-655 Class 47/3 47301 'Centurion' BR Railfreight Grey Red Stripe (Bac) £97.71



32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution Livery (Bac) (list £114.95) BARGAIN £72
31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



32-817 Class 47/7 47745 'Royal London Society For The Blind' in Rail Express Systems (Bac) (list £114.95) BARGAIN £72
4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) £119
4D-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap) £119



4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap) £109



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £113
32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96
5827 Class 58 58016 EW&S Livery (Hel) £125
5823 Class 58 58036 Railfreight Redstripe Livery Orange Cantrell Stripe (Hel) £125



R3487 Class 66 66079 'James Nightall GC' in EWS (Hor) NEW £79



R3486 Class 66 66185 'DP World London Gateway' in DB Schenker (Hor) NEW £79



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46



32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (list £169.99) BARGAIN £144
R3481 Class 67 67023 'Western Star' EWS (Hor) (list £144.99) BARGAIN £110
4D-006-003 Class 73 electro-diesel 73135 BR blue full yellow ends (Dap) £119.51



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN £75
Electric locos



R3374 Class 71 71012 in BR Blue (Hor) £127.50



R3373 Class 71 E5001 in BR Green (Hor) £127.50



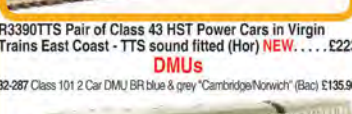
R3376 Class 71 E5022 in BR Green no yellow ends (Hor) £127.50



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph (Bac) (list £139.95) BARGAIN £79
31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) £118.96
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
HSTs



R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (Hor) NEW £223



32-287 Class 101 2 Car DMU BR blue & grey 'Cambridge Norwich' (Bac) £135.96
DMUs



32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) £135.96



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) BARGAIN £78



32-905^ Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) BARGAIN £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) BARGAIN £86
8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (list £119.95) BARGAIN £59
8923 Class 128 DPU 55991 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
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



R3477 Class 153 153321 in Regional Railways (Hor) NEW £88



R3476 Class 153 153327 in Arriva Trains Wales (Hor) NEW £88



R3351 Class 153 153358 in Northern Rail (Hor) (list £89.99) BARGAIN £56

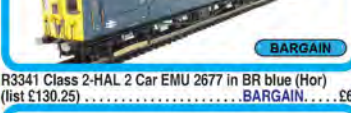
32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.21
8750 Park Royal Railbus SC79970 in BR green speed whiskers (Hel) £97
8803 Railcar W79978 in BR dark green speed whiskers (Hel) £94
EMUs



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 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-BL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £130.25) BARGAIN £74



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) BARGAIN £72
31-379 Class 416 2EPB 2 Car EMU 5771 BR green no yellow panel (Bac) £186.96



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN £64



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

R1176 Eurostar 2013 Train Set (Hor) £140
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120



30-130 Military Manoeuvres train set (Bac) £144.45

R1155 Pendolino trainset 390004 Virgin Trains 'Aston Pendolino' branding (Hor) £130



R1185 Santa's Express Christmas Train Set (Hor) NEW £44

30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71



30-165 The Thanet Flyer train set (Bac) NEW £152.95

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&DR 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) £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 LMS crimson (Hor) (list £40.25) BARGAIN £27

39-575 BR Hawksworth Auto Trailer Crimson & Cream (Bac) £58.61

39-576 BR Hawksworth Auto Trailer Maroon (Bac) £58.61

39-281A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN £24

39-050G BR Mk1 SO 50567 Second Open Blue & Grey (Bac) £33.11

39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN £18

39-778 ex-LMS 50' inspection saloon DM45029 EWS maroon and gold (Bac) £50.96



39-777A ex-LMS 50' Inspection saloon M45030M in BR Blue & Grey (Bac) £50.96

Prices valid until 09/11/16

Orders received after this date for products that have increased in price will be given a refund



39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) £50.96
R431C Grestley 61' 6" full brake in BR maroon (Hor) (list £48.99) BARGAIN £35
R4648 Grestley suburban First Class S81035E BR Maroon (Hor) (list £40.25) BARGAIN £26

NEW



R4696 K-Type Pullman First Class Kitchen Car 'Joan' (Hor) NEW £44

NEW



R4697 K-Type Pullman First Class Parlour Car 'Ursula' (Hor) NEW £44

NEW



R4693 K-Type Pullman Third Class brake 'Car No.78' (Hor) NEW £44

NEW



R4695 K-Type Pullman Third Class Parlour Brake Car 'Car No.80' (Hor) NEW £44

NEW



R4694 K-Type Pullman Third Class Parlour Car 'Car No.83' (Hor) NEW £44
R1167 Coaches LNER Teak Coaches (unboxed) - Pack of 3 (Hor) £39

NEW



R4736 Maunsell brake third 3797 in SR malachite green (Hor) NEW £35

NEW



R4734 Maunsell corridor first 7406 in SR malachite green (Hor) NEW £35

NEW



R4737 Maunsell corridor six compartment brake third 3798 in SR malachite green (Hor) NEW £35

NEW



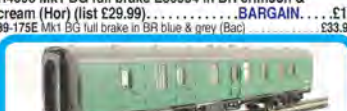
R4735 Maunsell corridor third 1216 in SR malachite green (Hor) NEW £35
39-2280 Mk1 BCK brake composite corridor S12175 in BR green (Bac) £33.11

NEW



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

NEW



R4699 Mk1 BG full brake S80926 in BR green (Hor) (list £29.99) BARGAIN £16



R4713 Mk1 BSK brake second corridor S34613 in BR green (Hor) (list £29.99) BARGAIN £16
R4710 Mk1 BSK brake second corridor W34299 in BR chocolate & cream (Hor) (list £29.99) BARGAIN £16



R4712 Mk1 CK composite corridor S15913 in BR green (Hor) (list £29.99) BARGAIN £16
R4709 Mk1 CK composite corridor W15061 in BR chocolate & cream (Hor) (list £29.99) BARGAIN £16
39-271D Mk1 GUV general utility van M86223 in BR Maroon (Bac) £33.96
39-282B Mk1 RMB miniature buffet S1651 in BR green (Bac) £33.96
R4708 Mk1 SK second corridor W24540 in BR chocolate & cream (Hor) (list £29.99) BARGAIN £16
39-502A Mk1 SLSTP Sleeper Car E2591 in BR Maroon (Bac) £41.61
39-051J Mk1 SO second open E4059 in BR Maroon (Bac) £33.11



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
39-363A Mk2A TSO tourist second open 5354 Network SouthEast blue (Bac) £38.21
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



R4611A Mk2E FO first open W3245 in BR blue & grey - lights (Hor) (list £29.99) BARGAIN £19



R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (list £42.99) BARGAIN £26
R4597 Mk3 SLEEP 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
R4732A Mk3 TSO trailer second open W42004 in BR blue & grey (Hor) £27
R4655A Mk4 FO first open 11324 in East Coast (Hor) (list £28.49) BARGAIN £14
R4665 Mk4 FO first open 11424 in East Coast (Hor) (list £28.49) BARGAIN £14
R4667 Mk4 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
R4668 Mk4 TSO second open 12425 East Coast (Hor) (list £28.49) BARGAIN £14
R4666A Mk4 TSO second open 12447 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



38-030B 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
38-183 12 Ton BR plywood fruit van B875860 BR bauxite (Late) - weathered (Bac) £14.41
R6770 14 Ton Tank Wagon 'Carless Petro' (Hor) NEW £13
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 'Essor' (Bac) £17.81
R6769 20 Ton Tank Wagon 'Industrial Alcohol' (Hor) £17.81
38-776 20 Ton Tank Wagon 'Shell/BP' (Bac) £17.81
38-554 20T Midland Brake Van M623 Midland Railway grey (Bac) NEW £23.76
38-144 29 ton VDA sliding door box van BR Railfreight - weathered (Bac) £21.21
R6751 6 Plank Wagon 'Cadbury Boumville' (Hor) NEW £12
R6753 6 Plank Wagon 'Conker & Bevan' (Hor) NEW £12
R6752 6 Plank Wagon 'Cory Brothers & Co' (Hor) NEW £12
R6754 6 Plank Wagon 'London Brick Company' (Hor) NEW £12



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
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 Bulk grain bogie hopper VTG 'Traffic Services' - weathered (Bac) £51.39
38-425 Pack of 4 (Bac) (list £239.80) BARGAIN £192
38-425 Megapack of 8 (Bac) (list £479.60) BARGAIN £370
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
R6682D Extra Long CCT wagon 1274 LNER teal (Hor) (list £19.99) BARGAIN £11
R6781 Hornby 2016 PGA wagon - Formerly exclusive to Hornby Collector's Club (Hor) (list £15) BARGAIN £7
4F-010-001 JNA Falcon Network Rail NLU29006 (Dap) £20
B9100 KOA/KA Pocket wagon & container (Dap) £23



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (list £17.99) BARGAIN £12
38-287 Pack of 3 22 ton Prestios in BR bauxite - weathered (Bac) £66.73



R6712A Pack of 3 five-plank open wagons in BR bauxite (Hor) (list £24.99) BARGAIN £15
38-651A PCA Metalair Bulk Powder Wagon 10690 in Grey (Bac) £22.06
38-650A PCA Metalair Bulk Powder Wagon 11017 Blue Circle Cement (Bac) £22.06
R6789 RailRoad Fuel Tanker Triple Pack - BP, Texaco, Total (Hor) £16
4F-027-005 Silver Bullet NACCOCCEC 3387-7898047-8 (Dap) £23.50
4F-027-008 Silver Bullet NACCOCCEC 3387-7898057-7 Weathered (Dap) £25.25
4F-027-007 Silver Bullet NACCOCCEC 3387-7898119-5 Weathered (Dap) £25.25



33-090 Triple Pack 5 Plank China Clay Wagon Flat Hood GWR Brown (Bac) £31.41



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

DCC decoders

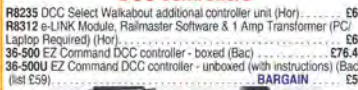


36-554 21-pin 3-function 2-sided 1A decoder pack EMF for slow running (Bac) £12
36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder pack EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50
X9659 4-pin decoder for Sentinel and Peckett locos (Hor) £10
BPDC227 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 100 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) £18.65

DCC controllers



R8235 DCC Select Walkabout additional controller unit (Hor) £63
R8312 e-LINK Module, Railmaster Software & 1 Amp Transistor (PC/Laptop Required) (Hor) £68
36-500 EZ Command DCC controller - boxed (Bac) £76.46
36-500U EZ Command DCC controller - unboxed (with instructions) (Bac) (list £59) BARGAIN £59



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



R8014 Mark 2 Point Motor (Hor) £7

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Lighting equipment

GM879 Pack of eight single-head adjustable modern lights (Gau) NEW £24
GM880 Pack of five double-head adjustable modern lights (Gau) NEW £22
GM852 Pack of six Barley Twist gas lamps and two wall lamps - BR / SR green (Gau) NEW £26
GM854 Pack of six Barley Twist gas lamps and two wall lamps - GWR stone (Gau) NEW £26
GM867 Pack of six swan neck lamps and two wall lamps - BR / SR green (Gau) NEW £26
GM868 Pack of six swan neck lamps and two wall lamps - LMS maroon (Gau) NEW £26
GM857 Pack of six Taper Post gas lamps and two wall lamps - BR / SR green (Gau) NEW £26
GM859 Pack of six Taper Post gas lamps and two wall lamps - GWR stone (Gau) NEW £26
GM804 Pack of three Barley Twist gas lamps - BR / SR green (Gau) NEW £11
GM819 Pack of three Swan Neck lamps - BR / SR green (Gau) NEW £11
GM819 Pack of three Swan Neck lamps - GWR stone (Gau) NEW £11
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

36-611 Replacement power clip cable for Bachmann controllers (Bac) NEW £5

Spares

36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61
SL-110 Finescale rail joiners/plates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/plates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/plates (for code 100 rails incl. 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
TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) £21.75

Wheel sets

R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor) £6.50

Man-made scenic structure - railway-related

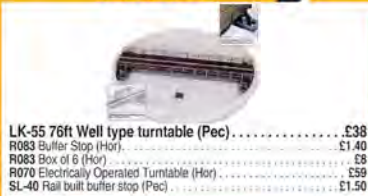


89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199

Opening hours

Store: 09:00 - 17:00 Mon - Sun

07:30 - 18:00 Mon-Sat
09:00 - 17:00 Sun



- LK-55 76ft Well type turntable (Pec) £38
- R083 Buffer Stop (Hor) £140
- R083 Box of 6 (Hor) £8
- R070 Electrically Operated Turntable (Hor) £38
- SL-40 Rail built buffer stop (Pec) £150



- 44-0053 Servicing Point (Bac) £49.26
- R530 Set of 3 Pylons (Hor) £14

Signals

- R171 Home signal (Hor) £8
- 4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
- 4L-001-003 Signal - Motorised, Round post GWR home (Dap) £22
- 4L-001-002 Signal - Motorised, Square post GWR distant lower quadrant (ex-OOSIGN2) (Dap) £22
- 4L-003-003 Signal - motorised, SR ladder home (Dap) £22

Buildings - general

- R9826 Detached Brick Garage (Hor) NEW £12
- 44-040 Diesel fueling point - Sorecraft range (162 x 37 x 56mm) (Bac) £12
- R9807 Modern Bungalow (Hor) NEW £22
- R9801 Modern Terrace House (Hor) NEW £22
- P0261 Pair of red brick terraced houses (Card Kit) (Met) £8
- R9811 Shipyard Lean-to (Hor) NEW £14
- R9808 Timber Store and Workshop (Hor) NEW £17
- R9803 Tin House (Hor) NEW £22

- 44-016 Fuel Storage Tanks (Bac) £33.96
- P0415 Nissen Hut (Met) NEW £8.50

Bridges, Tunnels & Walls

- R8008 Grand suspension bridge (Hor) £39
- P0244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11

People - civil

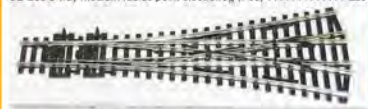
- 36-408 12 x Seated Coach Passengers (Bac) £10.16
- 36-407 1950s Train Crew x 6 (Bac) £6.21
- 36-407 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Setrack

- ST-245 Setrack curved double radius left handed point insulating (Pec) £14
- ST-244 Setrack curved double radius right handed point insulating (Pec) £14
- ST-201 Setrack double straight (Pec) £12
- ST-241 Setrack No 2 radius left handed point insulating (Pec) £9
- ST-240 Setrack No 2 radius right handed point insulating (Pec) £9
- ST-204 Setrack Oval Straight (67mm) (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 insulating (Pec) £25



- SL-99 3 way medium radius point insulating (Pec) £25



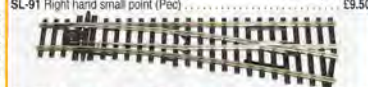
- SL-90 Double slip insulating (Pec) £31
- SL-87 Left hand curved point (Pec) £12.50
- SL-E87 Left hand curved point electrofrog (Pec) £12.50
- SL-E89 Left hand large point electrofrog (Pec) £12
- SL-E88 Left hand large point insulating (Pec) £12
- SL-96 Left hand medium point (Pec) £10
- SL-E96 Left 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-95 Right hand large point insulating (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

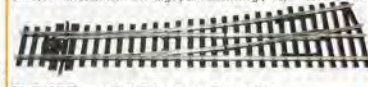


- SL-E91 Right hand small point electrofrog (Pec) £9.50

Track - Code 75 Finescale



- SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
- SL-100F Single (Pec) £3
- SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
- SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
- SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50
- SL-E189 Finescale left hand large point electrofrog (Pec) £12



- SL-E196 Finescale left hand medium point electrofrog (Pec) £12
- SL-E182 Finescale left hand small point electrofrog (Pec) £10
- SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50



- SL-E188 Finescale right hand large point electrofrog (Pec) £12
- SL-E195 Finescale right hand medium point electrofrog (Pec) £12
- SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

- 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) REDUCED £2.40
- R605 Circle of 8 (Hor) £15
- R607 2nd radius double curve track (8 make a circle) £2.25
- R607 Circle of 8 (Hor) £18
- R609 3rd radius double curve track (8 make a circle) (Hor) REDUCED £2.80
- R609 Circle of 8 (Hor) £20
- R8262 Double 4th radius curve (8 make a circle) (Hor) £3



- R601 Box of 24 Double Straight (Hor) REDUCED £47
- R601 Single (Hor) REDUCED £2.10



- R8072 Left Hand Standard Point (Hor) £9
- 36-972 Left-hand standard point (Bac) £7.52
- 36-603 Long straight track nickel silver (same as R603) (Bac) £2.76
- 36-603 Box of 10 (Bac) (list £34) BARGAIN £24.80



- R8073 Right Hand Standard Point (Hor) £9
- 36-973 Right-Hand Standard Point (Bac) £7.52
- R621 Single 370mm length of flexible track (Hor) £3
- R621 Pack of 24 (Hor) £66
- R600 Standard Straight (Hor) £1.35
- R600 Box of 24 (Hor) REDUCED £31

Track underlay

- GM200 5 metres of realistic grey ballasted OOG gauge underlay (Gau) £19

Buses

- 30608 AEC Renown - Tynemouth - 3 to Cullercoats (EFE) NEW £28
- 16231 Bristol MW/L5 "Eastern Counties" (EFE) NEW £28
- B208B Bristol MW6G "Grosville" - "Grosville" (Bas) NEW £16



- 25711 Daimler DMS 1 Door Bus & Coach Council - Bachmann exclusive (EFE) NEW £34
- OM41417A Daimler RCE, Glasgow Corporation, 45 Rouken Glen (Cor) £30



- 76DR002 Duple Roadmaster South Notts (Oxf) £13
- 25815 Leyland Fleetline - Yellow Buses, Bournemouth - W2 to Bournemouth Square (EFE) NEW £28



- 76LRT008 Leyland Royal Tiger Standerwick (Oxf) £12.90

- 76PD2003 Leyland Titan PD2 12 Southdown (Oxf) £16.20

Cars

- CR5003 3 piece Mini Collection - Speedwell blue, Radford Wicker Mini & Montie Carlo Rally Mini (Cor) (list £11.99) BARGAIN £5



- 76BB001 Bentley Blower Le Mans 1930 No.9 Birkin/Chassagne (Oxf) £4
- 76FG001 Ford Galaxy Ice Blue (Oxf) £4
- 76H001 Hillman Imp Willow Green (Oxf) £4.95
- 76SE147 Pack of three Land Rover Defenders - Heritage Set (Oxf) NEW £13
- 76VP001 Volvo P1800 Red (Oxf) £4

Commercial vehicles

- 76DT004 Diamond T Ballast Pickdolls (Oxf) £12.60
- DB04 Leyland FG van "British Rail" (Bas) NEW £7.50
- 76MB005 Mercedes Actros SSC Fridge Solstar (Breast Cancer - Pink Ribbon Foundation) (Oxf) £20
- 76MB002 Mercedes MP4 GSC Actros Curtainside Pollock (Oxf) £20
- L16 Pack of two Forklift trucks - British Rail (Bas) NEW £8



- 76SCT002 Scania Evo6 Car Transporter Quinns (Oxf) £26.70



- 76SCT001 Scania P Car Transporter Eddie Stobart (Oxf) £28.50
- 76SDF001 Shelvoke & Drewry Freightliner British Rail (Western) (Oxf) £10



- 76TX4001 TX4 Taxi in black (Oxf) £3

Farming & Construction

- 76KOM001 Komatsu PC340 standard (fully poseable) boom (Oxf) £17

Military ground vehicles

- 76OLD004 Bedford QLD RASC, 30 Corps, 8th Army 1942/3 (Oxf) £11
- 76OLT002 Bedford QLT 49th Infantry Division, UK 1942 (Oxf) £11
- 76TD002 Diamond 1980 Tank Transporter 1st Canadian Army - Italy 1943 (Oxf) £20
- 76LAN189021 Land Rover Series 1 88 Hard Back RAF (Oxf) £4.95

N Gauge

Steam locos



- 372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) (list £119.95) BARGAIN £78

- 2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82
- 2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shuntation emblem - DCC Fitted (Dap) £82
- 371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR Black early emblem (Gra) (list £129.95) BARGAIN £80.71
- 371-985 Class 64xx 0-6-0 Pannier Tank 6407 in GWR Green (Gra) £80.71



- ND095AD Class 7MT Britannia 4-6-2 70000 "Britannia" in BR green late crest and original smoke deflectors. DCC Fitted (Dap) (list £153.65) BARGAIN £96

- 2S-017-002 Class 7MT Britannia 4-6-2 70009 "Alfred the Great" in BR green late crest (Dap) (list £129.95) BARGAIN £85
- ND095B Class 7MT Britannia 4-6-2 70013 "Oliver Cromwell" in BR green early emblem (Dap) (list £129.95) BARGAIN £84

- 2S-017-003 Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early emblem (Dap) (list £129.95) BARGAIN £85
- 2S-017-004 Class 7MT Britannia 4-6-2 70021 "Morning Star" BR green late crest (Dap) £101

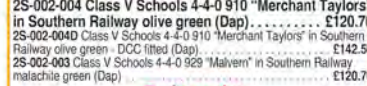
- 2S-012-004 Class A1X Terrier 0-6-0 T7 Thames LB&SCR improved engine (Dap) £63.66
- 2S-021-001 Class Q1 0-6-0 33016 in BR black early emblem (Dap) £34
- 2S-021-002 Class Q1 0-6-0 33018 in BR black late crest (Dap) £94



- 2S-002-002 Class V Schools 4-4-0 30921 "Shrewsbury" in BR Black early emblem (Dap) (list £129.95) BARGAIN £120.76
- 2S-002-000D Class V Schools 4-4-0 30926 "Repton" in BR green late crest - DCC fitted (Dap) £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



Train packs

- 370-300 "Landship Train" First World War train pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) £89



- 370-400 300 Longmoor Military Railway Train Pack WD Austery 2-8-0 No 400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) £118.96

Diesel locos



- 371-015C Class 08 Shunter 08672 in BR Blue Wasp Stripes (Gra) £79
- 371-034 Class 20 20132 in BR Railfreight Red Stripe (Gra) £89.21
- 371-035 Class 20 Twin Pack 20904 "Nancy" & 20906 Hunslet-Barclay Livery (Gra) £178.08

- 2D-012-009 Class 22 diesel loco D6316 in BR green small yellow panels & disc headcodes (Dap) (list £142.99) BARGAIN £79

- 2D-012-012D Class 22 diesel loco D6327 in BR green amended yellow panels & disc headcodes (Dap) (list £136.89) BARGAIN £76

- 371-088 Class 25/2 25231 in BR Blue (weathered) (Gra) £93.46
- 2D-013-001 Class 27 diesel loco D5401 BR green small yellow panels (Dap) £32
- 2D-013-010D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) £110
- 2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85



- 371-166 Class 37/4 37406 "The Saltire Society" in Railfreight Distribution (Gra) £89.21
- 371-167 Class 37/5 37514 in Railfreight Metal Sector Livery (Gra) £89.21
- 371-825B Class 47/0 D1572 in BR Green Small Yellow Panel (Gra) £101.96
- 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 £126.03) BARGAIN £79



- 371-287 Class 55 Deltic 55005 "The Prince of Wales" Own Regiment of Yorkshire" in BR Blue (Gra) £93.46
- 371-388 Class 60 60X21 in Colas Rail Freight orange & black (Gra) £103.66
- 371-384 Class 56 56209 in EWLS Livery (weathered) (Gra) £99.41
- 371-636 Class 70 Powerhaul 70003 Freightliner (Gra) (list £119.95) BARGAIN £82.50



HSTs

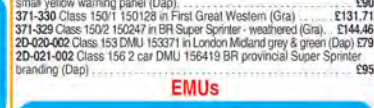


- 2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135

DMUs



- 371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46
- 371-505 Class 101 2-car DMU in BR Network South East (Gra) £144.46
- 2D-009-000 Class 121 single car DMU "Bubble car" W55022 in BR green small yellow warning panel (Dap) £90
- 371-330 Class 150 1 150128 in First Great Western (Gra) £131.71
- 371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) £144.46
- 2D-020-002 Class 153 DMU 153371 in London Midland grey & green (Dap) £79
- 2D-021-002 Class 156 2 car DMU 156419 BR provincial Super Sprinter branding (Dap) £95



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



- 372-675 Class 411 4 CEP 4 car EMU in BR green. (Gra) £137.02

Train sets - analogue

- 370-130 "The Night Mail" train set Class 47 and Mk1 post coaches (Gra) £169.95

Coaches

- 2P-003-000 B Set coach twin pack GWR crest (Dap) £22.78
- 374-200C BR Mk1 FP Pullman First Parlour Car "Pearl" Umber & Cream (Gra) £30.56
- 374-055E BR Mk1 SK Second Corridor M24032 in Blue & Grey (Gra) £25.46



- 374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
- 374-711 BR Mk2A TSO Tourist Second Open Network South East (Gra) £24.61



Wagons

- NHSPEC001 Silver Bullet China Clay bogie wagon in ex-works pristine silver 38 877 88 8 101-2. Ltd edition of 250 (Dap) (list £24.95) BARGAIN £20



Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details

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

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO gauge (12 per pack) (Pec)£1.50
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap)£182A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap)£17
SL-310 Rail Joiners/Fishplates for N & OO 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

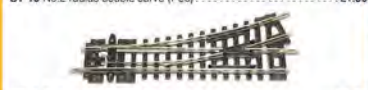
Buildings - general

42-297 Low Relief Cooling Tower (105x210x290mm) (Gra)£59.46

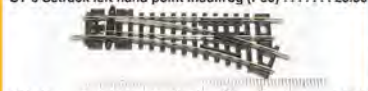
Man-made scenic structure - non-railway

PN815 Nissen Hut kit (Met) NEW£5

Track - Code 80 Setrack

ST-11 Double straight track (Pec)£1.50
ST-19 N Setrack No. 4 radius double curve (Pec)£2.50
ST-17 N Setrack No.3 radius double curve (8 form a circle).
298.5mm/11.75" radius (Pec)£2
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

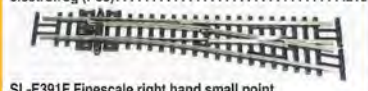
Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec)£64
SL-300 Single (Pec)£3
SL-E396 Left hand medium point insulfrog (Pec)£9
SL-E396 Left hand medium point insulfrog (Pec)£9
SL-E395 Right hand medium point insulfrog (Pec)£9
SL-E395 Right hand medium point insulfrog (Pec)£9

Track - Code 55 Finescale

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec)£84
SL-300F Single (Pec)£3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec)£3.50
SL-302F Pack of 30 (Pec)£91
SL-E396F 3-way finescale turnout (Pec)£26
SL-E396F Finescale curved double radius right hand point electrofrog (Pec)£11
SL-E396F Finescale double slip electrofrog (Pec)£35
SL-E396F Finescale left hand large point electrofrog (Pec)£11
SL-E396F Finescale left hand medium point electrofrog (Pec)£10SL-E392F Finescale left hand small point electrofrog (Pec)£9
SL-E398F 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

Buses

NNR001 New Routemaster London General (Oxl)£7

O Gauge (1:43 Scale)

Steam locos

NEW



7S-010-010 Class A1X Terrier 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) NEW£191.25

NEW



7S-010-008 Class A1X Terrier 0-6-0 5 'Portishead' in GWR Green (Dap) NEW£191.25

NEW



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) NEW£191.25

NEW



7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) NEW£191.25

Diesel locos



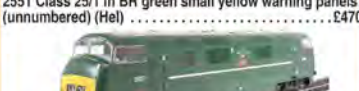
2553 Class 25/1 in BR blue (unnumbered) (Hel)£470



2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel)£470



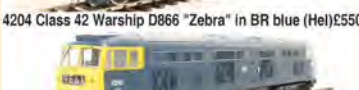
2551 Class 25/1 in BR green small yellow warning panels (unnumbered) (Hel)£470



4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels (Hel)£550



4204 Class 42 Warship D866 'Zebra' in BR blue (Hel) £550



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel)£550



6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and a selection of nameplates.) (Hel)£499

DMUs

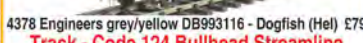


8891 AC Cars Railbus W79977 in BR dark green small yellow panels (Hel)£400

Coaches

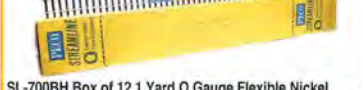
4912 BR Mk1 SO 2nd open in blue & grey (Hel)£250
4952 Mk1 BG full brake in BR blue and grey (Hel)£250

Wagons

1052 100xx OAA in Railfreight red and grey (Hel)£63
1053 100xx OAA in Railfreight red and grey (Hel)£63
5151 4647 026 IGA Cargowagon - weathered (Hel)£145

4378 Engineers grey/yellow DB993116 - Dogfish (Hel) £79

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)£6.50SL-E792BH Left hand point bullhead rail and electrofrog (Pec)£39
SL-E791BH Right hand point bullhead rail and electrofrog (Pec)£39
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5") 16 make a circle (Pec)£8
SL-E797BH Y Point bullhead rail & electrofrog (Pec)£39

Cars

VA06519 Corbi 60th - Rover P6 3500 VIP, Brasilia (Cor)£13
VA09520 Ford Escort Mk1 Mexico, Daytona Yellow (Cor)£22

VA11010 Ford Escort Mk3 XR3i, Caspian Blue (Cor) NEW £22

VA10409 Hillman Avenger 1.6DL 'Sunseeker' Special Edition, Orange Blossom (Cor) NEW£21
VA13004 MGB, Pageant Blue (Cor) NEW£21
43RRP3001 Rolls Royce Phantom III SdV HJ Mulliner Black (Oxl)£20

G Scale

Steam locos

91402 Percy the Small Engine (with moving eyes) (Thomas the Tank range) (Bac)£179
98017 Explosives Box Van (Bac) NEW£56.10
98018 Great Western Box Van (Bac) NEW£56.10
98016 Sodor Fruit & Vegetable Co. Van (Bac) NEW£56.10

Wagons



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau)£30



D Double/Twin track power controller (Gau)£69



Q Quadruple 4 circuit power controller (Gau)£130



M1 Transformer Output 2 x 16v AC 1A (Gau)£37



CDU Capacitor Discharge Unit (Gau)£11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec)£54
PL-15 Twin Microswitch (Pec)£7

DCC decoders



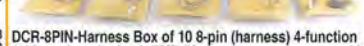
DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat)£110



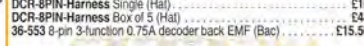
DCR-21PIN-Direct Single (Hat)£12



DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat)£99



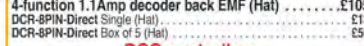
DCR-8PIN-HarnessMini Single (Hat)£11



DCR-8PIN-HarnessMini Box of 5 (Hat)£90



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat)£94



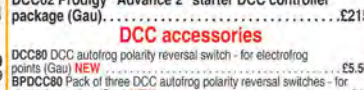
DCR-8PIN-Harness Single (Hat)£10



DCR-8PIN-Harness Box of 5 (Hat)£48



36-553 8-pin 3-function 0.75A decoder back EMF (Bac)£15.50



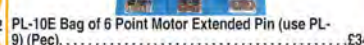
DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat)£105



BPOCC80 Pack of three DCC autotrol polarity reversal switches - for electrofrog points (Gau) NEW£14



PM10D Classic Solenoid Point Motor (DCC-Fileted) (Gau)£17



PL-10WE High performance turnout point motor extended pin (Pec)£6



PL-10 Point Motor (Switch Machine) (Pec)£36



PL-10 Bag of 6 (Pec)£34



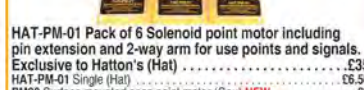
PL-10E Single (Pec)£6



PM-2 Seep point motor (Gau)£3.50



PM-1 Seep point motor accessory switch (Gau)£4



PL-11 Side/surface mounted point motor (Pec)£7.50



HAT-PM-01 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat)£35



HAT-PM-01 Single (Hat)£5.50



PM20 Surface mounted seep point motor (Gau) NEW£8

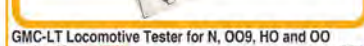
Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec)£3



PL-26B Passing Contact Switch - Red Lever (Pec)£5.50



PL-26W Passing Contact Switch - White Lever (Pec)£5.50



PL-26Y Passing Contact Switch - Yellow Lever (Pec)£5.50

Electronic components

TLU Tension lock uncoupler (Gau)£9

Lighting equipment

WJP5700 Lights and Hub set - Just Plug lighting system (Woo)£16.50

Accessories

GMC-LT Locomotive Tester for N, OO9, HO and OO scales (Gau) NEW£270

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav)£8

AB602 Complete Airbrush Starter Set (Exp)£109.95

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preowned@hattons.co.uk

Post your list to:
17 Montague Road, Widnes, WA8 8FZ



Step 2

Our experienced staff **Review** your list

A **Valuation** is made of your items



We make you an **Offer**
(usually within 24 hours)

All brands purchased:

(including)



Step 4

We confirm the offer &

make **Payment**

Fast and secure with your choice of either
Cash - Bank Transfer - PayPal - Cheque



Step 3

Either **Send** us your items
Or we arrange to **Collect**, then **Check** through the list



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DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R. In unpainted brass/factory painted

GWR/BR King	£900.00
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GWR/BR Parcels Railcar No.34	£550.00
GWR 1361 Early black chassis	£525.00
GWR/BR 1361 Late black chassis	£525.00
L&LMS/BR Pug black	£450.00
LNER/BR J39 0-6-0 black	£925.00
GWR/BR 8750 Pannier black chassis	£525.00

TOWER BRASS COACHES

Fully assembled in unpainted brass

GWR/BR Collett D127 brake 3rd	£235.00
-------------------------------	---------

FULLY FINISHED R-T-R LOCOS

L&LMS/BR Pug 0-4-0T	from £525.00
GWR/BR 480x140x Autok 0-4-2T	from £695.00
GWR/BR 1361 0-6-0ST	from £695.00
GWR/BR 8750 Pannier tank	from £695.00
GWR/BR King 4-6-0	from £1260.00
GWR/BR Razor Edge railcar	£835.00
LNER/BR 390 railcar	£810.00
LNER/BR J39 0-6-0	£1075.00
LMS/BR Original Patriot	£1650.00

Over 100 R-T-R locos available off the shelf

GLADIATOR LOCO KITS

GTR1 LNER/BR D10/D11 4-4-0	£295.00
GTR1 LNER/BR C13 4-4-2T	£225.00
GTR18 LMS/BR de-streamlined Duchess	£395.00
GTR19 LMS/BR non-streamlined Duchess	£395.00
GTR20 LMS/BR Princess	£395.00
GTR21 LMS/BR Rebuilt Royal Scot	£345.00
GTR38 LMS/BR LMS Precursor 4-4-2T	£225.00
GTR44 LMS/BR LMS Coal Tank 0-6-2T	£225.00
GTR48 LMS/BR LMS Crane Tank	£205.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2	£595.00
GTR58 LNER/BR B1 4-6-0	£395.00
GTR59 LNER/BR K1 2-6-0	£325.00
GTR66 SR/BR S15 4-6-0	£395.00
GTR68 Mousell King Arthur 8 Wheel Tender	£395.00
GTR70 SR/BR Schools 4-4-0	£350.00

JAVELIN LOCOMOTIVE KITS

JK5 SECR/SR/BR D Class 4-4-0	£305.00
JK6 G.W.R. Dean Goods 0-6-0	£295.00
JK7 SECR/SR/BR C Class 0-6-0	£295.00

MERCIAN LOCO KITS

DL1 LMS Armstrong Whitworth 0-6-0DE	£175.00
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TOWER COLLECTION (D.J.H.) BEGINNERS KITS

Includes wheels, gears and motor	
TC1 Class 02 0-4-0 Diesel Shunter	£240.00
TC3 Andrew Barclay 0-4-0 Steam Shunter	£225.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor	
TC2 LMS streamlined Coronation	£525.00
TC4 LMS/BR non streamlined Duchess	£525.00
TC5 LMS/BR de-streamlined Duchess	£525.00
TC6 LMS/BR Sir William Stainer	£525.00
TC7 LMS/BR Black Five 4-6-0	£525.00
TC14 LMS/BR Stainer 8F 2-8-0	£925.00
TC16 LMS/BR Duchess with sloping firebox	£525.00

D.J.H. LOCO KITS

K300 B.R. Standard 840x 2-6-2T	£345.00
K301 B.R. Standard 2MT 2-6-0	£395.00
K302 LMS/BR Ivatt 2-6-2T	£345.00
K303 LMS/BR Fairburn 2-6-4 T	£345.00
K310A LNER/BR A3 with Corridor tender	£575.00
K317B BR Britannia with BRT/1A tender	£575.00
K324B B.R. 9F 2-10-0 B.R. BR1C	£575.00
K326 B.R. Class 03 complete kit	£395.00
K336 LNER/BR J Peppercorn A2	£535.00
K338 LNER/BR G5 0-4-0T	£395.00
K340 B.R. Class 14 complete kit	£395.00
K344 NEW LNER/BR Hunt Class 4-4-0	£475.00
K345 NEW LNER/BR Thompson A2/1	£556.00

PECO LINESIDE KITS

LK704 Wooden limeside hut kit	£19.00
LK705 Brick limeside hut	£19.00
LK709 Ground Level Signal Box	£27.25
LK735 GWR Yard Crane	£20.50
LK741 GWR spear fencing	£10.50
LK 742 GWR spear fencing ramps	£10.50
LK743 Field fencing and gates	£9.45
LK745 Telegraph Poles (4)	£6.00
LK749 Loading Gauges (2)	£11.85
LK750 Single track level crossing gates	£19.25
LK758 Platelayers tools	£6.10
LK759 Platform lamps (4)	£8.35
LK760 Telephone boxes (2)	£8.35
LK761 GWR Station seats (4)	£7.90
LK762 MR/NER station seats (4)	£7.90
LK763 SR/BR Station seats	£7.90
LK764 Bicycles (8)	£7.90
LK790 GWR home or distant signal	£17.75

SLATERS BR WAGONS AND VANS

7062 B.R. 12ton Vanwide	£37.50
7063 B.R. Standard Van	£37.50
7064 B.R. 12ton Standard/Flat Van	£37.50
7065 B.R. Meat Van	£37.50
7066 B.R. Insulated Van	£37.50
7067 B.R. 13 ton flatbed 'A'	£33.75
7069 B.R. Lowridr Wagon	£33.25
7070 B.R. 12 ton Palvan	£37.50
7071 B.R. 13 ton High Goods Wagon	£33.25

PECO WAGON KITS

W601 GWR Toad brake can	£38.75
W602 GWR Permanent Way brake	£38.75
W603 GWR 6 wheel brake	£40.50
W604 GWR 4 plank open	£32.50
W605 GWR Steel Open	£32.50
W606 GWR 10 ton Van	£39.75
W607 BR 16 ton Mineral wagon	£40.50
W608 BR 27 ton Iron Ore wagon	£39.75
W609 BR 20 ton Pig Iron wagon	£39.75

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point	£52.25
SLE787BH Curved L/H Point	£52.25
SL700BH 12 yards flexitrack	£76.95
SLE791BH Right Hand Point	£41.95
SLE792BH Left Hand Point	£41.95
SLE797BH Y Point	£41.95
SLE790BH Double Slip	£87.95
SL10 24 metal railjoiners	£2.65
SL11 12 insulated railjoiners	£2.65
SL740BH Buffer stop	£2.65
TP1 Long Track pins (15mm)	£3.25
ST700 Box (6) 383mm straight	£43.25
ST725 Half circle 1028mm radius curves	£46.00
NEW Setrack R/H Point	TBA
NEW Setrack L/H Point	TBA

PARKSIDE WAGON KITS

PS14 B.R. Grampus Ballast	£32.85
PS16 L.N.E.R. Loco Coal Wagon	£32.85
PS17 B.R. 12 ton Pipe Wagon	£32.85
PS23 G.W.R. 13 ton Open Wagon	£32.85
PS24 G.W.R. 12 ton Unfitted Van	£32.85
PS25 B.R. 24 1/2ton Mineral	£32.85
PS26 G.W.R. 12 ton Fitted Van	£32.85
PS27 G.W.R. 12 ton Open Tarp	£32.85
PS28 G.W.R. 12 ton Plywood Van	£32.85
PS29 G.W.R. Fruit Van	£32.85
PS30 B.R. 16ton Mineral	£32.85
PS31 B.R. 16ton Slope Sided Min	£32.85
PS32 B.R. 16ton Min (S.N.C.F.)	£32.85
PS33 B.R. 8 Plank Mineral	£32.85
PS34 G.W.R. Mogo	£32.85
PS35 G.W.R. Plywood Mogo	£32.85
PS38 B.R. Sand Wagon	£32.85
PS42 L.M.S. 12ton Open	£32.85
PS45 L.N.E.R. 12ton Van	£32.85
PS46 L.N.E.R. 12ton Fruit Van	£32.85
PS47 G.W.R. Loco Coal Wagon	£32.85
PS48 G.W.R. Tevan	£32.85
PS49 G.W.R. Mica Van	£32.85
PS100 SR Banana Van	£32.85
PS101 SR Meat Van	£32.85
PS104 NEW BR 21ton Coal Hopper	£32.85
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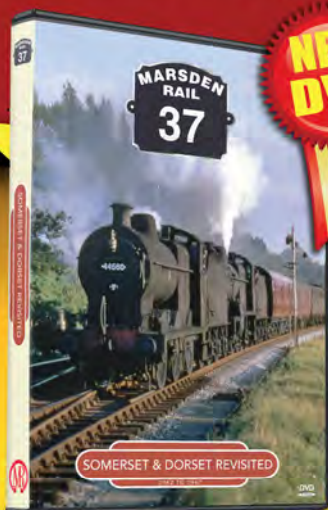
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Duration: 60 minutes

Price: DVD £19.95

Code: MR037

In the first half of this programme, film taken by local cameraman Graham Jewiss between 1964 and 1966 features numerous locations on the 37 mile section between Bath and Templecombe. Many of the scenes were recorded at the now-closed Bath Green Park station, with a wide variety of steam locomotives at work. Heading south from Bath Green Park station, film locations include Bath Junction, Midford and Wellow stations, together with several notable engineering features including Devonshire Tunnel and Midford Viaduct. At Templecombe, the depot is shown, together with locomotive movements between the Upper and Lower stations. At the southern end was Bournemouth and from here the programme heads west along the coast, pausing at Wareham, the junction station for the 10 mile Swanage branch, filmed in 1967 when the steam-hauled 'Dorset Coast Express' railtour made several trips up and down. Continuing westwards, Weymouth is the next featured location where until 1987 a regular passenger rail service operated through the town's streets, linking the main railway station and the harbour's quay station. For many years, the Weymouth Harbour Tramway or Harbour Branch was a famous feature of rail operations and fascinating film from the 1960s shows lengthy trains carefully threading their way through the town's busy streets.



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Code: TC219



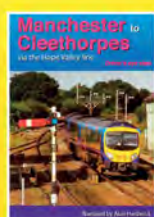
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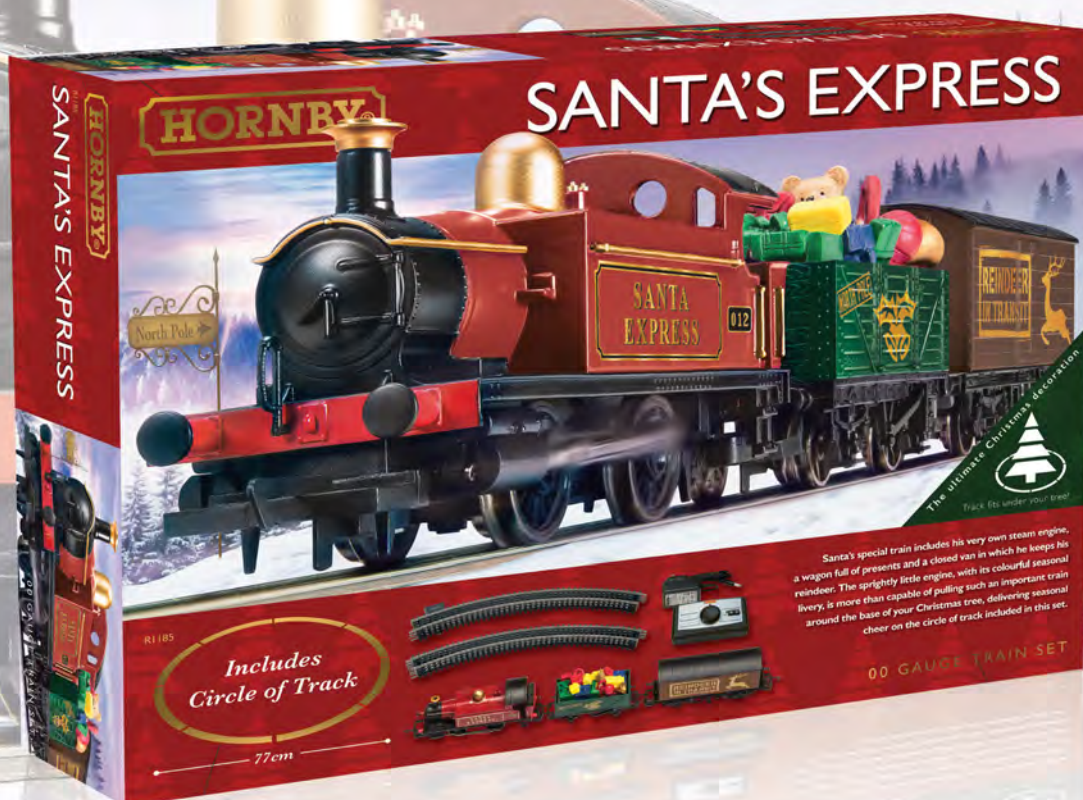


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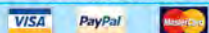
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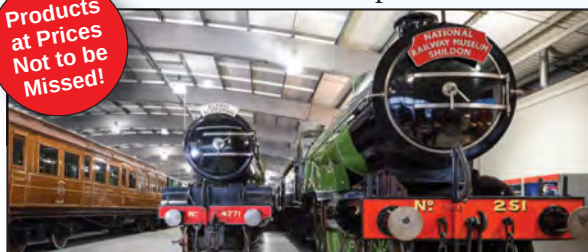
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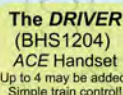
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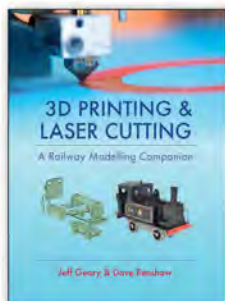
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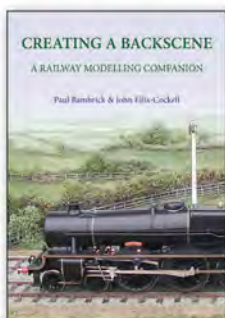
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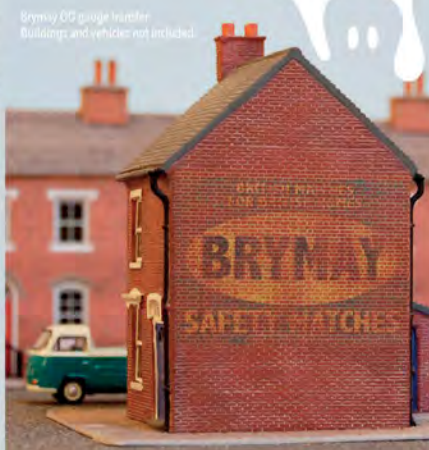
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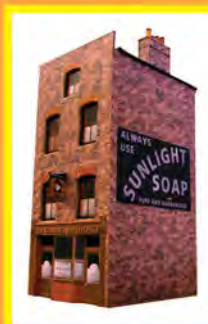
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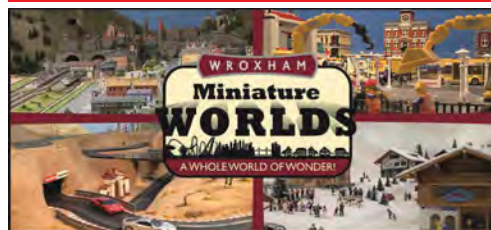
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Oct 15/16 - CARDIFF Model Railway Exhibition, Ysgol Gyfun Gymraeg Glantaf (Former Glantaf High School), Bridge Road, Landaf North, Cardiff, CF14 2JL Sat 10-5/Sun 10-4.
Oct 22/30 - CHICHESTER M/R Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 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.hgdms.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 Model Railway Exhibition organised by West Sussex Area Group N Gauge Society. The Angmering School, Greenwood Drive, Station Road, Angmering, West Sussex BN16 4HH. Sat 10-5. *Just a Short Walk from Angmering Station - NOTE show features various scales NOT just N-Gauge!!*
Nov 5/6 - CREWE Alsager Model Railway Exhibition, Legend Conference & Leisure Centre, Bentley Motors Ltd, Sunningbank 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. Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!!!! :-)**
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, Lilyhall 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
Dec 10/11 - KNOCKHOLT Model Fest 2016, Coolings Garden Centre, Rushmore Hill, Knockholt, Kent, TN14 7NN Model Show featuring Model Railways, Boats, Planes & Military Modelling. Sat/Sun 10-4.

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, Bristol, BS34 8QZ. Sunday 10 - 4.00pm.
Jan 22 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meys Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.com
Jan 28/29 KENDAL M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5
Feb 11 NEWBURY MODEL RAIL SHOW St. Bartholomews School, Andover Rd, Newbury, Berks RG14 6JP 10 - 4.30pm. 13 Layouts - Plenty of Free Parking, Close to Newbury Railway Station.
Feb 18 - TONBRIDGE Model Railway Exhibition, The Angel Centre, Tonbridge, Kent, TN9 1SF, Sat 10 - 5pm. www.tonbridgegmrc.com
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 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Sat 10-4.

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 - BASINGSTOKE Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way, Basingstoke, RG22 6HA Saturday 10 - 5, Sunday 10 - 4.

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 11/12 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Uteley, Keighley, BD20 6EB. Sat/Sun 10-5.

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.

Mar 25/26 PENRITH Model Railway Show, Rheged Centre, Redhills, Penrith, Cumbria, CA11 0DQ Sat 10-5.30, Sun 10-4. Organised by Border Railway Society; Carlisle & District O Gauge Group and Rheged.

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, Wiltshire SN13 9DN Sat/Sun 10 - 5 **Modern NEW Venue - Plenty of FREE Parking**

April 15/16/17 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road York. Y023 1EX. Sat/Sun 10 - 5, Monday 10 - 4.30. ***Advance Tickets Now Available from Squires** T & C's Apply***

Coming to York Show? Why not try Sunday?? or Monday??? The show is less busy - See more of the layouts and a lot easier to get to our stand!! :-)

April 22/23 - HORSHAM MRS M/Railway Ex, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. **PLENTRY 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!! :-)

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

New Tools Shop Extension Opening Soon.

New Printed Mail Order Catalogue to be published soon - reserve your copy now.

Exhibition Invitations always welcomed.

NEXT ISSUE

4 great layouts!



Scenic DETAILING

Nigel Burkin offers his top 20 steps for creating wonderfully detailed and accurate model railway scenery from grass and bushes to telegraph poles, oil drums, figures and more.



The East Coast Main Line in the 1950s, a Great Western byway in the 1930s, a Midland depot scene in the 1960s and rural railway in the early 2000s all feature in the next issue of *Hornby Magazine* with the highlight being Gilbert Barnett's stunning home-based model of Peterborough North as it was in the days of steam.

SPOT THE DIFFERENCE

Subtle details can make a big difference between a pair of outwardly similar locomotives. Tim Shackleton uses Hornby's gorgeous Raven 'Q6' 0-8-0 to show how it can be done.



THE NEXT ISSUE OF
HORNBY
magazine

is on sale November 10 2016

DON'T MISS IT!

PLUS

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Reader Projects, answering your questions in the Enquiry Office and taking you behind the scenes at the *Hornby Magazine* workshop to help you get the most out of your modelling projects.

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October releases



7F-056-002 - BR Standard Plywood Van Diagram 213 Bauxite B775635



7F-053-001 - 5 Plank Corrugated End
BR Diagram 39 Grey B494990



7F-053-002 - 5 Plank Corrugated End
BR Diagram 44 Bauxite B486144



0 Gauge 10ft Wheelbase Rolling Stock

1st Decorated Sample Copyright Dapol Ltd.
Correct wheels will be used on the Vans



7F-056-001 - BR Standard Plywood Van
Diagram 213 Bauxite B765307



7F-056-004 - BR Standard Planked Van
Diagram 208 Bauxite B768101



7F-056-003 - BR Standard Planked Van
Diagram 208 Bauxite B768898



7F-057-001 - BR Insulated Van
Diagram 0251 White B872112

A3 Flying Scotsman Booksets



- 2S-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted
- 2S-011-001 - A1 Flying Scotsman 4472 LNER Apple Green + 4 Teak Coaches Light Bar Fitted DCC
- 2S-011-002 - A3 Flying Scotsman 103 Wartime Black NE
- 2S-011-002D - A3 Flying Scotsman 103 Wartime Black NE DCC
- 2S-011-003 - A3 Flying Scotsman 60103 BR Express Blue Early Crest
- 2S-011-003D - A3 Flying Scotsman 60103 BR Express Blue Early Crest DCC
- 2S-011-004 - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted
- 2S-011-004D - A3 Flying Scotsman 60103 BR Green E/C + 4 C & CM Coaches Light Bar Fitted DCC
- 2S-011-005 - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted
- 2S-011-005D - A3 Flying Scotsman 4472 LNER Apple Green + 4 Maroon Coaches Light Bar Fitted DCC



2F-036-031 - Bulk Grain - Bass Cherrington 37



2F-036-032 - Bulk Grain - Bass Cherrington 37 Weathered



2F-013-043 - Gunpowder Van - Ferrocrete 263



2F-013-044 - Gunpowder Van - Ferrocrete 263 Weathered



4F-021-007 - Box Van - SR 44611



4F-021-008 - Box Van - SR 44611 Weathered



4F-033-102 - 24T Hopper - Richard Thomas



4F-033-103 - 24T Hopper - Richard Thomas Weathered



4F-071-134 - 7 Plank - Cardigan Mercantile



4F-071-135 - 7 Plank - Cardigan Mercantile Weathered



4F-080-112 - 8 Plank - SPC 5009



4F-080-113 - 8 Plank - SPC 5009 Weathered

Also released this month include:

- 4F-026-007 - HIA Freightliner Green Heavy Haul Limestone Hopper 369001
- 4F-026-008 - HIA Freightliner Green Heavy Haul Limestone Hopper 369013
- 4F-026-009 - HIA Freightliner Green Heavy Haul Limestone Hopper 369017
- 4F-026-010 - HIA Freightliner Green Heavy Haul Limestone Hopper 369021

- 4F-026-011 - HIA Freightliner White Heavy Haul Limestone Hopper 369022
- 4F-026-012 - HIA Freightliner White Heavy Haul Limestone Hopper 369043
- 7F-053-003 - 5 Plank Corrugated End BR Diagram 39 M424330
- 7F-071-018 - 7 Plank - James Edge
- 7F-071-018W - 7 Plank - James Edge Weathered

Product Scale Key

0 Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

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372-800B Class A1 Tornado No. 60163 BR Blue Early Emblem



Locomotives with 4-6-2 wheel arrangements are known as Pacifics under the Whyte Notation system. In Britain this wheel arrangement was favoured by the Chief Mechanical Engineers for operating express passenger services until the end of steam on British Rail in 1968. The Great Western Railway only built one Pacific favouring the 4-6-0 wheel arrangement for its express passenger workings.

The most recent Pacific locomotive to be built in the UK was the new build A1 Class 'Tornado' which entered service in 2008 and was built in Darlington from scratch. A considerable number of Pacifics are preserved around the UK with two A4s domiciled in America and Canada respectively.

Graham Farish currently offers four types of Pacific locomotives designed by three of the pre-nationalisation companies.



372-185 Princess Coronation



No. 46236 'City of Bradford' BR Black E/Emblem

372-385 Class A2



525 'A.H. Peppercorn' LNER Apple Green



372-312 Merchant Navy Class



No. 35028 'Clan Line' BR Green Late Crest

Era 3 = 1923-1947

Era 4 = 1948-1956

Era 5 = 1957-1966

Era 9 = 1995 onwards



Features 6 pin DCC Socket



Locomotive with electrical pickup in tender



Features NEM Couplings