

**WIN** £220

HORNBY TTS  
Class 20s worth  
£220

2017 PRODUCT GUIDE

155 NEW MODELS!  
Full listings for  
'OO', 'N' and 'O'



# HORNBY magazine

Issue 118 April 2017

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[www.hornbymagazine.com](http://www.hornbymagazine.com)

## REVIEWED



- Dapol Class 68 Bo-Bo
- Hornby TTS Class 20
- Heljan '1361' 0-6-0ST

## FEATURE LAYOUT

## ACOL PIER



The Southern Region in  
the 1960s in 'OO' gauge

## DCC SOUND

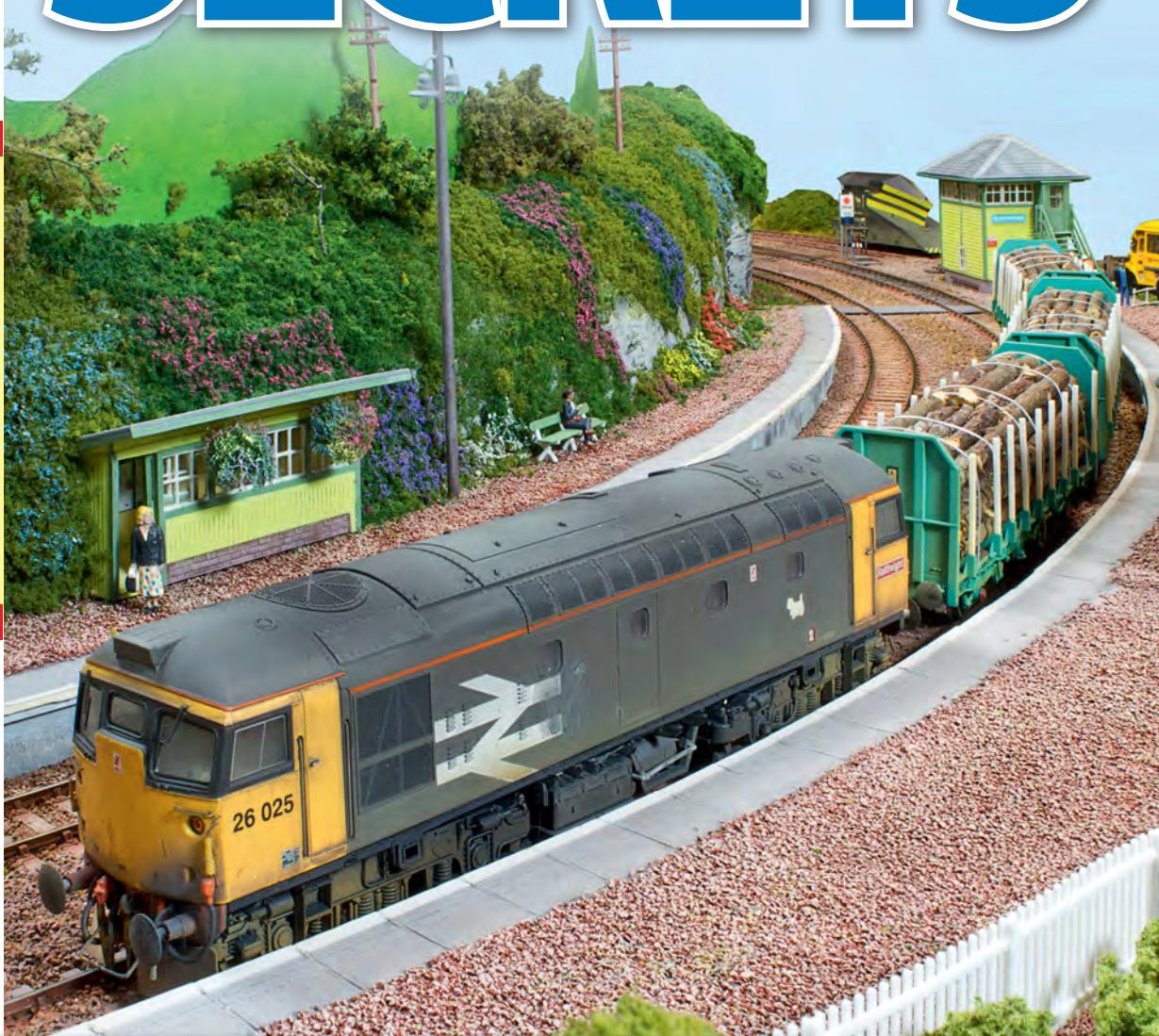
## Digital 'T9'



Installing Zimo sound in  
Hornby's Drummond 4-4-0

## Scenic SECRETS

REVEALED: techniques to  
make your layout stand out



- Hornby Mk 1 and 'Duchess' development
- 'OO' flexible track guide - which is best?

KEY



04

## PLUS

# GAUGEMASTER.com

## The Online Home of The Engine Shed



### DCC CONTROL

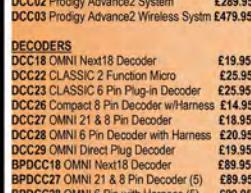
#### DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £159.95



DCC02 Prodigy Advance2 System £289.95



DCC03 Prodigy Advance2 Wireless System £499.95

#### DECODERS

DCC18 OMNI Next18 Decoder £19.95

DCC22 CLASSIC 2 Function Micro £25.95

DCC23 CLASSIC 6 Pin Plug-in Decoder £25.95

DCC26 Compact 8 Pin Decoder with Harness £14.95

DCC27 OMNI 2 & 8 Pin Decoder £18.95

DCC28 OMNI 6 Pin Decoder with Harness £20.95

DCC29 OMNI Direct Plug Decoder £19.95

BPDC218 OMNI Next18 Decoder £89.95

BPDC228 OMNI 21 & 8 Pin Decoder (5) £89.95

BPDC228 OMNI 6 Pin with Harness (5) £99.95

BPDC229 OMNI Direct Plug Decoder (5) £94.95

DCC30 Accessory Decoder 4 Accessories £6.95

#### DCC ACCESSORIES

DCC11 Prodigy Extension Plate £39.95

DCC13 Prodigy Adv2 Wireless Walkaround £179.95

DCC14 Prodigy Adv2 Backlit Walkaround £134.95

DCC15 "Decoder Doctor" Decoder Tester £24.95

DCC40 Auto Reverse Module £42.95

DCC49 Prodigy DCC Booster Unit 8 Amp £189.95

DCC55 Prodigy Wireless Conversion Set £259.95

DCC56 Prodigy Wired Computer Interface £14.95

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 £9.95

DCC71 Prodigy Decoder Tester £4.65

DCC72 8 to 21 Pin Adaptor £9.95

DCC77 Prodigy Walkaround Adapter £14.95

#### DCC AUTOFRG

DCC80 DCC Autofrog £5.50

BPDC80 DCC Autofrog (3) £14.50

The DCC80 Autofrog is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!

#### 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-10LGBF 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 £99.95

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-100LGB Single Track G Scale £44.95

GMC-U Single Track Simulation £44.95

GMC-UF Single Track Feedback £39.95

GMC-UD Single Track Simulation £44.95

GMC-UD Twin Track Feedback £45.95

GMC-UTS Twin Track Simulation £69.95

GMC-UTS Three Track Controller Sim. £79.95

GMC-UQ Four Track £84.95

GMC-100 Single Track £34.95

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GMC-UQ Four Track £84.95

GMC-100 Single Track £34.95



**STRUCTURES**



**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 £11.95  
GM403 Fordhampton Footbridge £17.95  
GM404 Fordhampton Level Crossing £12.95  
GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £20.95  
GM407 Fordhampton Carriage Platforms £9.95  
GM408 Fordhampton Village Store or Pub £17.95

**COMING SOON...**  
GM409 Fordhampton Pub/Bistro  
GM410 Fordhampton Rest Home/Doctors  
GM411 Fordhampton Farmhouse/Cottage  
GM412 Fordhampton Gasometer  
GM413 Fordhampton Nurseries  
GM414 Fordhampton Bridge

**KESTREL DESIGNS**

**N GAUGE PLASTIC KITS**

GMK001 House £4.35  
GMK002 Shop £4.35  
GMK003 Bungalow £3.60  
GMK004 Church with Porch £5.95  
GMK005 House/Shop Unit with Glazing £6.75  
GMK006 Two Shop Unit with Glazing £6.75  
GMK007 Four House Unit £6.75  
GMK008 Country Station £8.75  
GMK009 Station Buildings £5.35  
GMK010 Island Platform with Flat Canopy £8.25  
GMK011 Flat Canopy £5.95  
GMK012 Small Signal Box £6.45  
GMK013B Farm Rail Fencing Brown £3.10  
GMK013W Farm Rail Fencing White £3.10  
GMK014 Telegraph Poles £3.10  
GMK015 Windows Doors & Glittering £4.35  
GMK016 Platforms (2) £2.85  
GMK017 Platform Ramps (2) £2.35  
GMK018 Station Yard Huts £3.35  
GMK019 Weighbridge & Office £4.35  
GMK020 Coal Office £3.35  
GMK021 Level Crossing/Keepers Cottage £5.95  
GMK022 Four Greenhouses £3.10  
GMK023 Two Domestic Garages £3.10  
GMK024 Water Tower £3.85  
GMK025 Corner Shop £4.65  
GMK026 Corner Pub £4.65  
GMK027 Three Storey Townhouse £5.95  
GMK028 Three Storey Town Shop £5.95  
GMK029 Modern Station £7.95  
GMK030 Modern Station Waiting Room £5.75  
GMK031 Station Masters House £6.45  
GMK032 Par Pre War Semi Det. Houses £7.25  
GMK033 Boilerhouse & Chimney £6.45  
GMK034 Stable Block £3.85  
GMK035 Cow Shed £3.60  
GMK036 Barn £5.95  
GMK037 Farm House £7.50  
GMK038 Steel Footbridge £7.50  
GMK039 Modern Industrial Unit £5.95  
GMK040 Modern Fire Station £7.25  
GMK041 Platforms Wide (2) £3.35  
GMK042 Platform Ramps Wide (2) £2.85  
GMK043 Goods Shed £7.75  
GMK044 Town Station £16.95  
GMK045 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  
GMK051 Wooden Fencing £5.25  
GMK052 Lattice Fencing £5.25  
GMK053 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

**LIGHTING**



**OO SCALE LAMPS & LIGHTING**

Fine 4mm scale lamps with prototypical post extensions and light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £12.95  
GM802 B/Twist Gas Lamp BR/SR Green (3) £12.95  
GM803 B/Twist Gas Lamp LMS Maroon (3) £12.95  
GM804 B/Twist Gas Lamp GWR Stone (3) £12.95  
GM805 B/Twist Gas Lamp Grey Undercoat (3) £12.95  
GM806 T/Twist Gas Lamp Soft Black (3) £12.95  
GM807 T/Twist Post Gas Lamp BR/SR Gm (3) £12.95  
GM808 T/Twist Post Gas Lamps LMS Maroon (3) £12.95  
GM809 T/Twist Post Gas Lamps GWR Stone (3) £12.95  
GM810 T/Twist Post Gas Lamp Grey Undercoat (3) £12.95  
GM811 Taper Post Oil Lamp Soft Black (3) £12.95  
GM812 Taper Post Oil Lamp Soft Red (3) £12.95  
GM813 Taper Post Oil Lamp LMS Maroon (3) £12.95  
GM814 Taper Post Oil Lamp GWR Stone (3) £12.95  
GM815 Taper Post Oil Lamp Grey Undercoat (3) £12.95  
GM816 Taper Post Oil Lamp Soft Black (3) £12.95  
GM817 Swan Neck Lamp BR/SR Green (3) £12.95  
GM818 Swan Neck Lamp LMS Maroon (3) £12.95  
GM819 Swan Neck Lamp GWR Stone (3) £12.95  
GM820 Swan Neck Lamp Grey Undercoat (3) £12.95  
GM821 T/Twist Post Oil Lamp SR/BR Green (3) £12.95  
GM822 T/Twist Post Oil Lamp Soft Black (3) £12.95  
GM823 T/Twist Post Oil Lamp LMS Maroon (3) £12.95  
GM824 T/Twist Post Oil Lamp Soft Red (3) £12.95  
GM825 T/Twist Post Oil Lamp GWR Stone (3) £12.95  
GM826 T/Twist Post Oil Lamp Grey Undercoat (3) £12.95  
GM827 T/Twist Post Oil Lamp GWR Stone (2) £12.95  
GM828 T/Twist Post Oil Lamp GWR Stone (2) £12.95  
GM829 Modern Sgl Head Adjustable Lamp (4) £14.95  
GM830 Modern Dbl Head Adjustable Lamp (3) £14.95

**OO SCALE VALUE PACKS LAMPS & LIGHTING**

Typically 5-6 lamps, plus two matching wall lamps with prototypical post extensions as well as prototype style LEDs for building interiors and all required light control PCBs

GM851 Barley Twist Gas Lamp Soft Black £29.95  
GM852 B/Twist Gas Lamp BR/SR Green £29.95  
GM853 B/Twist Gas Lamp LMS Maroon £29.95  
GM854 B/Twist Gas Lamp GWR Stone £29.95  
GM855 B/Twist Gas Lamp Grey Undercoat £29.95  
GM856 T/Twist Post Gas Lamp Soft Black £29.95  
GM857 T/Twist Post Gas Lamp BR/SR Green £29.95  
GM858 T/Twist Post Gas Lamp LMS Maroon £29.95  
GM859 T/Twist Post Gas Lamp GWR Stone £29.95  
GM860 T/Twist Post Oil Lamp Soft Black £29.95  
GM861 Taper Post Oil Lamp SR/BR Green £29.95  
GM862 Taper Post Oil Lamp LMS Maroon £29.95  
GM863 Taper Post Oil Lamp GWR Stone £29.95  
GM864 Taper Post Oil Lamp Grey Undercoat £29.95  
GM865 Taper Post Oil Lamp BR/SR Green £29.95  
GM866 Taper Post Oil Lamp LMS Maroon £29.95  
GM867 Taper Post Oil Lamp GWR Stone £29.95  
GM868 Taper Post Oil Lamp Grey Undercoat £29.95  
GM869 Swan Neck Lamp Soft Black £29.95  
GM870 Swan Neck Lamp SR/BR Green £29.95  
GM871 Swan Neck Lamp LMS Maroon £29.95  
GM872 Swan Neck Lamp GWR Stone £29.95  
GM873 Modern Sgl Head Adjustable Height £24.95  
GM880 Modern Dbl Head Adjustable Height £24.95

**LIGHTING ACCESSORIES**

GM895 Light Control PCB + LED/Lamp (2) £6.95  
GM896 Light Control PCB - LED/Lamp (2) £12.95  
GM897 Mini Light Control PCB - LED (10) £4.95  
GM898 Mini Light Control PCB - Lamp (10) £4.95  
GM899 Spare Bulbs for Lamps (5) £3.95

**TOOLS**

GM50 OO/HO Locomotive Wheel Cleaner £39.95  
GM47 N Gauge Wheel Cleaner £34.95  
GM51 Spare Pads for GM50 £17.95  
GM59 40W No.6 Tip £17.95  
GM61 40W No.7 Tip £17.95  
GM62 40W No.8 Tip £15.95

GM50 OO/HO Locomotive Wheel Cleaner £39.95  
GM47 N Gauge Wheel Cleaner £34.95  
GM51 Spare Pads for GM50 £17.95  
GM61 40W No.7 Tip £17.95  
GM62 40W No.8 Tip £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

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**

GM26 Track Rubber £3.15  
GM27 Jumbo Track Rubber £5.75  
GM60 A2 Cutting Mat £14.95  
GM61 A3 Cutting Mat £9.95  
GM62 A4 Cutting Mat £4.95  
GM63 A5 Cutting Mat £2.95  
GM64 Round Nose Pliers £6.95  
GM65 Flat Nose Pliers £6.95  
GM66 Bent Nose Pliers £6.95  
GM67 Half Round Pliers £6.95  
GM68 S/S Scalpel & Blades £5.50  
GM69 S/S Scalpel & Blades £5.50  
GM70 Track Rubber £5.95  
GM71 Pick-Up Tool £6.50  
GM72 Magnifying Tweezers £3.95  
GM73 Locking forceps Curved £6.95  
GM74 Trim-away Knife £5.50  
GM75 S/S Scalpel & Blades £5.50  
GM76 Straight Tweezers £7.95  
GM77 Blunt End Tweezers Reverse Action £4.50  
GM78 Curved Tweezers Reverse Action £4.50  
GM79 Blunt End Tweezers Reverse Action £4.50  
GM80 Cutting Discs (10) £4.95  
GM81 Screw Top Mandrels (3) £4.50  
GM82 Slitting Discs (10) & Mandrel £5.25  
GM83 Budget Needle File Set £6.95  
GM84 Glass Fibre Pencil 4mm £4.75  
GM85 Glass Fibre Pencil 6mm £7.50  
GM86 Glass Fibre Pencils £9.95  
GM87 Glass Fibre Pencils £6.75  
GM88 Cutting Broaches £6.20  
GM89 Archedman Drill Stock £12.95  
GM90 HSS Jbbs Drills 0.5 (5) £3.95  
GM91 HSS Jbbs Drills 0.5 (5) £3.95  
GM92 HSS Jbbs Drills 0.5 (5) £3.95  
GM93 HSS Jbbs Drills 1.0 (5) £3.95  
GM94 HSS Jbbs Drills 1.2 (5) £3.95  
GM95 HSS Jbbs Drills 1.5 (5) £3.95  
GM96 HSS Jbbs Drills 1.8 (5) £3.95  
GM97 HSS Jbbs Drills 2.0 (5) £3.95  
GM98 HSS Jbbs Drills 2.5 (5) £3.95  
GM99 HSS Jbbs Drills 3.0 (5) £3.95  
GM100 HSS Jbbs Drills 0.5 (5) £3.95  
GM101 HSS Jbbs Drills 0.6 (5) £3.95  
GM102 HSS Jbbs Drills 0.7 (5) £3.95  
GM103 HSS Jbbs Drills 0.9 (5) £3.95  
GM104 HSS Jbbs Drills 1.1 (5) £3.95  
GM105 HSS Jbbs Drills 1.3 (5) £3.95  
GM106 HSS Jbbs Drills 1.5 (5) £3.95  
GM107 HSS Jbbs Drills 1.7 (5) £3.95  
GM108 HSS Jbbs Drills 1.9 (5) £3.95  
GM109 HSS Jbbs Drills 2.1 (5) £3.95  
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GM111 HSS Jbbs Drills 2.5 (5) £3.95  
GM112 HSS Jbbs Drills 2.7 (5) £3.95  
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GM130 HSS Jbbs Drills 6.3 (5) £3.95  
GM131 HSS Jbbs Drills 6.5 (5) £3.95  
GM132 HSS Jbbs Drills 6.7 (5) £3.95  
GM133 HSS Jbbs Drills 6.9 (5) £3.95  
GM134 HSS Jbbs Drills 7.1 (5) £3.95  
GM135 HSS Jbbs Drills 7.3 (5) £3.95  
GM136 HSS Jbbs Drills 7.5 (5) £3.95  
GM137 HSS Jbbs Drills 7.7 (5) £3.95  
GM138 HSS Jbbs Drills 7.9 (5) £3.95  
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# HORNBY magazine

April 2017

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**ISSUE  
118**

**HORNBY magazine**  
**LATEST OFFERS**  
See pages 62-63 for full details.



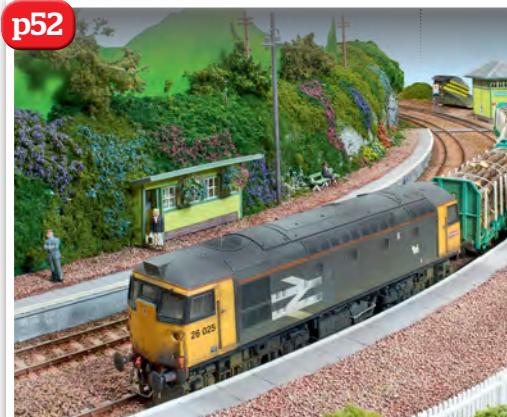
# WE SHOW YOU HOW!

**34**

## WORKBENCH

Tim Shackleton adopts a different tack while recreating a prototypically short Pullman train formation in 'N' gauge, applying a typically weather-beaten appearance to the coaches and ex-works finish to the locomotive.

**p52**



**52**

## GLENFINNAN - SCENIC SECRETS

Bill Wood pulled out all the stops when developing his stunning 'OO' gauge slice of the West Highland Line in the 1980s, revealing the scenic techniques he used along the way.

**p90**



**90**

## DCC SOUND

Paul Chetter investigates Hornby's 'OO' gauge Drummond 'T9' 4-4-0, installing digital sound to a pair of these delightful locomotives with different methods.



# Inside...

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## WELCOME

Mike Wild introduces the latest issue of *Hornby Magazine*.

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## UPDATE

All the latest news from Hornby HQ including *Hornby Magazine*'s new and exclusive Inside Hornby column together with the latest news and much more. Plus you could win a pair of Hornby's new 'OO' gauge Twin Track Sound-fitted Class 20s in our exclusive competition.

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## ACOL PIER

Set in Kent during the 1960s, Philip Goodwin drew on childhood memories when developing this outstanding BR Southern Region layout.

26

## PRODUCT GUIDE

More than 150 model railway products are currently in development, as Mike Wild reveals in this annual round-up of proposals and projects for 'N', 'OO' and 'O'.

40

## EQUIPMENT GUIDE

Mark Chivers looks to the ever-expanding range of 'OO' gauge flexible track components and assesses some of the more popular examples.

48

## HORNBY POST

Your views, opinions and comments from the *Hornby Magazine* postbag plus extracts from Hornby Hobbies forum.

68

## REALITY CHECK

Direct Rail Services' powerful and lightweight Vossloh Class 68 Bo-Bo diesel-electric has proved popular since introduction in 2014. Evan Green-Hughes examines these handsome prototypes.

96

## HEMLOCK

Space limitations were a contributing factor for Croydon Model Railway Society when opting to model its 1930s Great Western Railway exhibition layout in 3mm scale, as Michael Davey reveals.

104

## RAILWAY REALISM

Evan Green-Hughes considers the development of railway track and how rail profiles and track fastenings have evolved.

108

## STAFF PROJECTS

Mike Wild completes a pair of storage yards for *Hornby Magazine*'s new compact 'OO' gauge layout.

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## SHOWCASE

*Hornby Magazine* and Hornby Hobbies present a selection of your latest model railway imagery.



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## SHOW GUIDE

*Hornby Magazine*'s comprehensive guide to forthcoming events.

## FIRST REVIEWS



p76

p64

### ALSO REVIEWED

Another bumper batch of new model releases from Bachmann, Dapol, Gaugemaster, Heljan, Hornby and more.



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# Welcome

## THE EDITOR'S PAGE



IT BARELY SEEMS like ten minutes ago, let alone ten years, since I sat down to write my first editorial piece launching *Hornby Magazine*, but this issue marks that very anniversary and our 118th issue.

We are always striving to make *Hornby Magazine* the best that it can be and this issue marks the start of new features and opportunities for you to get involved.

First up we have refreshed the Update news pages with a new look and a new column too - Inside Hornby. This exclusive content brings you even closer to the inner workings of Hornby and its development team providing up to the minute news. This will be a monthly component of our news pages from now on and we hope you enjoy this window into Hornby's world.

The Hornby Post pages have been overhauled too and now there is even more incentive to get involved as they are sponsored by Hornby with a £50 voucher to spend at [www.hornby.com](http://www.hornby.com) for the 'Star Letter' selected each month by the Hornby

Magazine team. Plus with the support of Hornby we have also introduced a new section on the Post pages highlighting discussions on the Hornby Forum too.

The Reader Projects section has been well received and this has been refreshed to become Showcase and each month it will show modelling work by *Hornby Magazine* readers as well as images submitted direct to Hornby through its website too. This section has a prize of a Hornby 2017 wagon for our pick of the bunch each issue.

We are always open to our readers and if you have something to say for Hornby Post or you want to show off your layout or latest project then get in touch by e-mailing [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com).

Naturally that isn't all we have in store. We have first reviews of Dapol's impressive Class 68 and Heljan's '1361' 0-6-0ST for 'OO' gauge together with an exclusive review of Hornby's new Twin Track Sound version of the Class 20. The review section also includes some exciting new electrical products ranging from Gaugemaster's new DCC fitted solenoid point motor to the new Soundtraxx multiple locomotive sound decoder.

Three stunning layouts feature too covering the Southern Region in the

1960s at Acol Pier (see pages 16-23), the Scottish Highlands in the 1980s at Glenfinnan (see pages 52-59) and a rural GWR branch line at Hemlock (see pages 96-101). Plus our team has been hard at work generating step by step guides to inspire your modelling projects.

A highlight of this issue is our comprehensive Product Guide which surveys all of the new ready-to-run locomotives, carriages and wagons planned for 2017 and beyond. Featuring listings for more than 150 models across the scales it shows just how extensive the model railway hobby is.

2017 is already shaping up to be an exciting year with five brand new locomotives touching down already and a lot more on the horizon too. We hope you enjoy the latest issue and all its content including the new features. Happy modelling!

Mike Wild  
Editor, *Hornby Magazine*

## IN YOUR MAGAZINE THIS APRIL

### EXCLUSIVE COMPETITION

**08** You can win a pair of Hornby Twin Track Sound Class 20s in our latest competition.

### REVIEWS

**64** Dapol's Class 68, Hornby's TTS Class 20 and Heljan's '1361' for 'OO' gauge headline a busy month of new arrivals.

### LAYOUT FEATURE

**16** Philip Goodwin was inspired by childhood memories and a visit to his local model shop to create this BR Southern Region layout in his garden shed.

### DIGITAL SOUND

**90** Hornby launched the 'T9' in 2008 before the full scale onset of digital sound. Paul Chetter assess two different versions to discover the possibilities for sound upgrades for the 4-4-0.

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**REVIEWED**  
Dapol Class 68 Bo-Bo • Hornby TTS Class 20 • Heljan '1361' 0-6-0ST  
**FEATURE LAYOUT**  
**ACOL PIER**  
The Southern Region in the 1960s in 'OO' gauge  
**DCCSOUND**  
**Digital 'T9'**  
Installing Zimo sound in Hornby's Drummond 4-4-0  
**PLUS:** Hornby Mk 1 and 'Duchess' development  
**PLUS:** 'OO' flexible track guide - which is best?

### 2017 PRODUCT GUIDE

**155 NEW MODELS!**  
Full listings for 'OO', 'N' and 'O'



### SCENIC SECRETS

**52** **Glenfinnan:** Bill Wood's Glenfinnan launched onto the show circuit at Model Rail Scotland in 2016. Here he reveals his techniques for creating super scenery using readily available materials.

### PLUS

**Hornby development:** Get the latest news from Hornby including decorated samples, CAD drawing updates and exhibition appearances.

**Equipment Guide:** Flexible track goes head to head in our latest guide as we evaluate the range of flat bottom and bullhead rail products for 'OO'.

# HORNBY MK 1 BSO AND FO REACH DECORATION STAGE

**H**ORNBY'S new 'OO' models of the BR Mk 1 Brake Second Open (BSO) and First Open (FO) reached the decoration stage in February when new colour samples of the two vehicles arrived for inspection.

Both vehicles are being released in BR maroon and BR blue and grey liveries suitable for the 1956-1970 and 1966-1980s periods respectively. The two maroon Mk 1s will be released with Eastern Region numbers as BSO E9220 (Cat No. R4788), FO E3050 (R4789) while the BR blue and grey vehicles will be Western Region allocated BSO W9353 (R4777) and FO W3123 (R4778).

The price per vehicle is £39.99 with release anticipated in the autumn of 2017. In addition, Hornby is producing more versions of its BR Mk 1 in maroon and BR blue and grey during the year to run with the new vehicles.

• Visit [www.hornby.com](http://www.hornby.com) for more information.



## WIN A pair of Hornby Twin Track Sound CLASS 20s

QUESTION: Who built the Class 20s?  
 a. English Electric   b. Brush   c. BRCW

**WORTH  
£220**



# Stanier 'Duchess'... COLOUR LAYOUTS REVEALED



Hornby has revealed the colour layouts for its new 2017 model of the Stanier 'Duchess' 4-6-2 for 'OO' gauge completing the latest stage of the Warley 2016 announced models' development (HM115). The three livery specifications show 6232 *Duchess of Atholl* in LMS

lined crimson (Cat No. R3553), 46256 *Sir William A. Stanier FRS* in BR lined maroon (R3555) and 46235 *City of Birmingham* in BR lined green (R3509TTS) – the latter featuring Hornby's Twin Track Sound decoder too.

● Visit [www.hornby.com](http://www.hornby.com) for more information.

## Hornby scoops five awards

Hornby has received five awards in the annual British Model Railway Awards achieving the accolades of 'OO' gauge manufacturer of the year and overall manufacturer of the year.

In addition, Hornby's products topped the charts in three rolling stock categories with the Peckett 'W4' 0-4-0ST

(HM115/HM117) winning the 'OO' gauge steam section, its SR 58ft non-corridor Maunsell stock winning the 'OO' gauge coaching stock category and its SR 10ton cattle wagon winning the 'OO' gauge wagon award.

● See more on these model awards at [www.hornby.com](http://www.hornby.com) in the Engine Shed blog.

Hornby Magazine's latest exclusive competition with Hornby offers a superb prize of a pair of Hornby's new Twin Track Sound fitted English Electric Class 20s in BR blue. The two locomotives come factory fitted with Hornby's own sound decoder and offer a range of functions including manual notching, horns, compressors, brakes and full Class 20 engine

sounds. The two locomotives are delivered in BR blue livery. All you have to do to enter the competition is answer the following simple question by May 25 2017. Even if you don't win the TTS Class 20 (Cat No. R3394TTS) will be available from Hornby retailers during May.

● The winner of HM116's 'Merchant Navy' competition is Robert Downey from Newcastle.

### HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine TTS Class 20 competition' Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ.

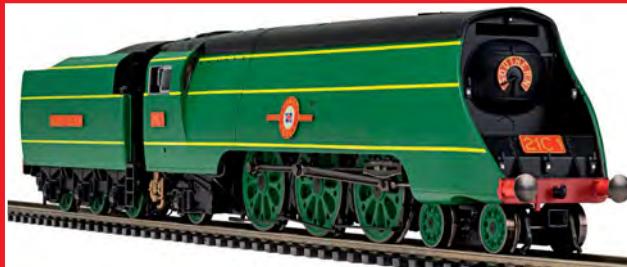
Alternatively, visit [www.hornbymagazine.com](http://hornbymagazine.com) and fill in the entry form or e-mail the same information to [competitions@keypublishing.com](mailto:competitions@keypublishing.com) with 'Hornby Magazine TTS Class 20 Competition' in the subject field.

Closing date for entries is May 25 2017 at 12:00 GMT and winners will be notified no later than June 1 2017. There is no cash prize alternative and the 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.

# INSIDE HORNBY®

## The latest from Hornby HQ



### 'Merchant Navy' delivery

Following on from HM116's exclusive review of the Hornby air-smoothed 'Merchant Navy' 4-6-2, arrival dates for the Digital Command Control (DCC) ready models have been confirmed with 21C1 *Channel Packet* (Cat No. R3434) and 21C3 *Royal Mail* (R3435) due to arrive in the UK in week commencing March 6 and 35028 *Clan Line* (R3436) expected in week commencing April 10. The Twin Track Sound fitted version as 35023 *Holland Afrika Line* is due to arrive in June.

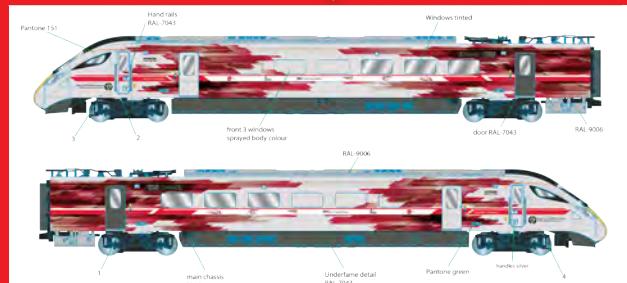
### See us at...

The next confirmed exhibition appearances for the Hornby Hobbies team are the London Festival of Railway Modelling on March 25/26 at Alexandra Palace, London and the Great Central Railway Model Event on June 16-18. Hornby will be located at Quorn and Woodhouse station in the main event marquee alongside Hornby Magazine at the latter exhibition.



### Class 800 update

The Hornby development team has been working on further detailing for the Hitachi Class 800 units including creating a removable nose panel to conceal an NEM coupling pocket as well as a dummy Scharfenberg coupler to clip into the socket. This will allow multiple '800s' to be coupled together to create longer formations.



### Hitachi artwork

The final artwork revisions for the Hitachi liveried limited edition Class 800 power cars have now been completed by the Hornby development team and submitted to Hitachi for review. Watch this space for more on the model's development.

### Coming up in Engine Shed...

Keep up with the latest from the Hornby in the fortnightly online Engine Shed blog. The next blogs will feature development of Class 800 liveries on March 10 and the first decorated 'Toad' brake vans on March 24. Visit [www.hornby.com](http://www.hornby.com) to read the latest blog and more.

# ADVANCE TICKET SALES OPEN FOR THE 2017 GREAT ELECTRIC TRAIN SHOW



**P**REPAREDONS for the 2017 Great Electric Train Show are in full swing and discount advance tickets offering priority entry to the event are on sale from March 9 through the event website.

Up to 25 layouts, 30 traders and half a dozen demonstrators will be taking part in the 2017 show – the fifth year of the *Hornby Magazine* sponsored exhibition. The first layouts to be revealed are Keith

Sully's Bere Banks (HM110) and Mark Darragh's Rannoch Moor (HM112) in 'OO' gauge travelling from Scotland and modelling the Western and Scottish regions respectively, South West Herts MRS' Tedburn St Mary which models the Great Western Railway in 'OO' (HM97) and there is also Barnhill MRC's new 'O' gauge Great Western layout Kingsbury (HM114).

The *Hornby Magazine* team will also be reviving its 'OO' gauge

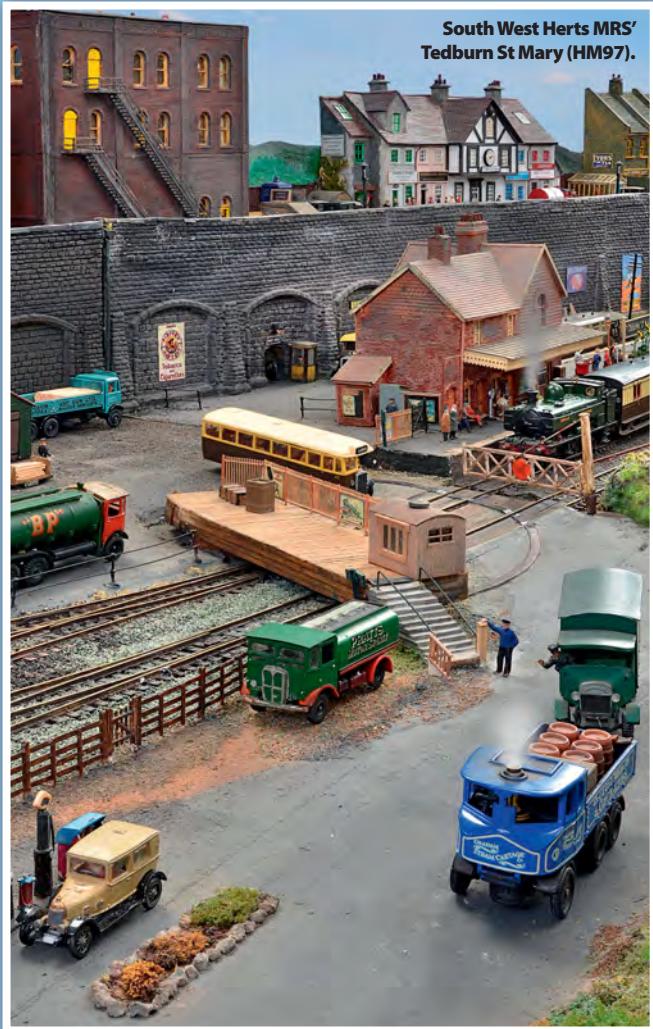
**Hornby Magazine's  
Twelve Trees  
Junction (HM97).**



**Mark Darragh's  
Rannoch Moor  
(HM112).**

**Kingsbury by Barnhill MRC (HM114).**





Southern Region main line layout Twelve Trees Junction (HM97) following two years in storage. The layout is to have a new continuous run storage yard built together with a refresh of the scenic aspects to prepare it for the Great Electric Train Show. It will be the layout's fourth exhibition appearance.

Construction of the adapted version of the layout will feature in Staff Projects in future issues.

As with previous years, the show will be hosted at the British Motor Museum, which hosts the largest collection of British automotive exhibits including nearly 300 cars ranging from humble Minis to racing legends. The museum includes an extensive collection centre (opened in 2016)

plus viewing galleries into the workshop area, refreshments, free parking and disabled access.

A free shuttle bus will also be operating on the Saturday only from Leamington Spa railway station.

Advance tickets are available to purchase from March 9 offering early entry to the event at 9.30am as well discounted entry. Prices in advance are £9 adult and £7 child versus on-the-day prices of £12 adult, £9 child and £34 for a family ticket (2+3).

- Visit [www.greatelectrictrainshow.com](http://www.greatelectrictrainshow.com) for more information, ticket sales, photographs and video of previous events and more on this year's layout bookings.

#### THE GREAT ELECTRIC TRAIN SHOW 2017

<b>When:</b>	October 7/8 2017
<b>Where:</b>	British Motor Museum, Gaydon, Warwickshire CV35 0BJ
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4pm (9.30am entry for advance tickets)
<b>Highlights:</b>	25 layouts, 30 trade stands plus demonstrations
<b>Facilities:</b>	Refreshments, disabled access, free parking plus free courtesy bus from Leamington Spa station (Saturday only).
<b>Contact:</b>	01780 755131
<b>Website:</b>	<a href="http://www.greatelectrictrainshow.com">www.greatelectrictrainshow.com</a>

#### THE BRITISH MOTOR MUSEUM

– find out more at: [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)

## Revolution KFA sample



Revolution Trains has received full engineering samples of its KFA container flat for 'N' gauge and has approved the detail elements of the model to allow it to proceed to decoration. The bogie flat has been designed to work with a

range of readily available 20ft and 40ft containers including those produced by Farish as well as Revolution/C-Rail's own 40ft hi-cube containers. Delivery dates are to be confirmed and the model remains available to pre-order through [www.revolutiontrains.com](http://revolutiontrains.com) at £25 for single wagons and £75 for triple packs.

## Revolution 'N' Class 92 approved

The CAD drawing work for Revolution Trains' crowd-funded model of the Class 92 Co-Co electric for 'N' gauge has been signed off and approved for tooling through manufacturer Rapido Trains. The overhead and third-rail electric locomotive is expected to be received as

a first pre-production sample during April. It remains available to pre-order through [www.revolutiontrains.com](http://revolutiontrains.com) priced at £135 for a DCC ready version with Next18 decoder socket and £230 for a DCC sound fitted model.



## Class B tanker gets the go ahead

The Class B 35ton four-wheel tankers proposed for 'N' gauge by Revolution Trains have reached the minimum order quantity and have now been approved for tooling to commence. The wagons are suited to 1960s-1980s period layouts with flows including Fawley to Bromford Bridge with Esso.

CAD drawing work has been produced by former Bachmann

engineer Colin Allbright with the specification including NEM coupling pockets, etched metal catwalks and ladders and separately fitted owner plates. Two suspension designs will also be available.

The order book for the 'N' gauge Class B tankers is still open with single wagons priced at £19.50 and triple packs at £58.50.

● Visit [www.revolutiontrains.com](http://www.revolutiontrains.com)



# DECORATED 4-TC FOR

**K**ERNOW MODEL RAIL Centre has received the first decorated sample of the new 'OO' gauge model of the unpowered 4-TC Southern Region trailer units.

The first version to be seen is in original BR blue with small yellow warning panels and includes a number of revisions to the front

end including the route indicator box and gangway areas.

The 4-TC is being produced exclusively for Kernow Model Rail Centre by Bachmann with release anticipated in the first half of 2017. It will be priced at £289.95 for a full four-car unit (unpowered, but fitted with directional lighting and a 21-pin DCC decoder socket) and will be offered in six liveries.

These are original BR blue as unit 416 (Cat No. 32-640Z), BR blue and grey as unit 404 (32-641Z), BR blue and grey as 8022 (32-642Z), Network SouthEast as 8023 (32-643Z), Premier Charter BR blue as 410 (32-644Z) and BR Research Department red and blue as 8007 (32-645Z).

● For more information visit [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)



## '128' gets colour



Hand decorated samples of Heljan's new 'OO' gauge Gloucester Class 128 Diesel Parcels Unit (DPU) have been released offering a glimpse of how the finished models will look. The DPU is expected to be released in the second half of 2017 with versions including BR green and

BR blue in original condition and BR blue and Royal Mail red in late modified form. Tower Models has also commissioned a limited edition in BR green with 'speed whiskers'. The price per model is set at £579.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.

## 'OO' prototype HSDT paused

Plans to produce a 'OO' gauge ready-to-run model of the BR Class 41 prototype High Speed Diesel Train (HSDT) have been put on hold by Rapido Trains and Locomotion Models.

First announced at the Warley National Model Railway Exhibition in November 2015, uncertainty

surrounding the current economic climate has been cited as the main reason behind the decision by Rapido Trains noting in its most recent UK newsletter the project has not been cancelled but "has been 'paused' for the time being".

● Visit [www.rapidotrains.com](http://www.rapidotrains.com) for more information.

## More Class 08s for 'O' gauge

Dapol has announced that it is producing a second batch of Class 08s for 'O' gauge covering five locomotives and choices of Digital Command Control (DCC) ready and sound fitted versions.

Models planned are 13003 in BR black (7D-008-007/D/U – the D suffix for sound, U suffix for un-numbered), D3305 in BR green with early crests and wasp stripes (7D-008-008/D/U), D3002

in BR green with late crests and wasp stripes (7D-008-009/D/U), D3316 in BR blue without a ladder (7D-008-010/D/U) and 08173 in BR blue without a ladder (7D-008-011/D/U).

Prices are set at £225 for DCC ready versions while sound models will cost £400. Delivery is expected in late summer 2017.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

## Weathered '45'



Heljan has added a weathered BR blue edition of its Class 45 1-Co-Co-1 for 'O' gauge to its list of planned colour schemes – the first time that a weathered version has been

offered by the manufacturer for the scale. The Class 45 is expected to arrive in late 2017 priced at £699.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.

# KERNOW



## Heljan Class 37 arrives for 'O'



The 'O' gauge centre-headcode Class 37 from Heljan arrived with UK retailers at the end of February as *Hornby Magazine* closed for press – and Heljan has announced that it is already sold out to stockists prior to its arrival.

The new model is to be released in nine liveries including BR green with small yellow warning

panels, BR blue, Railfreight, Dutch and triple-grey sector liveries with a price tag of £599.

Following the high demand for the model, Heljan says it is planning a second batch of 7mm scale Class 37s for release in late summer.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.

## NEWS IN BRIEF

■ Following rapid sales of its new 'OO' gauge 35ton Class B tankers (see Reviews) Heljan has confirmed that it will be producing a further run of the wagons for release later in 2017. Details had yet to be confirmed as *Hornby Magazine* closed for press. In addition Heljan's Class A tankers for 'OO' gauge arrived at the end of February.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.

■ The Forest of Dean Model Railway Club is hosting a talk from Ian Raven on one of Britain's most recent preservation sites: Vale of Berkeley Railway – its demise, resurrection and future. The talk is on April 5 at 7.30pm and will take place in Westbury-on-Severn Village Hall, High Street, GL14 1PA. Admission is £5.

● Full details are at [www.fodmrc.co.uk](http://www.fodmrc.co.uk).

■ Bachmann's recent model of Class 37 D6714 in BR green (Cat No. 32-787) was supplied without etched metal frost grilles. Bachmann has now sourced these from its Chinese factory and will distribute them to stockists on delivery. It is asking customers to contact their dealer to arrange to obtain the replacement parts.

● Visit [www.bachmann.co.uk](http://www.bachmann.co.uk) for more information.

■ The A19 Model Railway Club has moved to a new club room at Jarrow Hall (Bedes World) and meets on Monday and Thursday evenings from 7pm. New members are welcome.

● More information is available from [www.a19modelrailwayclub.org](http://www.a19modelrailwayclub.org) or by calling 0191 455 2526.

■ Great Eastern Models is hosting a scenery day on May 5 from 9.30am-3pm at its Plumstead Road, Norwich, shop. The event will include weathering locomotives and rolling stock, landscape modelling, kit buildings together with static grass tutorials. The in-store layout, Jonah Hills, will also be operating.

● Visit [www.greateasternmodels.co.uk](http://www.greateasternmodels.co.uk) for more information.

■ Dates for the 2017 International N Gauge Show have been announced as

September 9/10 at the Warwickshire Exhibition Centre, near Leamington Spa. The event will include over 30 layouts, 40 specialist traders as well as marking the 50th anniversary of the N Gauge Society.

● Visit [www.ngaugeshow.co.uk](http://www.ngaugeshow.co.uk) for more information and advance ticket prices.

■ Heljan has revealed the first Computer Aided Design (CAD) drawings of its planned 'O' gauge model of the BR Class 03 0-6-0 diesel shunter. The Class 03 will be available in both early and late styles and the drawings are subject to further revisions before the model progresses to the next stage of development. Release is anticipated during 2018 with livery details and pricing to be confirmed.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.

■ DJ Models has released images of its crowd-funded 'OO' gauge Class 71 in production in China.



The Class 71 project was launched in 2015 and is set to become the first crowd-funded ready-to-run locomotive to be produced for the British market. It is to feature directional lighting, a 21-pin DCC decoder socket, cab interior detail, space for installation of a speaker and more in its specification. It will also become the second ready-to-run model of the Class 71 following on from Hornby's 2016 released version for 'OO'. On release the Class 71 will be available in original BR green, BR green with small yellow warning panels, BR green with full yellow ends and BR blue. The price per model is £139.95 and further limited editions are planned by Hatton's and Kernow Model Rail Centre.

● Visit [www.djmodels.co.uk](http://www.djmodels.co.uk) for more information.

## Hatton's hands over 'King' to DJ Models

Hatton's has announced that it has handed over its 'OO' gauge GWR 'King' 4-6-0 project to DJ Models.

In a press release Hatton's stated: "With the introduction of the Hornby 'King' in 2015 and subsequent changes in the market, Hatton's and DJ Models have made the decision to restructure the ongoing 'OO' gauge 'King' project."

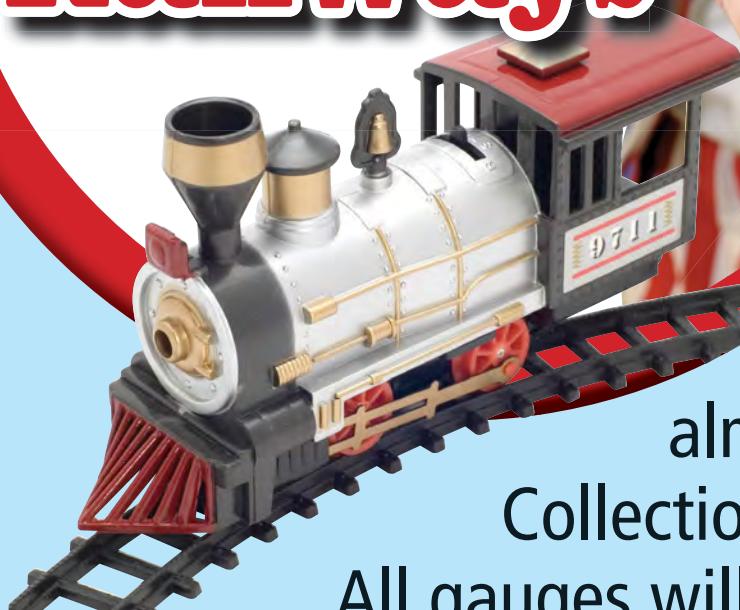
Hatton's has stated that it will continue to honour existing pre-orders, as well as accepting new orders, while the model will also be available from other stockists of DJ

Models products. No release date is currently available for the 4-6-0.

Following on from the announcement, DJ Models has launched a proposal to produce the 'King' in 'N' gauge first as a crowd-funded project and is inviting expressions of interest in the model. DJ's proposed specification is to include a Next18 decoder socket, 12-wheel pick-up, detail variations between locomotives, etched name and numberplates and more.

● Visit [www.djmodels.co.uk](http://www.djmodels.co.uk) for more information.

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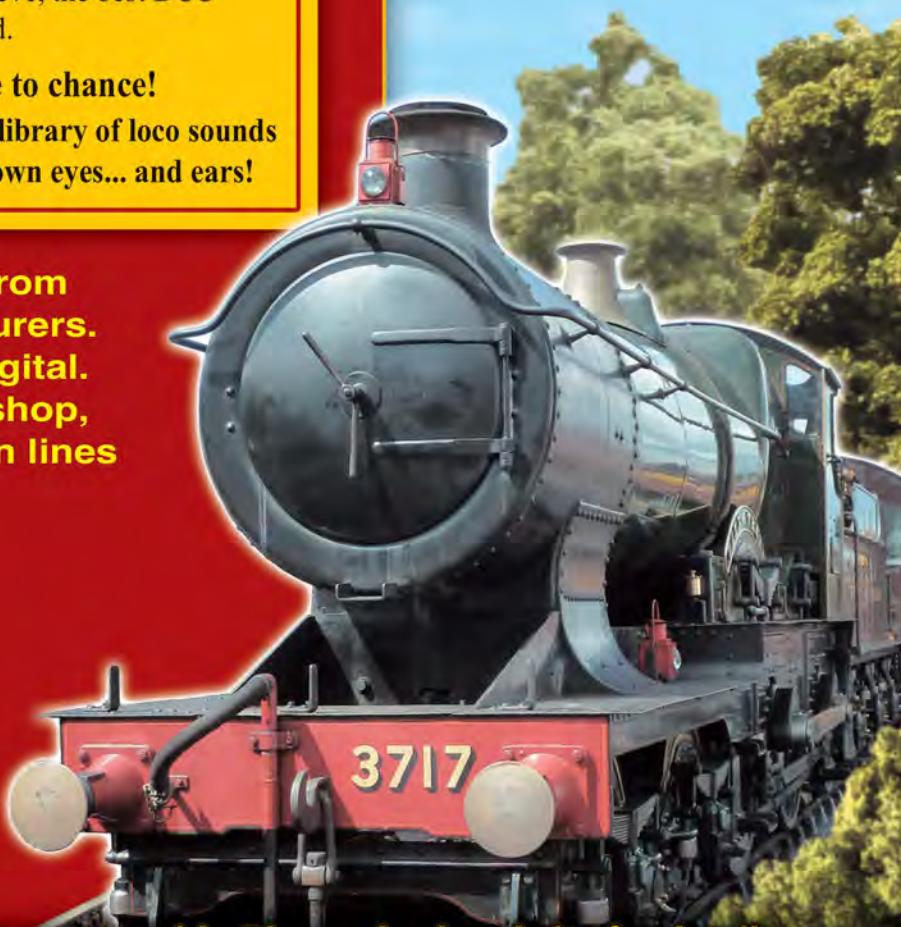
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# Acol Pier

Childhood memories prompted **PHILIP GOODWIN** to return to modelling. This busy home-based 'OO' gauge layout set in Kent during the transition era is the result.

PHOTOGRAPHY, TREVOR JONES



**•O1** Right: Outside the shed, a Class 71 with parcels stock and Class 24 with Maunsell carriages negotiate the external, removable line. The extension can be lifted on and off by one person. Four toggle catches, two either side, keep the extension in place and the tracks aligned. A single electrical connection is used.

**•O2** Below: A Class 414 2-EPB EMU enters the bay platform. On the main line, a 4-CEP unit waits to depart. The '57XX' 0-6-0PT might seem out of place, but they were used on the Folkestone Harbour branch while there are also evocative pictures of three 'R1s' working hard to bank the boat train up the branch.



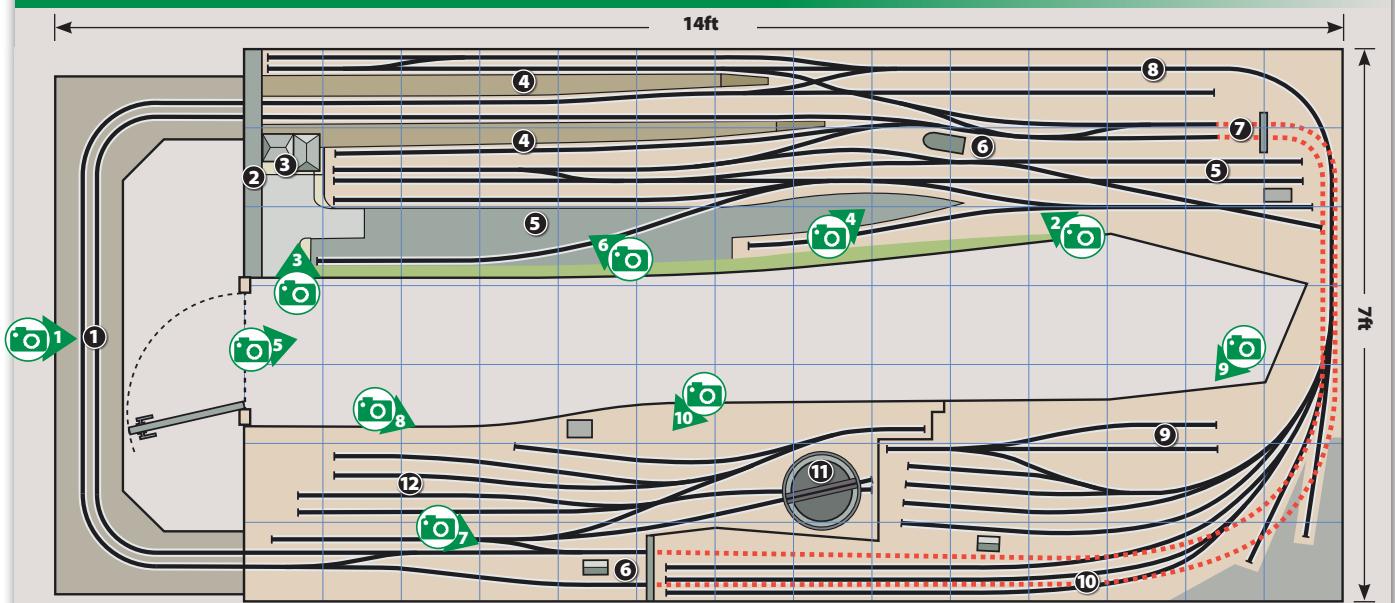
**I** WAS LIKE THE proverbial little kid in a sweet shop. Coming back to model railways after 30 years I was in awe of the choice in my local model shop. Fortunately, the owner could see only too clearly my dilemma and offered some good advice. What did I want to model? It could be entirely freestyle but I needed a framework on which to build so this was not an option. Or I could model an actual location - but at that time I didn't have the skills and experience. So it was his third option that saw me developing a layout based upon a geographic area at a certain time but with a lot of leeway on when and what to include. He also pointed me to the Middleton Press books, usually by Vic Mitchell and Keith Smith, that contain a wealth of information.

I travelled to both school and work by train so I chose the familiar and set my layout in south east Kent. I was going to school at the time of the Kent Coast Electrification. I can remember the 4-CEP Electric Multiple Unit (EMU) at Ramsgate station brought in over the viaduct behind steam and placed in the platform for travellers to view. There was the day when the train home, the Margate portion of the Birkenhead Express, came in behind a Class 33 instead of the usual steam while a 'Q1' took on water on the down through line at Canterbury West. I had my era and my setting - about 1960 as steam gave way to electric and diesel in East Kent.

Acol is a small village in Thanet, relatively flat and nowhere near water let alone a pier. Sometimes when I asked my father where he was going, he said he was going for a walk along Acol Pier. This is in memory of him.

The River Medway flows through the North Downs and so the Medway Towns have a number of tunnels cut through the chalk as well as commercial and military shipping. This gave me a rationale for the station and the scenic breaks that I would need. I requisitioned the garden shed, a »

## ACOL PIER TRACK DIAGRAM (Not to scale)



### KEY

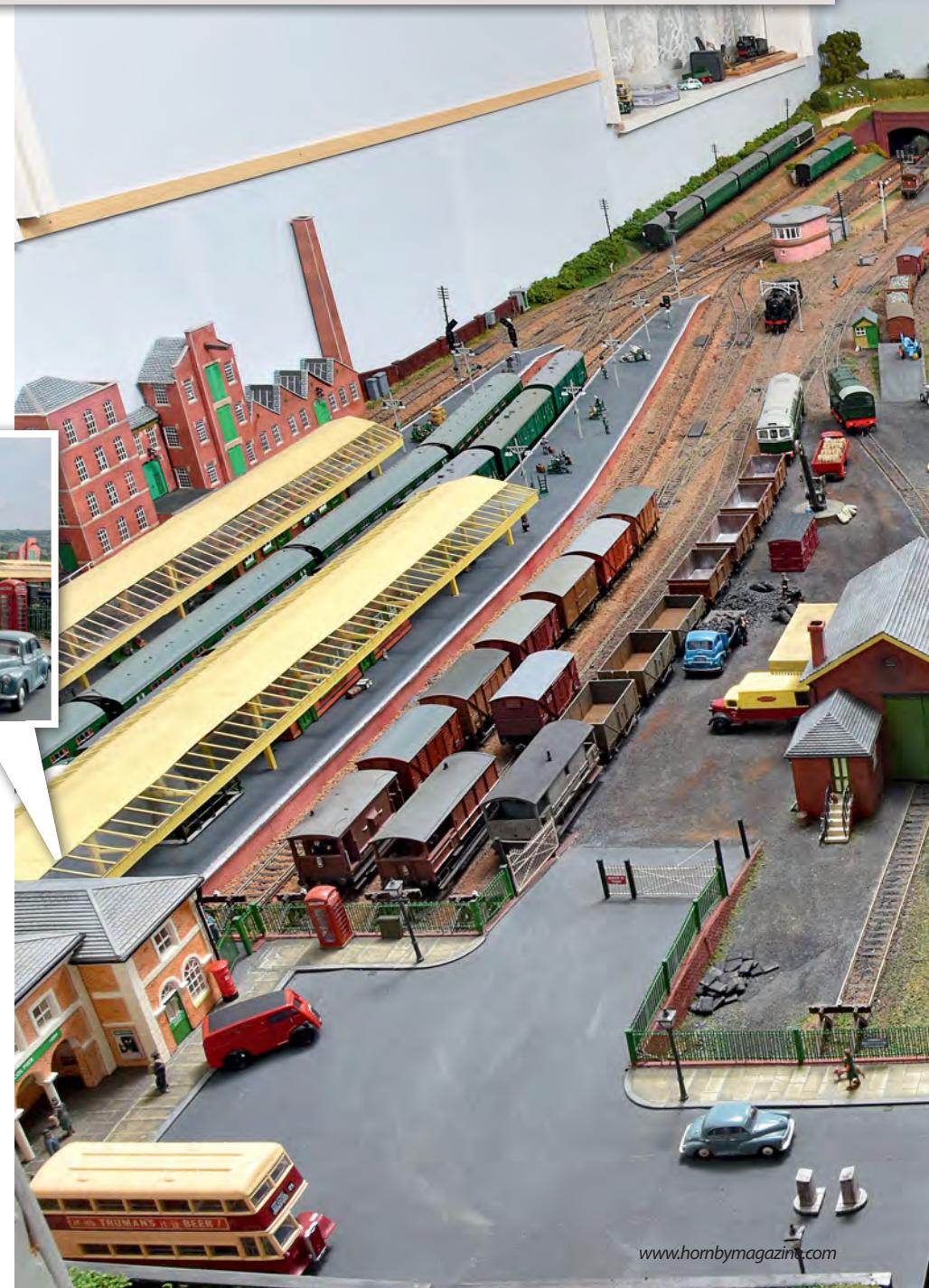
- ① Outdoor section
- ② Road
- ③ Station building
- ④ Platform
- ⑤ Goods yard
- ⑥ Signalbox
- ⑦ Lower level main lines
- ⑧ Branch to upper level
- ⑨ Diesel fuelling point
- ⑩ Carriage sidings
- ⑪ Turntable
- ⑫ Engine shed



③ Above: The station entrance and in the background a 'C' 0-6-0 stands in the bay platform.

④ Above right: Ivatt '2MT' 2-6-2T 41291 shunts the yard - shunting is permissible as the double armed signal is 'off' - as a Maunsell 'King Arthur' climbs the grade into the station and a Class 24 takes empty stock to the carriage sidings.

⑤ Right: The whole layout. You can see where the baseboards have been widened for additional tracks. It's also clear this is really a one-man operation - any more and there's no room to move.





breeze block building, approximately 14ft x 7ft, that I insulated with plasterboard on 2in x 2in battens infilled with rock wool.

Modelling in 'OO' gauge, I wanted to run trains of four to six carriages plus a locomotive but I didn't want to see sharp curves. That meant that the curves at the ends of the shed had to be hidden. I also wanted a circuit so I could watch the trains go by and already I had run out of space. The solution was to go outside at one end. By creating holes in the end walls either side of the door and by making a transportable U shaped board that rested on brackets and posts outside of the shed, I could achieve a larger double track oval.

## BUILDINGS AND STRUCTURES

Fortunately, a couple of Hornby buildings suited my needs. The station house is from Rye in East Sussex, which had enough of the local vernacular for me, and the signalbox is based on Deal's art deco structure. The scratchbuilt »



platform canopies are modelled on those at Ramsgate while Rainham was the inspiration for the factory/malthouse behind the station using Metcalfe kits.

The station has two through lines and two bay lines and is sandwiched between a tunnel and an overbridge carrying a disused narrow gauge line (old 12mm gauge track from my teens) from a nearby cement works. The overbridge gives the impression that the platforms continue under the bridge. Similar arrangements existed at Chatham where the station is sandwiched between tunnels and a road bridge across the platforms. The main line, bay platforms and carriage sidings all have third-rail but, prototypically, not the branch line or the goods yard.

*"I was in awe of the choice in my local model shop."*

**PHILIP GOODWIN**

Working colour light signals with route indicators from Absolute Aspects control access to and from the station. Elsewhere, semaphore signals from Wills and MSE are non-working.

There is a co-acting double arm semaphore signal in the yard. This is based on Faversham where the Faversham Creek branch ran through the goods yard. When the signal arms were 'off' it meant shunting between top and

bottom yard was permissible. When the signal was 'on' it meant a train was using the branch or a train was preparing to leave the yard and wagons could not be shunted. This was a later addition to my layout so the branch line disappears into a tunnel of only a few inches.

The locomotive shed is on the baseboard opposite the station. The turntable is Southeast Finecast, with a Locomotek motor, and the locomotive shed is a couple of Wills kits staggered and mated together to give a four-road shed. Workers can come by road and park their car or leave their bikes in the bike shed. Alternatively, they can arrive and depart from the scratchbuilt staff halt constructed from typical SR precast concrete. The platforms are just long enough to access the first couple of doors of the carriage and reminiscent of the staff halt at Hoo Junction.

My stock has been growing steadily despite trying to limit purchases relevant to the five years or so I set myself. I therefore needed storage sidings and because they would have to be in full sight, the upper level was developed into a brewery, carriage sidings, a diesel refuelling point and the suggestion of a

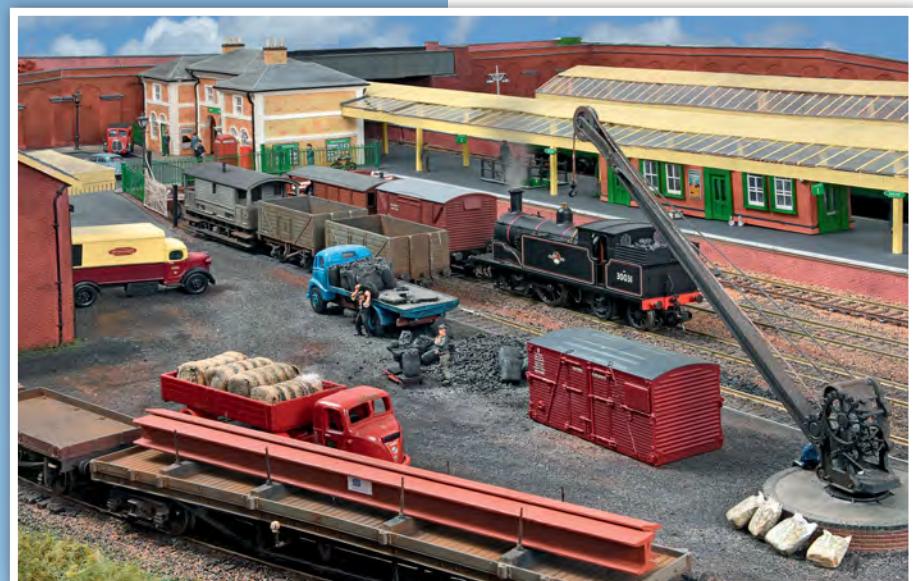


through line under the terraced houses. There was less space than I wanted so I had to compromise on tight curves.

The brewery, Fremlins, is a Kentish brewer, and uses Metcalfe kits, some made into low relief, with a loading bay and platform. This gives me an excuse to run a Class 205 Diesel Electric Multiple Unit (DEMU) or push-pull set from the bay of the main station. Under the terraced houses, there are three lines that can each take a five carriage train. The diesel fuelling point from Bachman provides a place to keep diesels as well as providing a Digital Command Control (DCC) programming track wired to a double pole double throw switch to isolate it from the rest of the layout.

## THE FOUNDATIONS

Moving on to baseboards, track and electrics. Because this is a fixed layout,



**Above:** 'M7' 30031 shunts the yard. I'm told some 'M7s' were allocated to Faversham shed in 1953 to provide services when the storm washed away the track between Herne Bay and Birchington-on-Sea so maybe I have a little justification for including this.



**Left:** A 2-**HAL** unit slows for the staff halt. On the left a 'Pannier' has just come off shed while a 'R1' 0-6-0T is heading to take coal and water.

weight was not a consideration so the baseboards are 6mm Medium Density Fibreboard (MDF) with softwood frames fixed to wall battens and with 25mm x 25mm legs. As my ideas developed, the baseboards have been widened in places to give a better flow or to add additional track.

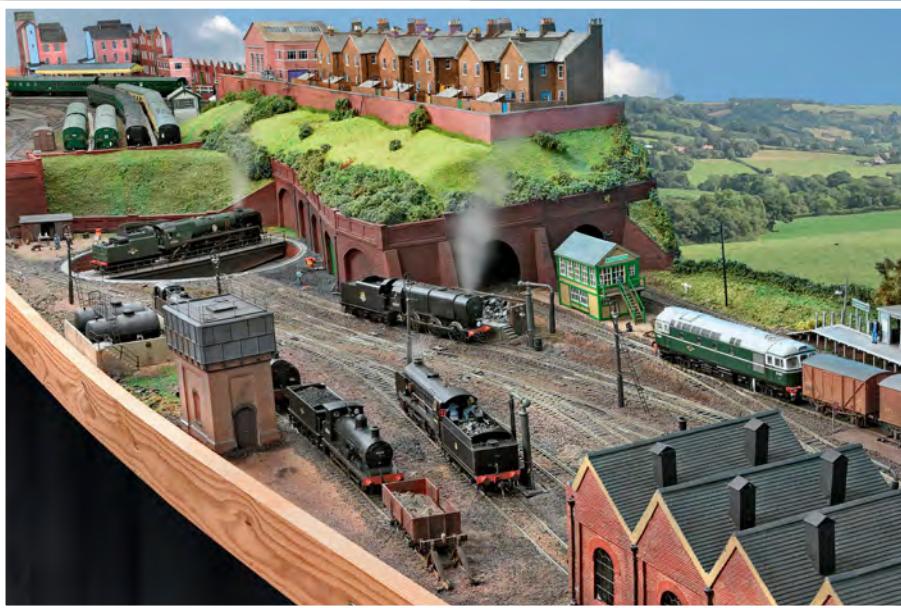
All of the track is Peco Streamline code 75 in the scenic areas and code 100 in the tunnels and outside extension. All of the points are live frog: on the main line they are large radius curves and medium radius have been used in the yards or where space was tight. The points are operated by Peco or Seep solenoids. Ballasting is mainly Carrs with a mix of colours and 2mm and 4mm scale ballast to give texture and variety.

The scenics have been built up on expanded polystyrene blocks, roughly contoured and covered with filler. Once painted with a variety of green and brown acrylic paints, PVA glue was brushed on neat and scatter material from Carrs, Woodland Scenics, Jarvis and others was sprinkled on. Once dry additional layers of scatter were added to give variety of colour and texture using spray adhesives such as diluted PVA, hairspray and photo mount depending on the texture required. Some Noch static fibres and a puffer bottle were used to give standing grass in specific areas.

To control the trains I decided on Lenz DCC from the start. The lure of not having to wire dead sections and the promise of a two-wire system were irresistible. Point and signal control would be non-digital. With more than 40 points including double slips and three-way points and five colour light signals with route indicators, this means there are considerably more than two wires! Colour coding the wires was essential.

Track diagrams fitted with sprung centre off switches control the points. To maximise space, the main controls are set up on a computer table on wheels and pushed under the left-hand baseboard. The bottom shelf contains the power sources, the top shelf houses »





**8** Left: On the turntable is rebuilt 'Battle of Britain' 34088 213 Squadron, 'Q1' 33037 stands at the coaling stage and the age of diesels begins as D6507 passes with a goods train. On the upper level can be seen the carriage sidings and brewery.

**9** Right: 'Britannia' 70004 William Shakespeare passes the diesel refuelling point with a Pullman set as it draws out of the carriage sidings. 70004 was based in the South East with regular workings of the 'Golden Arrow' in 1951 but it was relocated in 1958 - time is flexible on my layout. A Class 33 arrives to pick up carriages and a Class 73 stands at the fuelling point.

**10** Below: Just outside the engine shed is 'R1' 31147 - a number of these locomotives were located in Kent, usually working on the 1-in-30 incline out of Folkestone Harbour. The shed yard also hosts a 'Schools' 4-4-0 and 'N' 2-6-0 as a new BRCW Type 3 passes with a coal working on the main line.

the various control boxes and printed circuit boards while the slide-out middle shelf has the track diagrams.

Heathcote point indicator boards set the route on the colour light signals. I developed a logic diagram so that the switches tripped by a point change could be linked according to a set route. When the signal is set to 'off', the correct route is shown. It's not impossible to set contradictory routes but with the use of a single 12-pin, three section rotary switch per signal I can let the points set the route while I select the correct aspect. A Hex Frog Juicer ensures the correct polarity of the diamond crossing. This replaced a double pole switch which I was always forgetting to change and thus creating a short circuit.

## THE TRAINS

Rolling stock is from Hornby, Bachmann, Dapol and Heljan. The steam locomotives could all have been seen in East Kent although for some I've changed the number and/or shed code to achieve this. The electric and diesel stock would all have been seen although some such as the 'Thumper' and 2-HAL were usually in West Kent. I've started to weather the wagons and some of the locomotives are weathered while the diesel-electrics seem to have just come fresh from the works. I just need to pluck up the courage to weather them all.

I have adopted Kadee couplings but this was a late decision so I have had to use Kadee between the rail uncoupling magnets rather than magnets under the rails. An early learning was that the presence of an NEM coupling pocket doesn't mean it's at the right height as sometimes offset tension couplers were used.

Joining Canterbury City Model Rail Society has given me the confidence to start building locomotive kits. The Wainwright 'R1' 0-4-4T is the cut down version used on the Canterbury and Whitstable line. I have started to build a Wainwright 'H' 0-4-4T (Hornby made its announcement about three weeks after I



had started on the kit) for the Maunsell push-pull stock and there is a Wainwright 'D' 4-4-0 on the shelf waiting to be started.

## THE FUTURE

So what next? While building Acol Pier, my first proper layout for 30 years, I read about others' mistakes but I still made them and more. Not all have been rectified. I want to use my experiences to build a better layout, Acol West Pier. This will be set in the transition from the 'Big Four' to BR about 1948 so I can show Southern Railway and early BR stock. This time the pier will be part of a harbour accessed by a track running along the road. Ideas have come from Dover, Gravesend West, Canterbury West and the Elham Valley line. It will use bullhead rail with more realistic sleeper spacing and be entirely DCC with sound and lights but a lot less wiring. The scenic area will be on four boards each 2ft 6in x 4ft and, like Acol Pier, the pier will be nowhere to be seen! 



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SL-388	Large Radius Turnout Right Hand	£9.87
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SL-394	Long Crossing	£9.00
SL-395	Medium Radius Turnout Right Hand	£8.82
SL-396	Medium Radius Turnout Left Hand	£8.82
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SL-E393F	Short Crossing	£8.82
SL-E394F	Long Crossing	£9.57
SL-E395F	Medium Radius Turnout Right Hand	£9.64
SL-E396F	Medium Radius Turnout Left Hand	£9.64
SL-E397F	Medium Radius Y Turnout	£9.75
SL-E399F	Asymmetric Three Way Turnout	£28.20

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SL-102(25)	Flexible Track® Concrete Sleeper Nickle Silver Pk 25	£68.50
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SL-85	Catch Point Left Hand	£7.84

PECO OO / HO Streamline Code 100 Insulfrog

SL-80	Single Slip	£28.32
SL-86	Large Radius Curved Turnout Right Hand	£11.93
SL-87	Large Radius Curved Turnout Left Hand	£11.93
SL-88	Large Radius Turnout Right Hand	£11.18
SL-89	Large Radius Turnout Left Hand	£11.18
SL-90	Double Slip	£30.75
SL-91	Small Radius Turnout Right Hand	£8.89
SL-92	Small Radius Turnout Left Hand	£8.89
SL-93	Short Crossing	£8.14
SL-94	Long Crossing	£9.49
SL-95	Medium Radius Turnout Right Hand	£9.83
SL-96	Medium Radius Turnout Left Hand	£9.83
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# 2017 PRODUCT GUIDE

The temptations for ready-to-run continue to grow. In the second annual *Hornby Magazine* Product Guide **MIKE WILD** surveys the plans for 'OO', 'N' and 'O' gauge locomotives and rolling stock.



Heljan's Class 128 DPU is making progress towards production for 'O' gauge. This is a hand decorated sample.

**T**HE RECENT 2017 catalogue announcements from Bachmann and Hornby have shown a degree of calm and sense. Production plans have been reduced to more sensible levels in a market which is filled with announcements and proposals. However, while you might think there is now less to look forward to than there was last

year, you would be quite wrong.

In the first *Hornby Magazine* Product Guide feature in February 2016 (HM105) we listed an impressive 140 new models which had been announced for production across the scales. Fast-forward 12 months and that number has risen to more than 150 products which includes locomotives, carriages and wagons. In that incredible list are a





Bachmann's 'N' gauge Class 40 portfolio is being expanded with this split headcode version which will be produced complete with factory fitted sound.

handful of proposals, which are yet to get off the ground, and a large number of projects which are in the early stages of development.

This year we have also ensured that our survey follows the big announcements with 2017 seeing Bachmann, Hornby and Oxford Rail all revealing their full plans for the year ahead during January. No doubt more will be added to

the list as the year rolls on, but at least for now the listings in this survey are fully up to date.

### 'OO' GAUGE

By far the most popular modelling gauge is 'OO' gauge and that trend is shown with half of all the models in this survey being planned for the scale. Totalling 50 locomotives and 38 items of rolling stock there is more than enough to choose from and almost certainly something for everyone.

Interesting is the rise in multiple unit models with an impressive line up of 13 in the 2017 survey which range from the venerable GWR AEC railcar through to the ultra modern Class 800 Hitachi units which are currently undergoing

testing on the Great Western and East Coast main lines. The Southern Region is set to receive four new multiple units in the near future with Bachmann adding the 2-HAP in 2016 and the 4-BEP in 2017 to its roster since our last survey together with the Kernow Model Rail Centre 4-TC unit. The Class 450 Desiro is also now nearing completion with the final decorated samples being shown at Bachmann's 2017 catalogue launch in January.

On the contrary overhead electric units are still a scarce commodity in 'OO', save the Hornby '800', but those looking for first and second generation Diesel Multiple Units are set to be well catered for with the Class 117, 121, 122, 142, 156 and 158 all in varying stages of production.

On the steam front manufacturers are turning more and more towards the diverse and extensive range of tank engines which once served branch line and main line operations with 10 locomotives of this style currently planned and ranging from the industrial Hudswell Clarke 0-6-0ST to popular 0-4-4Ts such as the Wainwright 'H' for the Southern and the Midland '1P' for the Midland.

When it comes to 'modern traction' it is clear that the majority of the diesel locomotives have either been produced to current standards or announced, as this year that list has remained virtually static with just the addition of the Class 20/3 sub-class. However, a new area of growing interest is for ready-to-run electric locomotives where we ➤

**The LMS 'Duchess' is Hornby's headline steam locomotive for 2017 and the first running sample arrived during January (HM117). On October 5 1963 46251 *City of Nottingham* storms Shap Wells banked by Fowler 2-6-4T 42414 with an RCTS Nottingham-Glasgow special. Hugh Ballantyne/Railphotoprints.co.uk.**



TABLE 1 - 'OO' GAUGE NEW LOCOMOTIVES FOR - 2017-2018

Class	Region	Manufacturer	Status	Expected
GWR steam railmotor	Western	Kernow MRC	Design	TBA
GWR 'Dean Goods' 0-6-0	Western	Oxford Rail	Production	2017
GWR '1361' 0-6-0ST	Western	Kernow MRC	Decoration	TBA
GWR '47XX' 2-8-0	Western	Heljan	First sample	2017
GWR 'King' 4-6-0	Western	DJ Models	Design	TBA
GWR '94XX' 0-6-0PT	Western	Bachmann	Research	TBA
LSWR 'B4' 0-4-0T	Southern	Dapol	Design	TBA
SECR 'H' 0-4-4T	Southern	Hornby	Decoration	2017
LBSCR 'H2' 4-4-2T	Southern	Bachmann	First sample	2017
LNWR 'Coal Tank' 0-6-2T	Midland	Bachmann	Shipping	2017
Midland '1P' 0-4-4T	Midland	Bachmann	Research	TBA
LMS 'Royal Scot' 4-6-0 *	Midland	Bachmann	Design	TBA
LMS 'Duchess' 4-6-2	Midland	Hornby	First sample	2017
GNR 'Stirling' single 4-2-2	Eastern	Rapido Trains/Locomotion	Design	2016
LNER 'J39' 0-6-0 *	Eastern	Bachmann	Design	TBA
LNER 'J70' 0-6-0T	Eastern	Bauer/Rapido	Design	TBA
LNER 'J72' 0-6-0T *	Eastern	Bachmann	Design	TBA
LNER 'N7' 0-6-2T	Eastern	Oxford Rail	Design	2018
LNER 'V2' 2-6-2	Eastern	Bachmann	Research	TBA
Hudswell Clarke 0-6-0ST	Industrial	DJ Models	Research	TBA
AEC GWR railcar	Western	Dapol	Decoration	2017
Bulleid 10201-10203	Southern	Kernow MRC	Design	TBA
Class 07	Southern	Heljan	First sample	2017
Class 20/3	Various	Bachmann	Design	TBA
Class 21/29	Scottish	Dapol	Design	TBA
Class 24/1	Various	Bachmann	Design	TBA
Class 41 'Warship'	Western	Kernow MRC	Tooling	TBA
Class 41 (prototype HST)	Western	Locomotion Models	Design	On hold
Class 59	Western	Dapol	Second sample	2017
Class 70/8	Various	Bachmann	Decoration	2017
Class 71	Southern	DJ Models	Production	2017
Class 74	Southern	DJ Models	Design	2017
Class 87	Midland	Hornby	Tooling	2017
Class 90	Various	Bachmann	Design	TBA
Class 92	Southern/Midland	DJ Models	Design	TBA
Class 117	Various	Bachmann	Research	TBA
Class 121	Various	Bachmann	Research	TBA
Class 121	Various	Dapol	Tooling	2017
Class 122	Various	Dapol	Production	2017
Class 142	Midland/Eastern	Realtrack	Design	2018
Class 156	Midland/Eastern	Realtrack	Decoration	2017
Class 158	Various	Bachmann	Design	TBA
Class 410 4-BEP	Southern	Bachmann	Design	TBA
Class 414 2-HAP	Southern	Bachmann	Design	TBA
Class 450	Southern	Bachmann	Decoration	2017
Class 491/438 4-TC	Southern	Kernow/Bachmann	Decoration	2017
Class 800	Western/Eastern	Hornby	Tooling	2017
Janus 0-6-0 diesel shunter	Industrial	Golden Valley Hobbies	Production	2017
L&B 2-6-2T (009)	Southern	Heljan	Production	2017
Baldwin 4-6-0T (009)	Industrial	Bachmann	Tooling	TBA
<b>Total: 50</b>	<b>Steam: 22</b>	<b>Diesel/electric: 15</b>	<b>Multiple units: 13</b>	

\* New chassis



are currently waiting on the arrival of five different designs ranging from the 1960's Class 71 by DJ Models, the first locomotive to be produced supported fully by crowd-funding, together with the Class 74 from the same source, the Class 87 from Hornby, Class 90 from Bachmann and a crowd-funded model of the Class 92 also by DJ. Of these the first to arrive should be DJ Models' Class 71 which is expected to be delivered in the first half of 2017 while Hornby is currently making rapid strides through production of its brand new Class 87 with a target of release in the fourth quarter of this year.

Passenger rolling stock has taken a back seat during 2017, but there

are still a number of vehicle collections in the throes of development. Leading the charge are Hornby and Oxford Rail both of which are at an advanced stage of developing new BR Mk 1 and Mk 3 rolling

stock for release this year. Hornby has the Mk 1 Brake Second Open (a vehicle which has never been produced for 'OO') and the First Open in the decoration phase while Oxford Rail has reached the colour sample section of its new BR Mk 3 range too. Bachmann is continuing work on its South Eastern and Chatham Railway (SECR) 'Birdcage' stock together with the BR Mk 2F vehicles.

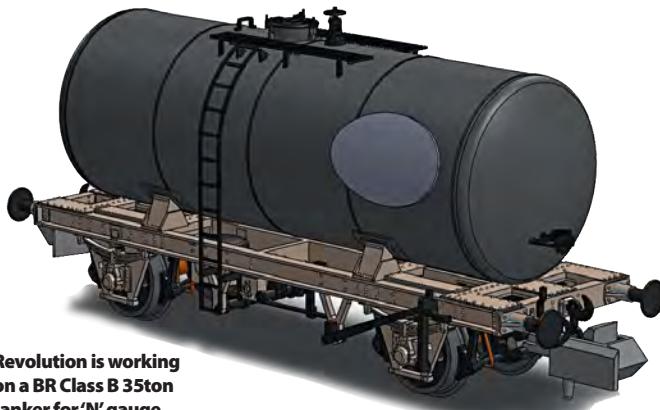
When it comes to freight stock there is a much greater range of vehicles to look forward to, but with some duplication too. Oxford Rail is going head to head with Heljan and Hatton's respectively with its choices of the BR 35ton Class A and B four-wheel fuel tanker (see Reviews for the Heljan



Dapol's Class 122 for 'OO' gauge is expected to follow the Class 68 (see Reviews) into the shops.

Bachmann's new Freightliner flats debuted as engineering samples in January 2017.

**Southern Region multiple units are back in vogue with four on the cards for the future. This is the decorated sample of Kernow Model Rail Centre's Bachmann produced 4-TC unit for 'OO'.**



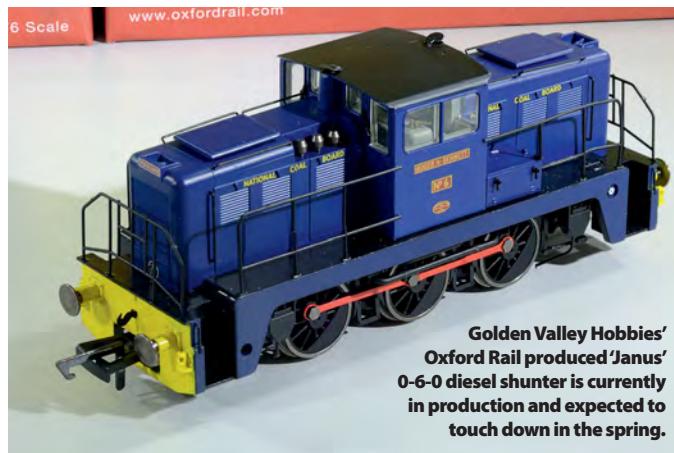
**Revolution is working on a BR Class B 35ton tanker for 'N' gauge.**

Class B tanker) and LMS 'Warwell' bogie well wagon too. Similarly, the BR Carflat is to be available from both Oxford Rail and Bachmann, although at least in this case the two versions are different – Oxford's being the shorter 57ft variety and Bachmann's the longer 63ft wagon.

Hatton's 'Warwell' is an interesting project both in subject and for the fact that this is the retailer's first solo project where it is dealing direct with the factory rather than commissioning through a well-

known brand. Early samples show great promise and with Hatton's reputation for past products we are excited to see the finished models.

Also new to the wagon list for 2017 are three versions of the GWR 'Toad' brake van offering early four-wheel and six-wheel variants from Oxford Rail together with a later traditional long wheelbase version from Hornby too. Plus there are plans for the VEA 'Vanwide' box van and 'Prestwin' twin silo cement wagons by Bachmann alongside »



**Golden Valley Hobbies' Oxford Rail produced 'Janus' 0-6-0 diesel shunter is currently in production and expected to touch down in the spring.**

**TABLE 2 - 'OO' GAUGE NEW CARRIAGES FOR 2017-2018**

Description	Region	Manufacturer	Status	Expected
BR Mk 1 Brake Second Open	Various	Hornby	Decoration	2017
BR Mk 1 First Open	Various	Hornby	Decoration	2017
SECR 'Birdcage' stock	Southern	Bachmann	First sample	2017
BR Mk 2F DBSO	Scottish/Eastern	Bachmann	Tooling	TBA
BR Mk 2F stock	Various	Bachmann	Tooling	TBA
BR Mk 3 stock	Various	Oxford Rail	Decoration	2017
BR Mk 1 POT stowage van	Various	Bachmann	First sample	2017
LSWR push-pull'gate stock'	Southern	Kernow MRC	First sample	TBA
<b>Total: 8</b>				

**TABLE 3 - 'OO' GAUGE NEW WAGONS FOR 2017-2018**

Description	Region	Manufacturer	Status	Expected
Ransomes 45ton steam crane	Various	Bachmann	Design	TBA
GWR AA1 six-wheel 'Toad'	Western	Oxford Rail	Design	2017
GWR AA3 four-wheel 'Toad'	Western	Oxford Rail	Design	2017
GWR AA13 'Toad' brake van	Western	Hornby	First sample	2017
LMS 'Warwell'	Various	Hatton's	First sample	2017
LMS 'Warwell'	Various	Oxford Rail	First sample	2017
LMS/LNER 22ton bolster wagon	Various	TMC/Bachmann	Decoration	2017
LMS/LNER 22ton plate wagon	Various	TMC/Bachmann	Decoration	2017
BR 35ton Class B 4-wheel tanker	Various	Oxford Rail	Tooling	2017
BR 35ton Class A 4-wheel tanker	Various	Oxford Rail	Tooling	2017
BR 57ft Carflat	Various	Oxford Rail	Decoration	2017
BR 63ft Carflat	Various	Bachmann	Research	TBA
BR Prestwin twin silo cement wagon	Various	Bachmann	Research	TBA
BR VEA 'Vanwide' 12ton vent van	Various	Bachmann	Research	TBA
45ton conical end TTA tanker	Various	Bachmann	Research	TBA
Freightliner FGA container flat	Various	Bachmann	First sample	2017
Freightliner FFA container flat	Various	Bachmann	First sample	2017
'Warflat' bogie flat wagon	Various	Bachmann	Sample	2017
Freightliner MJA bogie box twin	Various	Dapol	Production	2017
IDA super low 45 container flat	Various	Dapol	Design	TBA
'Turbot' bogie spoil wagon	Various	Dapol	Design	TBA
LSWR road van	Southern	Kernow MRC	Design	TBA
TIGER bogie china clay wagon	Various	Kernow MRC	First sample	TBA
'Salmon' bogie rail carrier	Various	Flangeway	Design	TBA
ICI bogie hopper	Midland	Hatton's	First sample	2017
TEA 100ton bogie tanker	Various	Revolution Trains	First sample	2017
PGA 45ton aggregate hopper	Various	Cavalex Models	Design	2018
Irish Railway ballast hopper	Ireland	Irish Railway Models	Decoration	2017
Tara iron ore bogie wagon	Ireland	Irish Railway Models	Design	TBA
Two-axle cement wagon	Ireland	Irish Railway Models	Design	TBA
<b>Total: 30</b>				

# 2017 PRODUCT GUIDE



Artwork for Hornby's SECR 'H' 0-4-4T is currently being prepared including an intricate SECR livery version.

its previously announced models of the original Freightliner flats, conical end TTA tanker and 'Warflat'.

## 'N' GAUGE

The smallest of the British outline ready-to-run scales is holding its position in 2017 with a small increase to the list raising it from 25 products planned in 2016 to 27 this year. There are now five names in the scale consisting of the 'big' players in Bachmann and Dapol as well as products planned by DJ Models, Revolution Trains and, most recently, the N Gauge Society which has launched its first solo ready-to-run locomotive project too.

Bachmann has been set on raising the bar for chassis design in 'N' gauge again with its announcement in 2016 that all new models would be supplied with a Next18 Digital Command Control (DCC) decoder socket and, where possible, provision for installation of digital sound too. If that wasn't enough it

also released its first factory sound model for 'N' gauge in 2016 in the Class 108 DMU and is set to follow that with sound fitted versions of its soon to be released GWR 'Castle' 4-6-0 and BR Class 40 diesel.

This year Bachmann has stepped forward with a greater number of new product plans in 2017 consisting of the SECR 'C' 0-6-0, LMS '8F' 2-8-0, refurbished Class 31s plus Thompson carriages and a new model of the 1960s introduced TEA 100ton bogie tanker. The 'Castle' is on its way from China while the manufacturer's Class 40 for 'N' is expected in the second half of the year.

Meanwhile Dapol has been working away in the background on a number of projects, but has also confirmed that it has put its model of the LNER 'J72' 0-6-0T on hold following Bachmann's announcement of the same locomotive class in 2015. On the positive front it is also developing

Bachmann's 'Brighton Atlantic' is eagerly awaited. This is the first full pre-production sample of the 4-4-2 which broke cover at Warley in November 2016.



a new chassis and motor arrangement for its models of the Bulleid air-smoothed and rebuilt 'West Country' 4-6-2s which is why these particular models have been delayed in reaching production. No date has been set for their release while Dapol continues development of the mechanism.

On the diesel front Dapol's Class 50 has now entered the tooling phase while its long awaited Class 142 is currently going through revisions to its decoration before production can begin. The 'N' gauge Class 59 and 68 are also still in progress with design work being shown by the manufacturer for both via its new online forums.

Revolution Trains has made a name for itself with the delivery of its modern TEA 100ton bogie tanker in late 2016 which has now been nominated for modelling awards too. Hot on its heels is the Class 390 Pendolino for 'N' gauge which was scheduled to enter production during the first quarter of 2017. This has been joined by proposals for crowd-funded models of the Class 92 electric locomotive, HOA hopper and BR 35ton Class B tanker while Revolution is also continuing development of its Class 320/321 EMUs for the scale too.

The N Gauge Society launched its first ready-to-run locomotive project in early February to mark

TABLE 4 - 'N' GAUGE NEW LOCOMOTIVES FOR 2017-2018

Class	Region	Manufacturer	Status	Expected
GWR 'Castle' 4-6-0	Western	Bachmann	Production	2017
GWR '63XX' 2-6-0	Western	DJ Models	Research	TBA
GWR 'King' 4-6-0	Western	DJ Models	Proposed	TBA
SR 'C' 0-6-0	Southern	Bachmann	Research	TBA
SR 'West Country' 4-6-2	Southern	Dapol	Design	TBA
SR rebuilt 'West Country' 4-6-2	Southern	Dapol	Design	TBA
LMS '8F' 2-8-0	Midland	Bachmann	Research	TBA
LNER 'J72' 0-6-0T	Eastern	Dapol	n/a	On hold
LNER 'J72' 0-6-0T	Eastern	Bachmann	Research	TBA
LNER 'Q6' 0-8-0	Eastern	DJ Models	Research	2016
Hunslet 'J94' 0-6-0ST	Eastern	DJ Models	Design	TBA
Hudswell Clarke 0-6-0ST	Industrial	DJ Models	Research	TBA
Hunslet 0-6-0DM	Industrial	N Gauge Society	Design	2018
Class 17	Eastern/Scottish	DJ Models	Design	TBA
Class 23	Eastern	DJ Models	Design	TBA
Class 31 (refurbished)	Various	Bachmann	Research	TBA
Class 40	Midland/Eastern	Bachmann	Decoration	TBA
Class 41 prototype HST	Western	Dapol	Design	TBA
Class 50	Midland/Western	Dapol	Tooling	2017
Class 59	Western	Dapol	Design	TBA
Class 68	Various	Dapol	Design	TBA
Class 92	Southern/Midland	DJ Models	Design	2017
Class 92	Southern/Midland	Revolution Trains	Design	2017
Class 142	Midland/Eastern	Dapol	Decoration	2017
Class 319	Southern/Midland	Bachmann	Research	TBA
Class 321	Midland/Eastern	Revolution Trains	Research	TBA
Class 390	Midland	Revolution Trains	Production	2017
<b>Total: 27</b>	<b>Steam: 12</b>	<b>Diesel/electric: 11</b>	<b>Multiple units: 4</b>	



Cavalex Models' first product is the 45ton PGA aggregate hopper for 'OO' gauge. This is a rendered image from the developing CAD file.

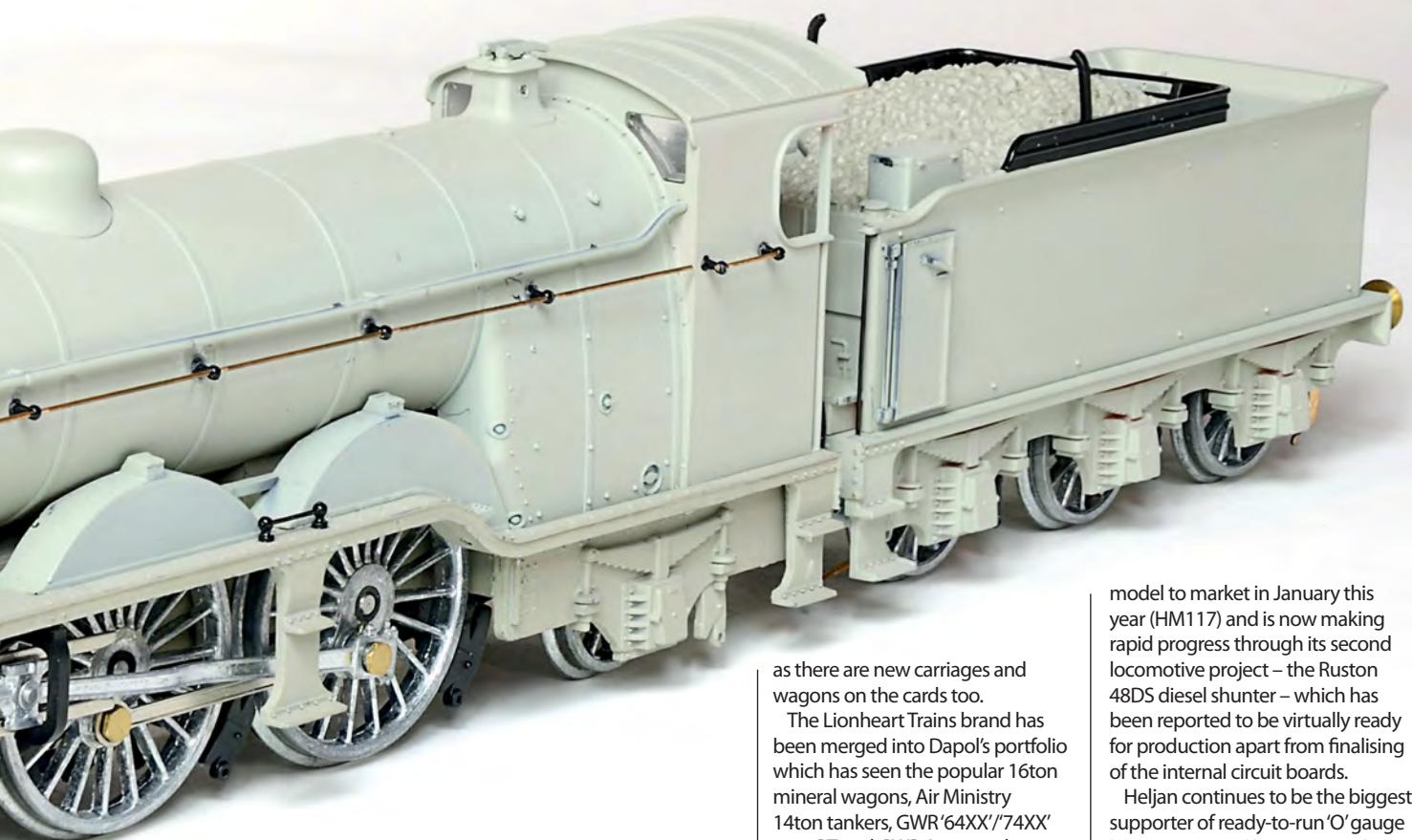


TABLE 5 - 'N' GAUGE NEW CARRIAGES FOR 2017-2018

Description	Region	Manufacturer	Status	Expected
SECR 'Birdcage' stock	Southern	Bachmann	Research	2017
LNER Thompson stock	Eastern	Bachmann	Research	TBA
BR Mk 2F DBSO	Scottish/Eastern	Bachmann	Design	TBA
BR Mk 2F stock	Various	Bachmann	Design	TBA
<b>Total: 4</b>				

TABLE 6 - 'N' GAUGE NEW WAGONS FOR 2017-2018

Description	Region	Manufacturer	Status	Expected
Class B 35ton tanker	Various	Revolution Trains	Proposed	TBA
TEA 100ton bogie tanker	Various	Bachmann	Research	TBA
Freightliner HIA limestone hopper	Various	Dapol	Design	2017
ZJ0/ZJ1 'Mermaid' ballast tippler	Various	DJ Models	Decoration	2017
LSWR road van	Southern	DJ Models	Design	TBA
ZUV 20ton 'Shark' ballast plough	Various	DJ Models	Design	TBA
YCV 'Turbot' bogie ballast wagon	Various	DJ Models	Design	TBA
Bogie Bolster E wagon	Various	DJ Models	Design	TBA
HOA bogie aggregate hopper	Various	Revolution Trains	Design	TBA
KFA container flat	Various	Revolution Trains	First sample	2017
<b>Total: 10</b>				

the Society's 50<sup>th</sup> anniversary year (HM117). The model chosen is the Hunslet 0-6-0DM shunter which will be available to N Gauge Society members for £75. This new diversion for the NGS, which has previously only commissioned unpowered rolling stock, is expected to be released in the first half of 2018.

DJ Models is moving ahead with its 'Mermaid' side tipping ballast wagon for 'N' gauge as its priority for the scale, but still has a list of projects in development. The latest to be proposed, to gauge interest, is the GWR 'King' 4-6-0 following handing over of the 'OO' gauge version from Hatton's to DJ Models.

## 'O' GAUGE

We've talked of the rise in popularity for ready-to-run 'O' gauge in recent months and that growth is clear to see here with double the number of locomotive projects now planned versus the same time 12 months ago. But it isn't just locomotives

as there are new carriages and wagons on the cards too.

The Lionheart Trains brand has been merged into Dapol's portfolio which has seen the popular 16ton mineral wagons, Air Ministry 14ton tankers, GWR '64XX'/'74XX' 0-6-0PT and GWR Autocoach all move into Dapol's control. In addition Lionheart's new GWR 'B-set' carriages are now being finalised through Dapol with the first batch expected to arrive during March.

This strengthening of the 'O' gauge part of Dapol's operation has also seen two new locomotives announced for development in the GWR '57XX' 0-6-0PT and LMS 'Jinty' 0-6-0T – both being very worthy contenders with great scope for use on a wide variety of layouts.

However, the '57XX' has competition as Minerva Model Railways is also making rapid progress through development of models of the GWR '8750' and '57XX' 0-6-0PT for 'O' gauge with its '8750' on schedule for release in July 2017. Minerva has established a strong reputation for on time delivery of its products with its first two industrial locomotives, including the Kerr Stuart 'Victory' 0-6-0T (HM116), offering quality for an affordable price too.

Another new name to the 'O' gauge market is the Little Loco Company which launched in April 2016 with its Class 15 Bo-Bo diesel project. It delivered that

model to market in January this year (HM117) and is now making rapid progress through its second locomotive project – the Ruston 48DS diesel shunter – which has been reported to be virtually ready for production apart from finalising of the internal circuit boards.

Heljan continues to be the biggest supporter of ready-to-run 'O' gauge locomotives and has increased its commitment both in number and range. Initially it was focused on BR diesel locomotives, but during 2015 and 2016 steam locomotives have worked their way into its roster of projects including the GWR '61XX' 2-6-2T, due for release in the first half of 2017, and the GWR '43XX' 2-6-0 for release in 2018.

The Danish manufacturer is also working on a number of more traditional models for its portfolio including a centre headcode Class 37 (due to arrive in March), the Class 45, Class 03 and Class 05 diesel shunters and a series of DMUs with the first to be produced being the Gloucester Class 128 parcels railcar.

Another interesting development is Hatton's decision to move into ready-to-run 'O' gauge with not one but six projects. Topping the billing are models of the Gresley 'A3' and 'A4' 4-6-2s for 7mm scale commissioned from Heljan alongside a trio of Gresley teak bodied 61ft 6in corridor carriages covering the Corridor Third, Open Third and Brake Composite. These are due for release progressively in 2018 with drawing work taking place »



Hatton's is developing the LMS 'Warwell' for 'OO' and 'O' gauges. This is the 'OO' first sample with later Gloucester bogies as used by the Ministry of Defence from the 1970s onwards.

# 2017 PRODUCT GUIDE



during the first quarter of 2017.

As in 'OO' gauge, Hatton's has made the decision to go direct to the factory to produce its sixth 'O' gauge model – the LMS 1942 introduced 'Warwell' wagon – which is expected to be released in 2018 following on from the 'OO' version.

## THE FUTURE

Over the past 10 years the *Hornby Magazine* team has constantly been wowed by the variety and volume of ready-to-run model production and even though 2017 has seen some conservative moves in some areas it is clear that there is still great confidence in the ready-to-run market – and especially in 'OO' and 'O' gauges. The range continues to grow

and we are now able to model a more realistic picture of the real railway system than ever before. There are, though, a number of stalled projects and it is clear in some cases that the manufacturers have a degree of catching up to do. When they achieve that though we will be rewarded with a stunning variety of high quality locomotives and rolling stock which will make the hobby yet more enticing than it already is.

We'll be watching closely over the next 12 months to see what happens next and bring you the latest news on all these projects and more as they happen and you can expect a full update on this survey in March 2018 too. Who knows what will be on the list then? [Hma](#)



TABLE 7 - 'O' GAUGE NEW LOCOMOTIVES FOR 2017-2018

Class	Region	Manufacturer	Status	Expected
GWR'43XX' 2-6-0	Western	Heljan	Design	2018
GWR'57XX' 0-6-0PT	Western	Dapol	Research	TBA
GWR'8750' 0-6-0PT	Western	Minerva Model Railways	Tooling	2017
GWR'57XX' 0-6-0PT	Western	Minerva Model Railways	Tooling	2017
GWR'61XX' 2-6-2T	Western	Heljan	Decoration	2017
LMS'Jinty' 0-6-0T	Midland	Dapol	Design	2017
LNER'A3' 4-6-2	Eastern	Hatton's/Heljan	Design	2018
LNER'A4' 4-6-2	Eastern	Hatton's/Heljan	Design	2018
Hunslet'J94' 0-6-0ST	Eastern	DJ Models	Design	TBA
Ruston 48DS shunter	Industrial	Little Loco Company	Sample	2017
Class 03	Various	Heljan	Design	2018
Class 05	Eastern/Scottish	Heljan	Decoration	2017
Class 23	Eastern	DJ Models	Design	TBA
Class 37 (centre headcode)	Various	Heljan	Shipping	2017
Class 45	Midland	Heljan	Decoration	2017
Class 117	Various	Heljan	Design	2018
Class 120	Western	Heljan	Design	2018
Class 121	Various	Heljan	Design	2018
Class 128	Western/Midland	Heljan	Decoration	2017
Total: 19	Steam: 9	Diesel/electric: 6	Multiple units: 4	

TABLE 8 - 'O' GAUGE NEW CARRIAGES FOR 2017-2018

Description	Region	Manufacturer	Status	Expected
GWR'B-set' carriages	Western	Dapol	Shipping	2017
LNER Gresley teak Corridor Third	Eastern	Hatton's/Heljan	Design	2018
LNER Gresley teak Open Third	Eastern	Hatton's/Heljan	Design	2018
LNER Gresley teak Brake Composite	Eastern	Hatton's/Heljan	Design	2018
Total: 4				

TABLE 9 - 'O' GAUGE NEW WAGONS FOR 2017-2018

Description	Region	Manufacturer	Status	Expected
BR ventilated 12ton meat van	Various	Dapol	Tooling	2017
BR Vanwide 12ton ventilated van	Various	Dapol	Tooling	2017
BR HAA 45ton hopper	Various	Dapol	Design	TBA
BR HEA 45ton hopper	Various	Dapol	Design	TBA
LMS'Warwell' bogie well wagon	Various	Hatton's	Design	2018
Total: 5				

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# The 'HALLAM PULLMAN'

No room for an express, even in 'N' gauge?  
**TIM SHACKLETON** models an authentic  
Pullman formation that's barely two feet long.

**C**REATING a short passenger train for a minimum-space layout was a response to the editor's request. But instead of the lowly local he might have been expecting, I went for a proper Pullman express. This had the added advantage of enabling me to make a contribution to Alan Whitehouse's fast-evolving 2mm scale layout Hallam Town. Set in the 1970s, the plan involves rejigging a bit of municipal South Yorkshire but otherwise sticks close to prototype reality in the Sheffield area.

But what was the 'Hallam Pullman'? More to the point, where in Britain would you find three-coach Pullmans? Until 1966, Sheffield had its own Pullman train, the 'Master Cutler', which originally ran via the Great Central Main Line to Marylebone but was latterly routed into King's Cross via Retford and the East Coast Main Line. Another grand East Coast Main Line (ECML) service was the 'Yorkshire

Pullman' – it primarily served Harrogate but had a short portion for Hull, detached at Doncaster. I rewrote history so that Alan's 'Hallam Pullman' (unofficial title) ran down the ECML from King's Cross to Doncaster where – as the Yorkshire Pullman did – it split into two portions. The main one went forward to Hull behind the train engine (generally a Class 47 but sometimes a Class 46 and once in a blue moon a 'Deltic') while three cars plus brake went off in the opposite direction to Sheffield (Hallam) behind whatever was spare in the area – usually a Class 31 but occasionally something much larger, with a TOPS number beginning with '5'. A Gangway Brake (BG) was marshalled at each end of the train to simplify arrangements at Doncaster. The trailing BG became the leading vehicle of the down Hallam portion, which ran via Mexborough and what is now Meadowhall to reach its ambiguous destination – a compact city-centre

terminus that owes more than a little to Cyril Freezer's classic layout Minories. The front brake went on to Hull with the remaining cars and became the last vehicle on the return journey, where the procedure was reversed.

The exercise also gave me the opportunity to look at weathering for 'N' gauge, a topic I've increasingly become interested in. It's quite a different discipline to weathering in the larger scales and the emphasis is on understatement and delicacy of touch. Colours are much lighter, too, and the need for fine detail is less obvious. Using reference photographs in my own Weathering Rolling Stock and in Keith Parkin's definitive study of Mk 1 coaches, I wanted to reproduce the shabby, down-at-heel look of Pullmans in their final years of service with, for contrast, an ex-works Class 31 at the head. This is the reverse of how you might expect things to have been but it is very much how it was on the ground. **HM**

**In the years immediately before the introduction of Inter-City 125s, Pullman services began to be run down. The outward condition of the stock deteriorated alarmingly, although the traditional Pullman standards of service were religiously maintained. Here Doncaster has diagrammed a Class 31 fresh from 'The Plant' to take the 'Hallam Pullman' on the final 25-mile leg of its journey.**



STEP BY STEP **CREATING THE 'HALLAM PULLMAN' IN 'N' GAUGE**

Intermediate  
Beginner  Advanced

**1**

The formation, exactly as the prototype would have been: three Graham Farish Mk 1 Pullmans in the 'reversed' blue-grey livery – Parlour First, Parlour Second and Parlour Kitchen – are complemented by a Mk 1 BG. Second Class Pullmans began to be withdrawn from East Coast services as early as 1970 (see [www.emgauge70s.co.uk/proto\\_pullman](http://www.emgauge70s.co.uk/proto_pullman)) but I have allowed a little leeway here.

**2**

A Farish Class 31 with ESU sound unit provides motive power for the Hallam Pullman on its short journey through South Yorkshire. 'N' gauge has come on in leaps and bounds in recent years and this model takes things a step further, having been converted to 2mm finescale with high-fidelity wheels.

**3**

In my view the best choice of airbrush for 'N' gauge work is the Iwata Eclipse CS. Its 3.5mm nozzle gives very fine control over paint delivery. You can buy even finer airbrushes but unless you know exactly what you're doing and are more than usually particular about how you prepare your paint, especially if using acrylics, you're likely to end up in hot water.

**4**

I decided to start with the underframes, so the first step was to mask off the bodysides using Tamiya 18mm tape. Use only specialist modelmakers' masking tape for this purpose – other types of masking tape have too much grip for our needs, and can sometimes pull off tampon-printed livery elements.

**5**

In 'N' gauge, weathering is more about suggestion than meticulously reproduced detail. I did the bulk of the underframes with just two acrylic colours – Humbrol Matt Leather (62) and LifeColor Burned Black (UA736) – blended in different ways.



Using Ultimate's universal acrylic thinners enables me to mix products from different paint manufacturers.



## STEP BY STEP CREATING THE 'HALLAM PULLMAN' IN 'N' GAUGE



I inverted the coaches in a foam cradle and then made a series of passes with the airbrush – first a light mix that was virtually pure Matt Leather, then a mid-tone mixed 50:50 with Burned Black, and finally an 80:20 dark mix. This helps build up a subtle variety of tones on the underframes, copied as ever using colour reference photographs as a guide.



**7** Only a light mist is needed with each pass, especially if you're going to build up tonal variety by layering your colours. Always stop and check before adding further coats of paint. Once you're satisfied, give the paint a few minutes to dry and then peel away the masking tape.



With the roofs I'm following exactly the same procedure that I used for the underframes – first masking off the coach sides, then building up subtly varied shades of discoloration using an airbrush. Instead of Matt Leather I'm now using LifeColor Tyre Black (UA733), once again blended with an increasing proportion of Burned Black. You could use a proprietary 'roof dirt' paint but my guess is that, being formulated with larger scales in mind, it might be a bit too dark and intense for 'N' gauge. In the smaller scales, weathering shades are a lot lighter than people seem to imagine.



**9** Roof weathering is not one solid colour, but neither is it a riot of different shades. It might be difficult at this stage to tell where one tone ends and the next begins, but that's the glory of using an airbrush. You cannot blend colours quite so subtly by any other means, still less achieve the necessary dead-matt finish. Once this has been done we can add further weathering subtleties using PanPastels.



**10** While the final, darker mix is still in the colour cup you can lightly mist over the coach ends (left-hand vehicle). Dip a biggish brush in airbrush cleaner and then wash away as much of this coat as possible, leaving the dirt to collect in corners. This is a highly effective way of suggesting built-up, ingrained grime. We will follow much the same procedure with the bodysides.



**11** PanPastels, a trade name, are like incredibly fine weathering powders in a soft cake form, similar to eye make-up. Artists use them in a variety of ways to create subtle tonal variations, or as a painting medium in their own right. Even super-subtle weathering powders such as those made by MIG or AK-Interactive aren't quite as refined as this.



**12** Here you can see the result of lightly brushing on a few grains of Pan Pastel and blending them in. Sponge-like applicators are the norm but in this instance I've used brushes. The main colours you see here are the Extra Dark versions of Burnt Sienna (27401) and Payne's Grey (28401), along with the flesh-toned Burnt Sienna Tint (27408).





**13** Mk 1 Pullmans had ribbed roofs – the Farish 2mm ones do not. My solution was to take an HB pencil and lightly rule transverse lines, 5mm apart. A gentle mist of Testor's Dullcote kills the shine and protects the PanPastels – if you use too much, the colours will run.



**14** I wanted the coach sides to look shabby and careworn, just as the prototypes did in their final years. They weren't dirty as such, and were still regularly washed, but they had long lost their sparkle and looked very faded and travel-stained. The first step was to add just a touch of dilute Burned Black/Matt Leather wherever dirt would accumulate, such as around the inset vestibule doors.



**15** While the paint was still wet I dipped my brush in acrylic thinners and wiped away the paint with a downward motion, leaving small deposits trapped in hard-to-reach areas. The paint finish on some of these cars was clearly starting to go and on the Parlour Second and the BG above it I used airbrush cleaner instead of thinners which gives a convincing 'fade' effect, especially on blue.



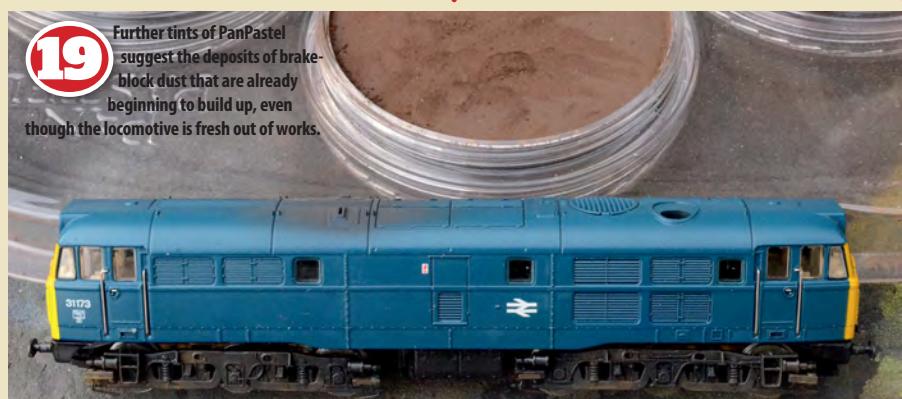
**16** I wanted the common-user BG to appear dirtier than the Pullman cars, so I further discoloured the sides by lightly brushing on grey-brown eye shadow from the cosmetics counter. This is a cheaper alternative to PanPastels and while not quite so easy to work with, it does a similar job. Look for one with a matt finish.



**17** As it was to be shown in ex-works condition, so it would contrast with the shabby coaches, weathering the locomotive was absurdly simple. The first job was to drift some Tamiya Flat Black (XF1) around the exhaust outlets. As soon as a diesel locomotive is fired up for the first time, this area starts to get sooty.



**18** A fine airbrushed mist of Burned Black around the bogies just tones them down a touch and, more significantly, helps pick out the relief detail. The Commonwealth bogies on the Class 31s were one of their most distinctive features.



**19** Further tints of PanPastel suggest the deposits of brake-block dust that are already beginning to build up, even though the locomotive is fresh out of works.

At different times of day stations such as Leeds Central and Wakefield Westgate saw a fair amount of activity as express trains were divided into portions to give places such as Bradford, Halifax and Huddersfield their own through carriages to and from London. Here is the nearest you will find to a real 'Hallam Pullman' – on November 23 1963, English Electric prototype DP2 has arrived at Doncaster with the three-coach Hull portion of the up 'Yorkshire Pullman' and is waiting for the main six-coach train to arrive from Harrogate so it can reverse on to the incoming cars and couple up. The old wooden-bodied Pullmans (only retained because they had guard's compartments) were withdrawn not long afterwards and replaced by Mk 1 corridor brake vans. Tim Shackleton.



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The Corner Shop and Terraced Houses are modular, so that you can build them to stand alongside each other and create long street scenes. Both come in Red Brick or Stone and in either 00 or N scale.

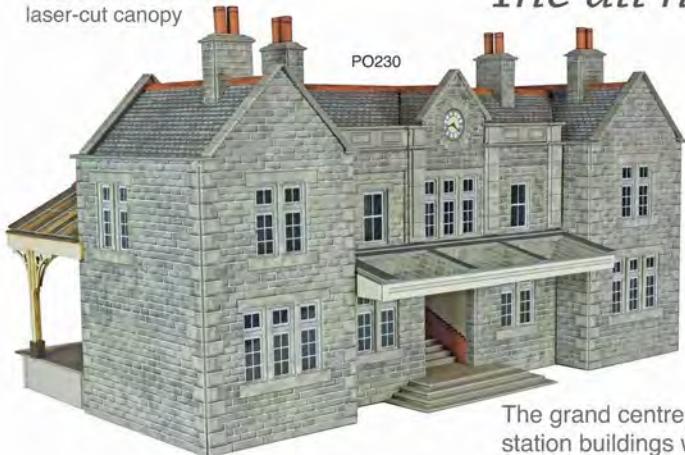
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Island Platform Building shown here with the Stone Platform Kit (see below). Building does not come with platform.

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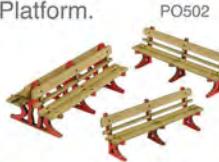
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A great addition to any street scene. Contains two stalls with colourful canopies and merchandise. Laser Cut.

# Flexible

**T**RACK LAYING on the full-size railway is complex and involves a large team of engineers, wagonloads of sleepers and long lengths of flexible steel rail. Thankfully, in model form the hard part has been done for us as you will discover in this month's Equipment Guide focussing on 'OO/HO' (16.5mm) gauge flexible track.

Unlike sectional track, supplied with some train packs and sets (HM96), flexible track is much more versatile as it allows you to apply subtle curves or create complex formations to a layout plan that sectional track cannot achieve. This flexibility offers a more fluid development to a layout with scope to adapt the plan as you go. Not only that, it is also a more cost-effective method than purchasing individual sectional track pieces as it can be cut to size and any leftover sections also utilised.

However, before you rush headlong into a purchase, consideration should be given to the options available. In Britain, the most popular 'OO/HO' rail profiles are code 100 and code 75, which relate to the height of the rail in hundredths of an inch – 0.100in and 0.075in accordingly. If you wish to match the sectional track components supplied in a train set, you will need to opt for code 100 flexible track which will also accommodate older style deep wheel flanges. For something a little finer in scale appearance, code 75 products have become increasingly popular. Closer to scale code 82 and code 83 (0.082in and 0.083in respectively) flexible track is also available, although generally directed towards European and American outline layouts while ready-built point options are more limited.

Available primarily with nickel-silver or steel rails in yard lengths (914mm), most flexible track

components are formed with flat bottom profile rail, although more of the older style bullhead profile rail is appearing. Easily identified, flat bottom rail has a distinctive angular appearance with a thin flat base and is seated directly on the sleepers while bullhead rail is more rounded with a similar profile top and bottom, secured to the sleepers by separate metal rail chairs.

Whilst flat bottom rail is the prevalent type on the rail network today, it has been in frontline use for more than 50 years in some parts of the country, while bullhead rail, which saw widespread use throughout the steam era, can still be seen on the full-size railway too in sidings, goods yards, some branch lines and heritage railways. A quick internet search will soon reveal images you may never have expected to see such as flat bottom rail in concrete sleepers carrying steam-hauled freights on



Choosing the right track can make all the difference. For flat bottom rail our first choice is Peco's code 75 flexible track – simple, robust, readily available and quick to lay, the majority of *Hornby Magazine*'s exhibition layouts have been built with this track - including Twelve Trees Junction. A Bulleid 'West Country' leads a rake of BR Mk 1 stock through the junction heading for the capital.

# track

the West Coast Main Line in the 1960s. As we often suggest, research is key and you might just be surprised at what you discover! See *Railway Realism* on pages 104-107 for more on track development on the real railway.

You may also have noticed the different sleeper spacing between various flexible track products on offer. Code 100 and some code 75 products have slightly closer-than-scale sleeper positions, an anomaly that harks back to the adoption of 'HO' scale track width of 16.5mm gauge for 'OO'. This can be improved with careful ballasting and painting techniques. Sleeper options include concrete, steel or wooden. For scale track, options are available within some code 75 ranges.

There are many brands available and the following selection of ready-to-run flexible track offer a range of readily available and popular products for 'OO' gauge to suit all budgets. **Hm**



Track is the foundation of many model railways. **MARK CHIVERS** assesses some of the more popular types in 'OO' gauge covering flat bottom and bullhead rail profiles.

## FLAT BOTTOM RAIL

BACHMANN



Matching the track supplied with its 'OO' gauge train sets, Bachmann's range includes this code 100 nickel silver wooden sleeper flexible track (Cat No. 36-621).

Available in 914mm lengths, the track base is formed of moulded black plastic sleepers, each measuring 29.8mm long x 2.7mm wide x 2mm deep, spaced every 3.7mm or so, while a pair of flat bottom rails sits neatly between the basic but effective rail fastenings. Underneath, cuts appear to one side of the webbing every other sleeper to ease curvature, with four sections of 36 sleepers making up the entire length.

Our sample held its shape well, demonstrating a flowing semi-flexible robust quality when

GUIDE RATINGS					
	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

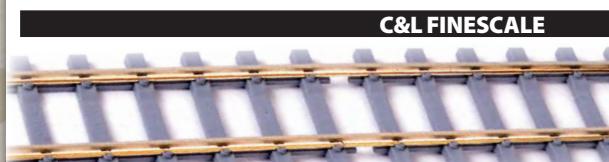
bent with very little distortion to the sleepers and proved easy to straighten again.

Pre-drilled holes appear every 12 sleepers for accommodating track fixing pins – a handy feature for new layout builders, while each sleeper also features a different wood grain effect, which should show through once painted. At the head, the flat bottom rails measured 1mm across.

Moulded in black plastic, it might not be the most attractive, but it certainly represents good value for money at £3.50 per length, and is also fully compatible with code 100 trackwork produced by other manufacturers.

### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Scale:</b>	'OO' (16.5mm gauge)
<b>Price:</b>	£3.50



Recently added to the C&L Finescale range is this code 82 flexible track with flat bottom profile rail and concrete sleepers (Cat No. E4FTOOBF).

Available in 915mm lengths, each piece is formed using multiple sections of Exactscale FastTrack 2mm concrete sleeper plastic webbing fitted with Peco code 82 flat bottom nickel silver rail. This thicker sleeper base has been used to lift the tracks sufficiently to match other brands of track without having to insert extra ballast material beneath. We tried it with a Peco code 75 point and whilst it joined reasonably well, there was a slight lip between rail joins as you might expect. Overall height is 4.4mm.

Neatly moulded in light grey plastic, each

section of sleeper webbing is formed of eight fixed sleepers and will need to be cut to allow gentle curves to be formed. If you just intend to use it for straight track, don't cut the webbing.

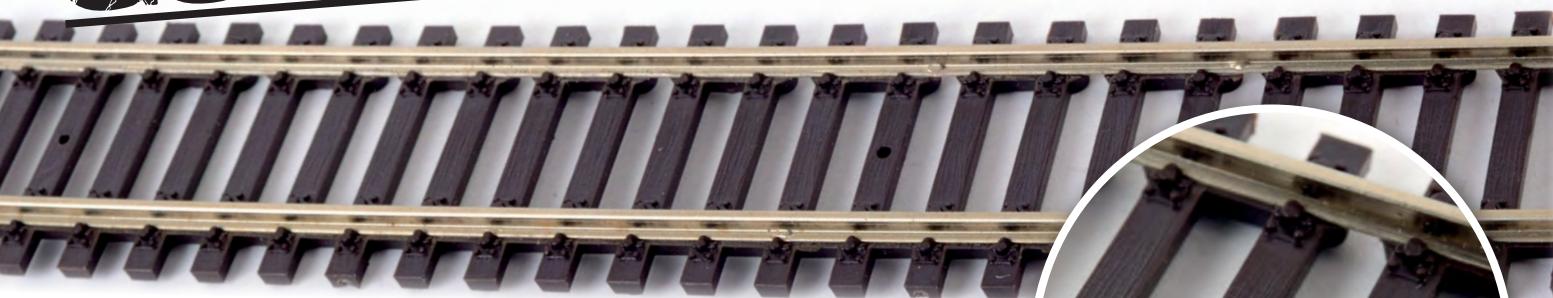
Sleepers measure 29.3mm x 3.2mm x 1.8mm, each spaced 3.9mm apart, and include exquisite Pandrol clip rail fastenings and Costain branding, reflecting the manufacturer of the prototypes.

C&L Finescale produces a selection of suitable turnouts in both kit and ready-built form. Priced at £9 per length, this is the most expensive length of track in this equipment guide.

### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.finescale.org.uk">www.finescale.org.uk</a>
<b>Scale:</b>	'OO'
<b>Price:</b>	£9

GUIDE RATINGS					
	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					



## GAUGEMASTER

Gaugemaster's range of 'OO' gauge track components offers three lengths of code 100 flexible track with flat bottom profile rail and wooden sleepers, two featuring nickel silver rails in a choice of black (Cat No. GM93) or brown sleepers (GM97X) and one with steel rails and black sleepers (GM91).

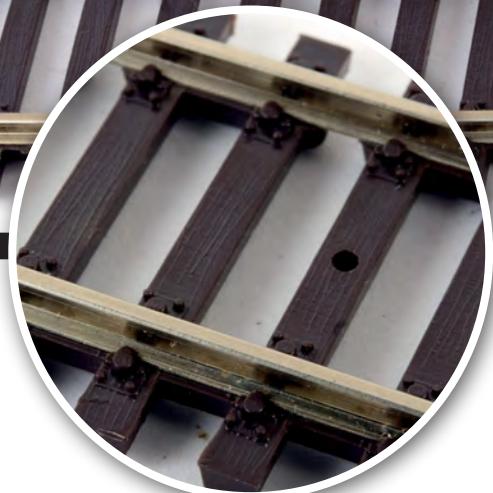
At 896mm long, our flexible track sample was formed of one continuous length of brown plastic sleeper webbing, with each sleeper measuring 28.5mm x 2.9mm x 1.7mm. Cuts appear between every other sleeper on one side of the webbing while evenly spread pre-drilled track pin holes are provided along its length. Sleeper spacing is approximately 3.9mm.

In terms of aesthetics, the sleepers are neatly moulded with differing wood grain patterns

	GUIDE RATINGS				
	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

and neatly formed rail fastenings. There was evidence of a small amount of plastic flash on our sample. Interestingly, the bend test on this sample was not quite so free flowing and whilst it held its shape, the process was a little jerky as the rail moved through the sleeper fastenings.

In situ, the 1mm wide flat bottom rail head sits 4.2mm high and is compatible with other code 100 track components from Bachmann, Hornby and Peco.



Although slightly shorter in length than some other brands, at £3.35 per length it's also good value for money and easy to use.

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.gaugemaster.com">www.gaugemaster.com</a>
<b>Scale:</b>	'OO'
<b>Price:</b>	£3.35

## HORNBY

Hornby's range of track components includes two sections of wooden sleeper code 100 flexible track, one of which is semi-flexible (Cat No. R8090) while the other is very flexible (R621).

As supplied, the semi-flexible track comes in 914mm lengths comprising nickel silver flat bottom rail and black plastic sleepers with pre-drilled track pin holes. Each sleeper measures 28.9mm x 3mm x 2.1mm with basic rail fastenings, while the sleepers have a wood grain effect. The fastenings hold the rail in place well. Four separate sections of sleeper webbing make up the entire length, with cuts on one side every other sleeper which gives this track its flexibility. The webbing is well-anchored to the rail and our sample proved to be most effective at holding its shape without recoil, while the sleepers also held their shape. Overall track height measured 4.55mm.

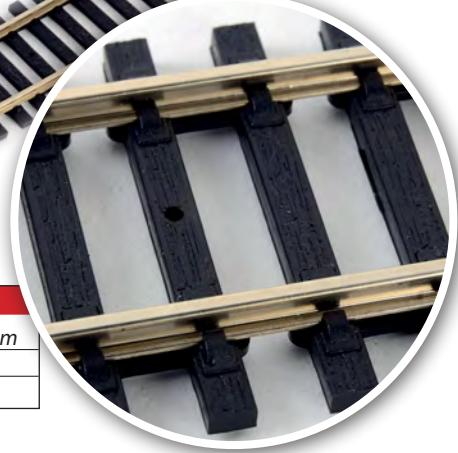
The fully flexible version measured in at a slightly longer 970mm but demonstrated incredible spring-like tendencies and proved



more difficult to hold in place while bent with the sleepers having a tendency to slide along the rails. Each sleeper measures 29.3mm x 2.9mm x 1.9mm with an improved wood-grain effect. Sleepers are spaced every 3.8mm and have pre-drilled holes every eight or nine sleepers for track pins, while the overall track height equates to 4.05mm. This latter measurement resulted in a visible height difference between the code 100 rails once both sections were joined.

For our money, the semi-flexible length at £4.99 proved easy

to work with, holding its shape without issue, and would certainly suit newcomers to flexible track.



## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Scale:</b>	'OO'
<b>Price:</b>	From £3.99

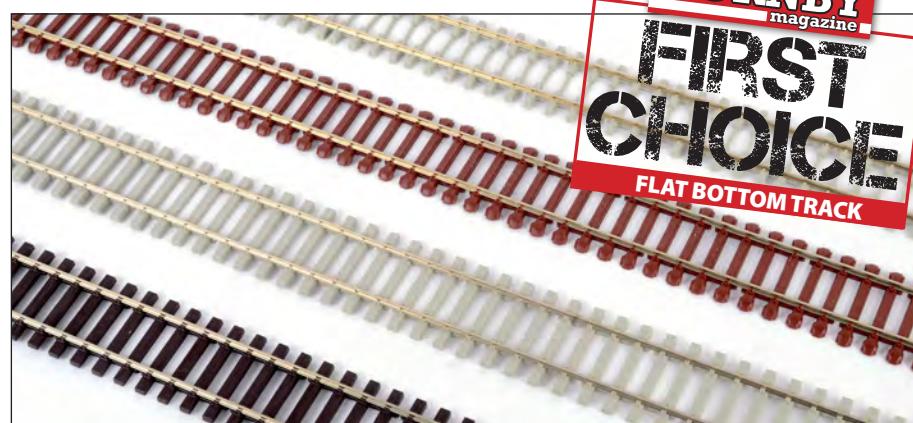
## PECO

Peco's popular and extensive 'OO' gauge Streamline range includes flexible track components in code 100 and code 75 rail profiles, offered in 914mm lengths with a choice of sleeper options.

Flat bottom code 100 rail offerings include wooden sleeper (Cat No. SL-100) and concrete sleeper (SL-102) examples, while in the code 75 range, lengths are available with wooden (SL-100F), concrete (SL-102F), steel (SL-104F) and concrete bi-bloc sleepers (SL-106F), this latter style being of use for tram systems and high speed lines. In addition, Peco has also recently introduced its new code 75 bullhead flexible track (SL-108F) with improved sleeper spacing (see Bullhead section for more details).

Compatible with other 'OO' ranges from Bachmann, Hornby and Gaugemaster, the code 100 range utilises nickel silver flat bottom rail with a head width of 1mm, held in place with a sturdy one-piece moulded sleeper web. Wooden sleepers measure 29.4mm x 3.2mm x 1.7mm, while the concrete examples measure 29.3mm x 3.2mm x 2mm. Details such as wood grain and the distinctive angular shape of the concrete sleeper are captured well, while each is spaced approximately 4mm apart. Overall track height was 4.5mm and 4.4mm respectively.

Peco's code 75 range offers a finer alternative with closer-to-scale appearance and 0.78mm rail head. As with the code 100 track, a one-piece length of webbing forms the sleeper base for each with sleepers measuring 29.5mm x 3.2mm x 1.9mm (wood) and 29.8mm x 3.2mm x 2.1mm (concrete). The code 75 range also includes steel sleepers measuring 30.5mm x 3.2mm (widening to 4.4mm at outer edges) x 1.8mm and concrete bi-bloc style measuring 27.4mm x 1.1mm (widening to 2.5mm at the outer edges)

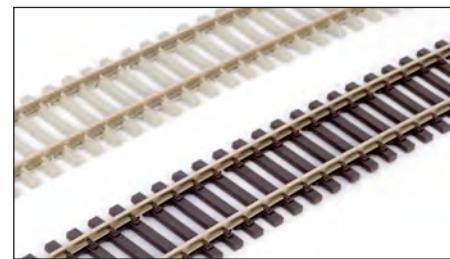


x 2.5mm. Overall track height is 3.9mm.

Our samples of the range certainly proved flexible and easy to manipulate when forming curves, with just enough rigidity to hold their shape, thanks in part to the sleeper web which has cuts between every other sleeper, although they will still need to be held in place while fixing. You will need to drill your own track fixing pin holes.

Of particular note, the newly tooled wooden sleeper webbing has improved sleeper wood grain with a selection of different styles evident, while the concrete example features impressive Pandrol clip rail fastening detail too. It is also worth bearing in mind that code 75 flexible track is a little more fragile than code 100, and this is particularly applicable to the bi-block sleeper track where the sleepers can quite easily lose their uniformity.

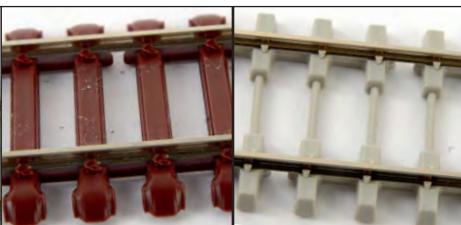
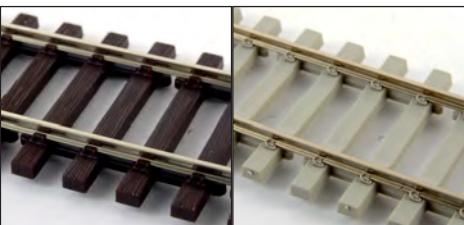
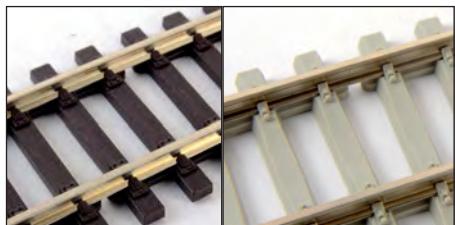
With prices ranging from £3.65 to £4.20 per 914mm length, Peco track remains excellent value for money, offering a superb selection, is easy to use and a popular choice with modellers.



## GUIDE RATINGS

	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

THE DETAILS					
<b>Manufacturer:</b>	<a href="http://www.peco-uk.com">www.peco-uk.com</a>				
<b>Scale:</b>	'OO'				
<b>Price:</b>	From £3.65				



## TILLIG

German model railway manufacturer Tillig produces a large variety of 'HO' scale track, which has become popular with some UK modellers due to its scale appearance.

Marketed as part of its Elite range of track components, the Tillig range includes a 920mm length of flat bottom rail wooden sleeper flexible track (Cat No. 85125), together with shorter flexible lengths with concrete and steel sleepers.

Utilising Code 83 flat bottom rail, this is the closest match to a scale representation of the prototype although the sleepers are moulded quite close together at 3.7mm apart, which is a straightforward fix. Chemically darkened rails give it a more authentic weathered appearance.

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.tillig.com">www.tillig.com</a>
<b>Scale:</b>	'HO'
<b>Price:</b>	£5.03

Each length is quite delicate with 0.76mm rail heads and features four sections of brown plastic sleeper webbing holding both rails in place. Sleepers measure 30.2mm x 3.2mm x 2.1mm with impressive wood grain detail, the moulding of which appears different on each. Rail fastenings are neatly moulded and the overall package certainly has a fine appearance. With alternate cuts along the underside of the sleeper webbing, the track proved easy to bend to form curves, but needs to be held in position whilst fixing in place. Overall track height is 4.1mm.

At £5.03 per 920mm length, it is more expensive than some other brands but given the choice of Tillig Elite turnouts available and its scale appearance, it is understandable why it has become popular with UK modellers.



GUIDE RATINGS					
	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

# EQUIPMENT GUIDE

# BULLHEAD RAIL

## C&L FINESCALE

C&L Finescale has three lengths of 'OO' gauge code 75 bullhead rail flexible track in its range, two with thin wooden sleepers and one with thick wooden sleepers.

Both thin sleeper examples come in 1,000mm lengths with fine profile bullhead rail and neatly moulded brown plastic sleeper webbing. Available with nickel silver (Cat No. 4FT101A) or steel (4FT102A) bullhead rail, this track has wider sleeper spacing (5.5mm) for a more realistic scale appearance.

Sleepers measure 32mm x 3.5mm x 0.9mm with each featuring a subtle wood grain effect and smart three-bolt rail chairs with bolt head detail – even the 'chock' detail is there on the outer edge of the chair. For added realism, the steel example really looked the part.

Fine, yet robust, on test our samples retained their shape well when forming curves and returned to straight lengths without kinking too. Rail heads measured 0.9mm while overall height came in at 3.3mm.

Also available is a thick sleeper example (E4FTOOBH), which raises the track without the need for extra ballast or underlay, enabling it to be used in conjunction with other track types. Moulded in grey plastic, each 31.6mm x 3.3mm x 1.5mm sleeper is spaced 6.7mm apart which again helps to improve the overall appearance.

### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.finescale.org.uk">www.finescale.org.uk</a>
<b>Scale:</b>	'OO'
<b>Price:</b>	From £6.60

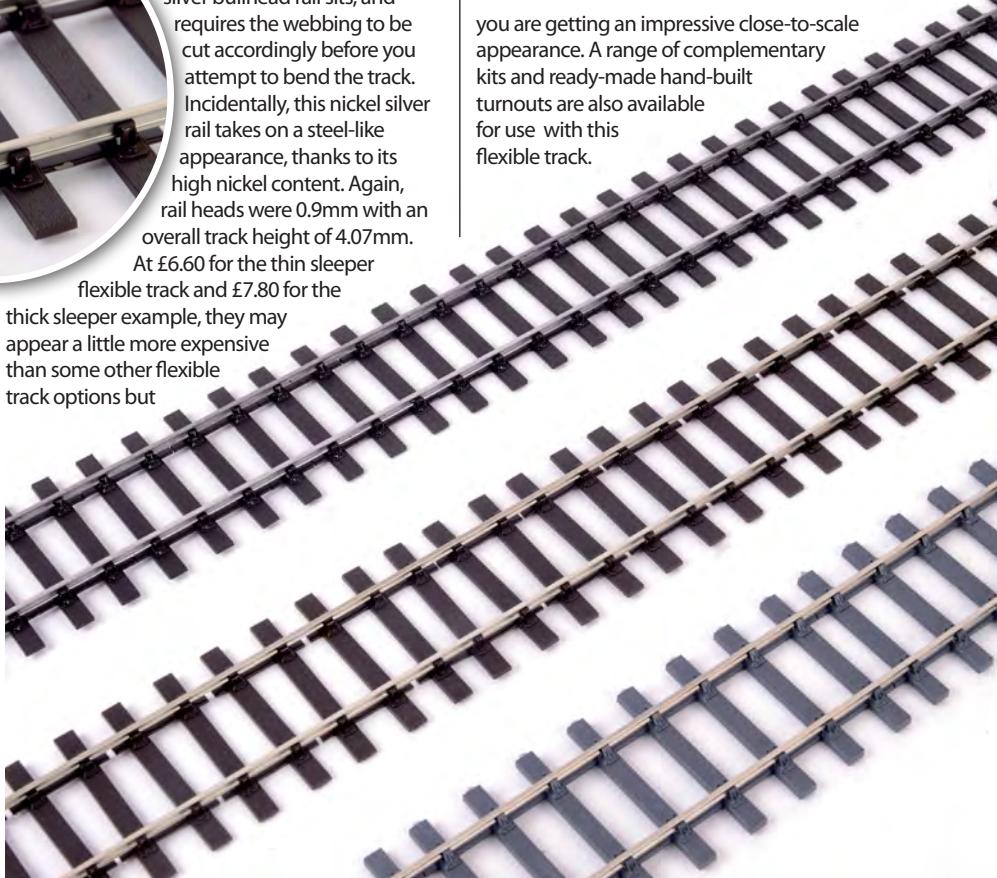
Whilst the sleepers on our sample were neatly moulded, the clarity of the wood grain effect did, however, appear to be lacking in one or two small spots. Multiple sections of eight-sleeper webbing segments form the base in which the nickel silver bullhead rail sits, and requires the webbing to be cut accordingly before you attempt to bend the track. Incidentally, this nickel silver rail takes on a steel-like appearance, thanks to its high nickel content. Again, rail heads were 0.9mm with an overall track height of 4.07mm.

At £6.60 for the thin sleeper flexible track and £7.80 for the thick sleeper example, they may appear a little more expensive than some other flexible track options but

### GUIDE RATINGS

	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

you are getting an impressive close-to-scale appearance. A range of complementary kits and ready-made hand-built turnouts are also available for use with this flexible track.



## DCC CONCEPTS

Recently added to the DCC Concepts' Legacy range is this length of 'OO' gauge code 75 flexible track with stainless steel bullhead profile rail.

Introduced in 2016, our sample measured 970mm and proved to be incredibly light and flexible, thanks to its pre-cut sleeper webbing, but also has the qualities to spring back into a straight length again without distortion.

Finely moulded 0.8mm dark brown thin sleepers form the base with impressive individual wood grain patterns evident and exquisite three-bolt rail chairs in which the stainless steel rail rests. The distinctive 'chocks' that held the rail in place along the outer edges also appear. Sleepers are spaced at closer-to-scale 5.6mm intervals with each measuring 31.9mm x 3.5mm while the stainless-steel bullhead profile certainly looks convincing with its darkened appearance, and measures 0.9mm across the head. Overall track height is 3.3mm.

### GUIDE RATINGS

	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

As soldering to stainless steel can be difficult, DCC Concepts includes a set of recommendations to help achieve optimal results, together with hints and tips on installing the track. It is suggested that you glue rather than pin the track down.

Multi-packs of track are available which also come with a pack of delightfully fine pre-formed phosphor-bronze fishplates. Each includes raised bolt detail and certainly look

the part once both rails have been joined. The joiners are also available separately.

It is clear that much effort has gone in to developing DCC Concepts' Legacy bullhead profile flexible track, resulting in a high quality product that is finely crafted and looks superb. While a selection of track building parts is also available, it can be matched with Peco code 75 points and a series of ready-made bullhead profile turnouts is on the cards from the company too. At £5.95 per length it represents value for money too.

### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.dccconcepts.com">www.dccconcepts.com</a>
<b>Scale:</b>	'OO'
<b>Price:</b>	£5.95

HORNBY  
magazine

# BEST VALUE!

BULLHEAD TRACK

In late 2016, Peco launched its new 'OO' gauge Code 75 bullhead profile flexible track which is very different from its previous flexible track products.

The manufacturer has taken the opportunity of introducing bullhead rail to the range by incorporating a new style of sleeper spacing to this latest product giving it a finer scale appearance – each sleeper is now spaced at approximately 6mm intervals, compared to the closer 4mm spacing of its code 75 flat bottom rail products.

Moulded sleeper webbing is finer, as is the three-bolt rail chair detail with visible bolt heads and neat wood grain effect to the sleepers. The wooden wedges which held the rail are also there. Sleepers measure 31.5mm x 3.4mm with a 1.6mm depth and feature pre-cut webbing with cuts every other sleeper (on alternate sides) to help form smooth curves easily. However, this finesse does result in the track being a little more delicate than previous Peco code 75 products and should be handled with care as the sleeper

GUIDE RATINGS					
	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

webbing can become misshapen. The bullhead rail itself looks good and measures 0.8mm at the head. Overall track height measured in at 3.9mm.

Our review sample flexed well and was easy to bend to shape, although some of the sleepers did appear a little crooked in places when straightening it up again. As you would expect, it is compatible with other code 75 track parts from the manufacturer, although sleeper spacing will be a challenge to match. Peco does have plans for matching bullhead profile points, although release dates and pricing have yet to be confirmed.

At £5 per length Peco's 'OO' bullhead rail flexible track is excellent value and its appearance really is very good.

## PECO



## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.peco-uk.com">www.peco-uk.com</a>
<b>Scale:</b>	'OO'
<b>Price:</b>	£5

## SMP SCALEWAY BY MARCWAY

Scale Model Productions (SMP) was formed during the 1960s, launching a range of scale model railway track kits formed of rails and copper-clad strip, subsequently introducing its Scaleway flexible track with injection moulded plastic sleepers – which is still available today, but now produced by Marcway of Sheffield.

Available with nickel silver (Cat No. Type J) or phosphor bronze (Type K) code 75 bullhead rail, it is supplied in 914mm lengths with mid-brown plastic sleepers.

Delicate in appearance, it features finely moulded sleepers, three-bolt rail chairs and

GUIDE RATINGS					
	1	2	3	4	5
<b>Ease of use</b>					
<b>Appearance</b>					
<b>Price</b>					
<b>Availability</b>					

well-defined wood grain effect which appears different on each sleeper. Our sample did contain a little flash from the moulding process, but is easily cleaned up. Before forming curves, the fine webbing between sleepers will require cutting along one side. Helpfully, cut marks appear on the underside to help guide you.

Sleepers are just 0.8mm deep and measure 31.4mm across, spaced at approximately 5.5mm

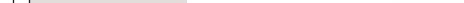
intervals and fitted with convincing bullhead profile rail – the rail head itself measuring 0.8mm. Overall track height is 3.2mm.

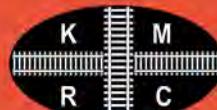
Straight from the pack, our sample appeared robust and easy to use and can be matched to Peco code 75 turnouts with a little work. Marcway also retails its SMP range of 'OO' point kits to suit.

Usually sold in boxes of ten lengths priced at £46.50, this equates to £4.65 per 914mm length, which represents excellent value for money. Although there are now other code 75 bullhead rail contenders on the market, SMP Scaleway still stands the test of time, looks good and remains a popular choice.

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.marcway.net">www.marcway.net</a>
<b>Scale:</b>	'OO'
<b>Price:</b>	£4.65





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31-529 A2 No. 60534 "Irish Elegance" BR Green E/E... £144.95

31-531 Class A2 No. 60536 "Tribus" BR Green E/E... £144.95

31-614 V3 Steam Tank Loco No. 67646 BR Lined Black LC... £110.95

31-615 V3 Steam Tank Loco No. 67690 BR Lined Black E/E... £110.95

31-627B Class 3F No. 3520 LMS Black w/Deeler Tender... £97.99

31-635A Class 6Axx 0-6-0 Pannier Tank 6424 GWR Green... £81.95

31-636A Class 6Axx 0-6-0 Pannier Tank 6422 BR Black E/E... £81.95

31-638 Class 6Axx 0-6-0 Pannier Tank 6419 BR, weathered... £90.95

31-690 LMS Stanier Mogul No. 2955 LMS Lined Black... **NEW £159.99**

31-728 GWR 3700 Class Steam Loco No. 3708 "Kilmarnock" BR LC whtd... £118.95

31-782 Modified Hall No. 7904 "Fountains Hall" BR LC whtd... £114.95

31-783 Class 7F No. 41731 BR Black E/E, weathered... £114.95

31-883 Midland Class 4F No. 3848 Midland Black Crest... £97.95

31-884 Midland Class 4F No. 44044 BR Black LC weathered... £106.95

31-931 Midland 4-4-0 Compound No. 1189 LMS Black... £114.99

31-933 Midland 4-4-0 No. 41157 BR Lined Black LC... £114.99

31-980 Standard Class 3MT No. 82021 BR Green, weathered... £118.95

31-981 Standard Class 3MT No. 82021, BR Lined Black, E/E... £110.95

32-085 Class 56XX No. 6639, BR Black, E/E... £77.95

32-131 Class 45XX Prairie Tank No. 4539 Great Western... £84.99

32-176 LMS Crab No. 47625 BR Lined Black, E/E... £123.95

32-227B Fowler Class 3F 0-6-0 Jinty No. 3734 LMS Black... £72.95

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32-235 Fowler Class 3F 0-6-0 Jinty No. 476731 BR, weathered... £81.95

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32-562 Class 4F 0-6-0 Jinty No. 476731 DRB... £152.95

32-575A Ivatt Class 4MT Steam Loco No. 3000 LMS... £114.95

32-580A Ivatt Class 4MT No. 43014 BR Black LC, weathered... £127.95

32-858 BR Standard Class 9F No. 92198 BR, weathered... £140.95

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31-650QDC Class 47 Police - DCC Fitted... £169.99

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R3329 Mansell S15 Class No. 30830.	£114.99	R4615A Mk2E Standard Open Brake Coach No. M5008	£29.99	372-062 Midland Class 4F 43875 BR E/E Johnson Tender.	£39.95	25-009-006 38xx Class Steam No. 3846 BR Black E/E.	£119.95
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R3333 Adams Radial Steam Loco 30564 BR Black E/E.	£99.99	R4620 Mk1 Second Open Coach No. T3020 BR	£24.99	372-139 Class 5 No. 45206 BR Liner Black E/E.	£110.95	25-010-001 Hall Class 4951 "Pendeford Hall" BR Lined G/C.	£109.99
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R3367 Railmail Class A4 Class No. 44686 "Mallard" LNER.	£76.99	R4632 MK3 Standard Open TSO Coach 42034 InterCity Executive.	£28.49	372-310 Merchant Navy Class No. 35242 "East Asiatic" Company	£135.95	25-011-022 Class A10 Steam 103 Flying Scotsman DCC Fitted.	£145.95
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R3381 Class J15 No. 85475 BR Black E/E.	£87.99	R4632A MK3 1st Class Coach TNo. F41004 BR Blue & Grey	£28.49	372-312 Merchant Navy Class No. 35028 "Clan Line" BR Green	£140.95	25-011-030 Class A3 Steam "Flying Scotsman" DCC Fitted.	£145.95
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R3401 The Bristolian Train Pack - Limited Edition.	£189.99	R4634C MK3 Standard Open TSO Coach 42126 BR Blue & Grey	£28.49	372-385 Class A2 525 "A Pepperoni" NER Apple Green.	£140.95	25-011-044 Flying Scotsman BR Train Pack DCC Fitted.	£220.95
R405 J50 Class 0-6-0T No. 585 LNER Black.	£79.99	R4635 MK3 Standard Open TS Coach Armitage Trans Wales	£28.49	372-386 Class A2 No. 60537 "Bachelors Button" BR Green.	£135.95	25-011-006 Flying Scotsman BR Class A3 Steam 103 Flying Scotsman BR E/C.	£124.95
R406 J50 Class 0-6-0T No. 14 Departmental BR Black U/C.	£79.99	R4635A MK3 Standard Open TS Coach Armitage Trans Wales	£28.49	372-387 Class A2 Steam No. 60527 "Sun Chariot" BR	£135.95	25-012-004 0-6-0 Terrier Steam No. 57 "Thames"	£66.99
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R411 Mansell S15 Class No. 827 Southern Black.	£132.99	R4637 MK3 Standard Open TS Coach 42129 BR Blue & Grey	£28.49	372-402 J50 No. 18483 BR Black L/C, stepped tender.	£92.95	25-012-008 0-6-0 Terrier Steam No. 3 "Bodiam" KESR Blue.	£66.95
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R413 Mansell S15 Class No. 30831 BR Black U/C.	£132.99	R4638A MK3 Standard Open TS Coach Midland Mainline.	£28.49	372-481 Jubilee Class No. 45572 "ER" BR Green LIC, withd.	£118.99	25-016-004 Class 9F Steam Loco 90026 BR Black E/E withd.	£109.95
R414 15 Class 0-6-0 No. 5444 LNER Black.	£108.99	R4642A Mk1 B2 Parcels Coach No. W1015 BR WR	£24.99	372-525 Class 4M TMT No. 80027 BR Lined Black E/E.	£101.95	25-017-001 Britannia Class 7MT No. 70009 "Alfred the Great"	£110.95
R415 15 Class No. 54577 BR Black E/E.	£108.99	R4642 MK1 Second Open Coach No. M4781 BR Maroon	£24.99	372-526 Class 4M TMT No. 80119 BR Lined Black L/C.	£101.95	25-017-002 Britannia Class 7MT No. 70010 "Alfred the Great"	£110.95
R416 15 Class No. 65484 BR Black U/C.	£108.99	R4643 MK1 Second Open Coach No. M4473 BR	£24.99	372-576 Rebuilt Royal Scot Steam 6100 "Royal Scot" LMS.	£118.95	25-017-003 Britannia Class 7MT No. 70011 "Alfred the Great"	£110.95
R417 11 Class No. 62055 BR Black U/C.	£107.99	R4644 MK1 Tourist Second Open Coach TSO T50 BR (WR)	£24.99	372-579 Rebuilt Royal Scot Steam 6142 "Royal Ulster Ritterman"	£127.95	25-017-004 Britannia Class 7MT No. 70021 "Morning Star" BR	£114.99
R418 11 Class No. 62006 BR Black BRITISH RAILWAYS.	£107.99	R4644A Mk1 Tourist Second Open Coach No. W3873 BR	£24.99	372-626 Ivatt Class 2MT 2-6-0 No. 4640 BR Black E/E	£101.95	25-017-008 Britannia TMT No. 70025 "Western Star" weatherd.	£119.99
R419 15 Class No. 62007 BR Black Southern Black.	£107.99	R4647 Mk1 Corridor Third Coach No. M24450 BR weathered.	£24.99	372-627 Ivatt Class 2MT 2-6-0 No. 4640A BR Black	£101.95	25-019-019 Grange Steam 6820 "Kingstone Grange" GWR NEW	£119.99
R420 Drummond 700 Class No. 30346 BR Black L/C.	£107.99	R4648 Gresley Suburban First Class Coach F8103 BR	£24.99	372-632 Ivatt Class 2MT 2-6-0 No. 46460 BR E/E weathered.	£118.99	25-019-020 Grange Steam 6802 "Bampton Grange" GWR	£119.99
R421 Drummond 700 Class No. 30347 BR Black E/E.	£107.99	R4649 Driving Van Trailer, No. 82146 DB Schenker	£24.99	372-634 Ivatt Class 4MT Steam Train 70679 BR Black E/E	£110.95	25-019-003 Grange Steam 6809 "Burghle Grange" BR	£114.99
R422 Adams Radial 415 Class No. 3125 BR Black.	£107.99	R4655 Non-Comod 571 Composite Coach No. 16975 LMS	£24.99	372-750 Fairburn 2-6-4 Steam Train No. 2691 BR Black L/C.	£110.95	25-019-044 Grange Steam 6856 "Stone Grange" BR	£114.99
R423 Adams Radial 415 Class No. 30583 BR Black U/C.	£107.99	R4656A LMS Non-Comod 571 Composite Coach No. 16975 LMS	£24.99	372-751 Fairburn 2-6-4 Steam Train No. 2691 BR Black L/C.	£110.95	25-019-055 Grange Steam 6887 "Forthbridge Grange" BR	£119.95
R424 0-8-0 Raven Q6 Class No. 3148 LNER Black.	£108.99	R4657 Non-Comod 571 Composite Coach No. 16975 LMS	£24.99	372-752 Fairburn 2-6-4 Steam Train No. 2692 BR Black L/C.	£110.95	25-019-066 Grange Steam 6893 "Micklebury Grange" BR	£119.99
R425 0-8-0 Raven Q6 Class No. 3149 LNER Black.	£108.99	R4657A Non-Comod 571 Composite Coach No. 16975 LMS	£24.99	372-753 Fairburn 2-6-4 Steam Train No. 2693 BR Black L/C.	£110.95	25-020-001 B17 Steam No. 2604 "Liverpool" PCC Fitted	£125.95
R426 0-8-0 Raven Q6 Class No. 3150 LNER Black.	£108.99	R4658 Non-Comod 571 Composite Coach No. 16975 LMS	£24.99	372-754 Fairburn 2-6-4 Steam Train No. 2694 BR Black E/E	£106.95	25-020-002 B17 Steam No. 2611 "Liverpool" BR Green.	£108.95
R427 0-8-0 Raven Q6 Class No. 3151 LNER Black.	£108.99	R4659 Non-Comod 571 Composite Coach No. 16975 LMS	£24.99	372-755 Fairburn 2-6-4 Steam Train No. 2695 BR Black E/E	£106.95	25-020-003 B17 Steam No. 2617 "Mersey" BR Green.	£104.95
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# Don't forget the 'Night Ferry'

**C**ONGRATULATIONS on the February issue of *Hornby Magazine* and your preview of the 'Merchant Navy' class 'Pacifc's'. Your overview of the titled trains they often hauled had one glaring omission though: the 'Night Ferry'.

I've been puzzled for some time as to why this train has never entered your line-up of memorable trains. This iconic train comprised of six or more CIWL F-type sleeping cars and two distinct 'fourgons', or

baggage cars, dedicated to this service plus some regular stock for non-sleeping car passengers. The CIWL coaches ran directly via train ferry between London and Paris.

I would be thrilled if Hornby decided to offer this model as a set or train pack. Hornby has produced an extensive list of excellent models that are quite often of a lesser known or commemorative nature and I believe it is now time to include the 'Night Ferry'.

*David Denyer, by e-mail.*



## MAIL FROM THE...

### **HORNBY** **FORUM**

**Britain's lost model shops**

■ I used to love going to the great model shops that once existed in Norwich, most of which are no longer around. The only one still there today is Great Eastern Models. Since the 1980s the model shop has become a dying breed and I'd say if this continues they will become extinct. My favourite was Anglia Toys - it was a tiny shop, but it sold Wrenn and Graham Farish as well as Hornby and second-hand products. This shop is now a house. Another favourite was the Train Shop in Greenhills Road which sold everything including American models and fishing stuff too.



**Why are there no model shops anymore? So many vanished I now deal with Hornby direct as there is no local model shop for me anymore.**

*Hornby forum user colin\_flowerday.*

#### **In response...**

■ Having owned a model shop I can safely say there are so many factors at work here -

competition, the internet, eBay, high business rates, high rents, expensive utilities, high insurance costs and a reducing customer base. To keep the door open costs around £50,000 a year on average today and that's before you make any money. The average business rate for a small shop is £15,000 a year for instance.

*Hornby forum user The son of Triangman.*

■ We are fortunate here in York to still have Monk Bar Models. I use them often and when taking postage costs and having to wait around for the courier into consideration their prices and service are competitive with the larger outlets. One bonus is they always test a locomotive before they ask for payment. This has proved useful on two occasions (out of many) when the item was defective out of the box and I was offered another off the shelf immediately, no quibble. I do however agree with The son of Triangman - use it or lose it.

*Hornby forum user LC&DR.*

**David Denyer would like to see the 'Night Ferry' service available in model form. In May 1948 Bulleid 'Battle of Britain' 21C156 Croydon passes Sevenoaks with the Paris/Brussels-London Victoria 'Night Ferry'.** A.W. Croughton/Rail Archive Stephenson.



## Gradient assistance

■ What is the height of the upper track on bridges from Hornby and other brands? And given that height, what is a typical maximum gradient for a locomotive with three or four coaches to get up to that level? I'm trying to determine what horizontal distance I need to take a train up from the baseboard level to cross a bridge over a lower track.

*Hornby forum user G.W.J.*

### In response...

■ I think when I had a multi-level the clearance required was 75mm so I worked on a track level of 80mm. You can easily check this with your tallest stock, adding a few millimetres for safety. Gradients (best avoided in popular opinion) should be no more than 2%, so you are looking at a 2mm rise in 100mm distance, or 80mm in 4,000mm (12ft), although depending upon your 'train'

## A case for better quality control

I was a bit surprised by your review of the Heljan GWR '1366' 0-6-0PT in HM117. For a locomotive costing the best part of £160 not to run like a sewing machine straight out of the box is, as far as I am concerned, totally unacceptable as this is a lot of money to pay for a

small model. If it is to require rectification straight out of the box, then I think there must be something wrong with the manufacturer's quality control.

I accept that there is always the warranty repair option but that does not provide a prompt response when



many models today are purchased via mail order or over the internet.

The necessity to return a long awaited and expensive model detracts enormously from the pleasure of the hobby. One can also presume that they aren't all tested before being placed on sale.

*Stan Zapiec, by e-mail.*

## FLANGELESS TRAILING WHEELS ARE A STEP BACKWARDS

As a proud Brad福德ian I was hoping to purchase either the earlier model, or maybe the 2017 version, of the new 'Princess Coronation' City of Bradford. Having seen the picture in HM117, I am disappointed to see that the trailing bogie on the new version is fixed and flangeless - the same as the earlier models. As Hornby are attempting to reproduce a model as near to the original as possible, why do this? If Graham Farish can at least have flanged wheels on an 'N' gauge model, why can't Hornby in 'OO' gauge?

*Peter Robson, by e-mail.*

## 1940s TRAINS ARE NEEDED TOO

I really enjoy the train formations that feature on a regular basis in *Hornby Magazine*. Many of these are formations in the 1950s-1970s, but please could we have some for the 1940s too? It would be very helpful for us Second World War era modellers to see public and military equipment train formations on the home front.

*Rob Wilson, by e-mail.*

Hi Rob, with the recent announcements of 'Warflat' and 'Warwell' wagons this type of train formation is becoming much more possible. We'll keep your suggestion in mind for the future once the vehicles are available - HM.



and what is pulling it you could increase the slope but keep in mind any curve effectively also increases a slope. You can cheat the system by having the under-track diving half the height and the over track only then rising half the height and this will shorten your required distance by half also.

*Hornby forum user RAF96.*

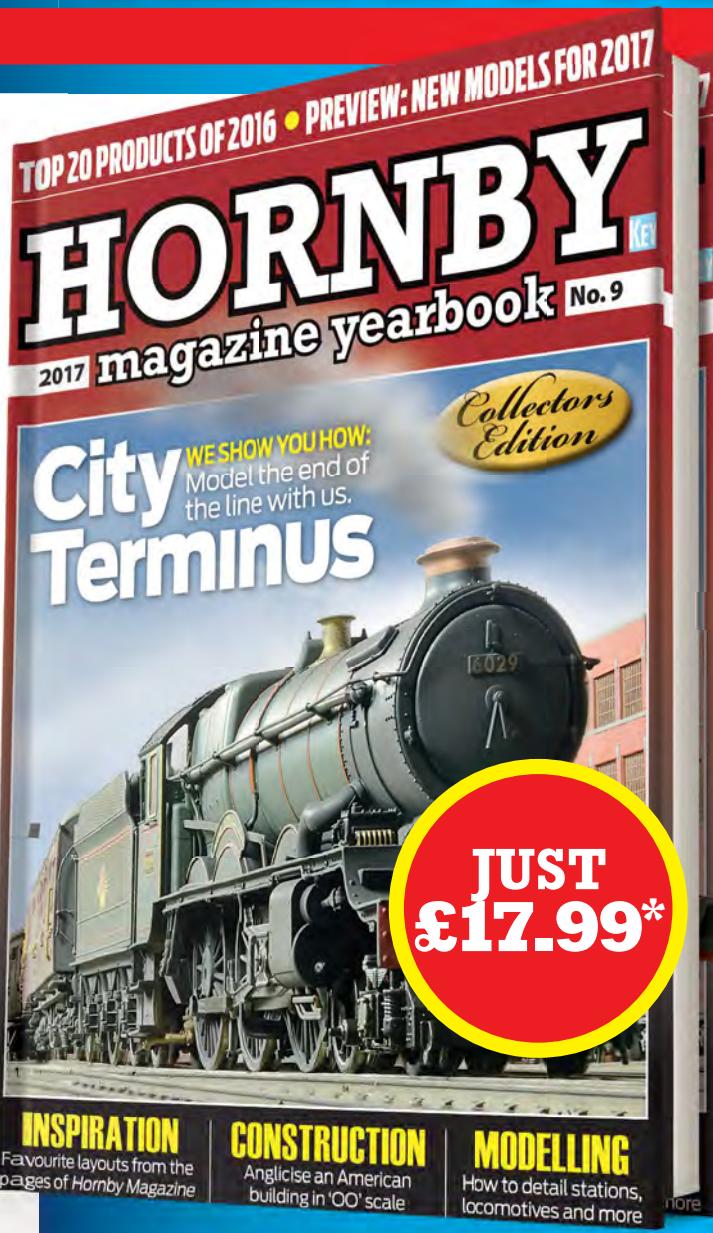
■ I agree with RAFs suggestions. I use the up and under technique myself to create gradients - one track goes up whilst the other track goes down. This effectively halves the distance to achieve the full height required for two lines to cross. As someone who has gradients, these lengths with gradients are needed with modern locomotives. Do not underestimate how much drag having a gradient and a curve together at the same time adds to the difficulty of an engine dragging a rake of coaches behind it. Knowing what I now know, with the experience of my own multi-level layout. If I was building a new layout, I would not be designing gradients into it unless I was building it in a barn sized space.

*Hornby forum user Chrissaf.*

● See more on line at the Hornby Forum and the Engine Shed blog.

# HORNBY MAGAZINE YEARBOOK 2017 NO.9

COLLECTORS' EDITION HARDBACK



In this ninth edition of the *Hornby Magazine* Yearbook, the new project layout introduces a variety of skills from making use of overseas buildings to detailing stations, locomotives and more. It features the latest layout build from the *Hornby Magazine* team to create a 1960s Western Region style city terminus with full digital command control, working signals and more. Add to that quality photography, in-depth step by step guides, inspirational favourite layouts and evocative black and white prototype images, and this Yearbook is a must-have addition for modellers of all ages and skill levels. 128 PAGES, HARDBACK.

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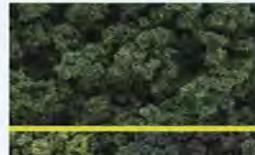
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# Glenfinnan scenery

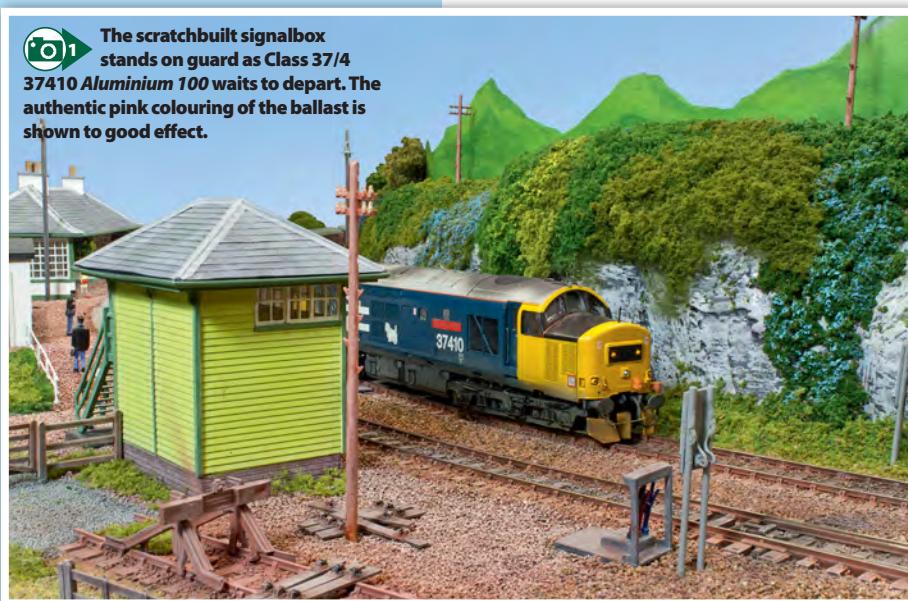
*The stunning West Highland Line was the location chosen by **BILL WOOD** for his latest 'OO' gauge exhibition layout. Here he reveals the secrets of his scenic treatment.*

PHOTOGRAPHY, NIGEL BURKIN



THE WEST HIGHLAND Line without doubt has one of the most spectacular landscapes of any railway journey and ranks amongst the best of them. Voted the 'Greatest Railway Journey in the World', everywhere you look the view is filled with breathtaking scenery, culminating in the 21 arch concrete Glenfinnan Viaduct which is almost 100ft high giving stunning views across Loch Shiel.

When I have been at events with my model of Glenfinnan station I am mainly asked about the scenery and that is what I will concentrate on here. The layout models a small section of the West Highland Line and it is my latest 'OO' gauge exhibition layout. Before work started on the layout I spent a lot of time researching the area around Glenfinnan through photographs and reference books and was able to



visit the area on several occasions.

I must have done something right as the layout was completed in time for Model Rail Scotland, Glasgow, in 2016 where it was awarded the prize of third best visiting layout in show.

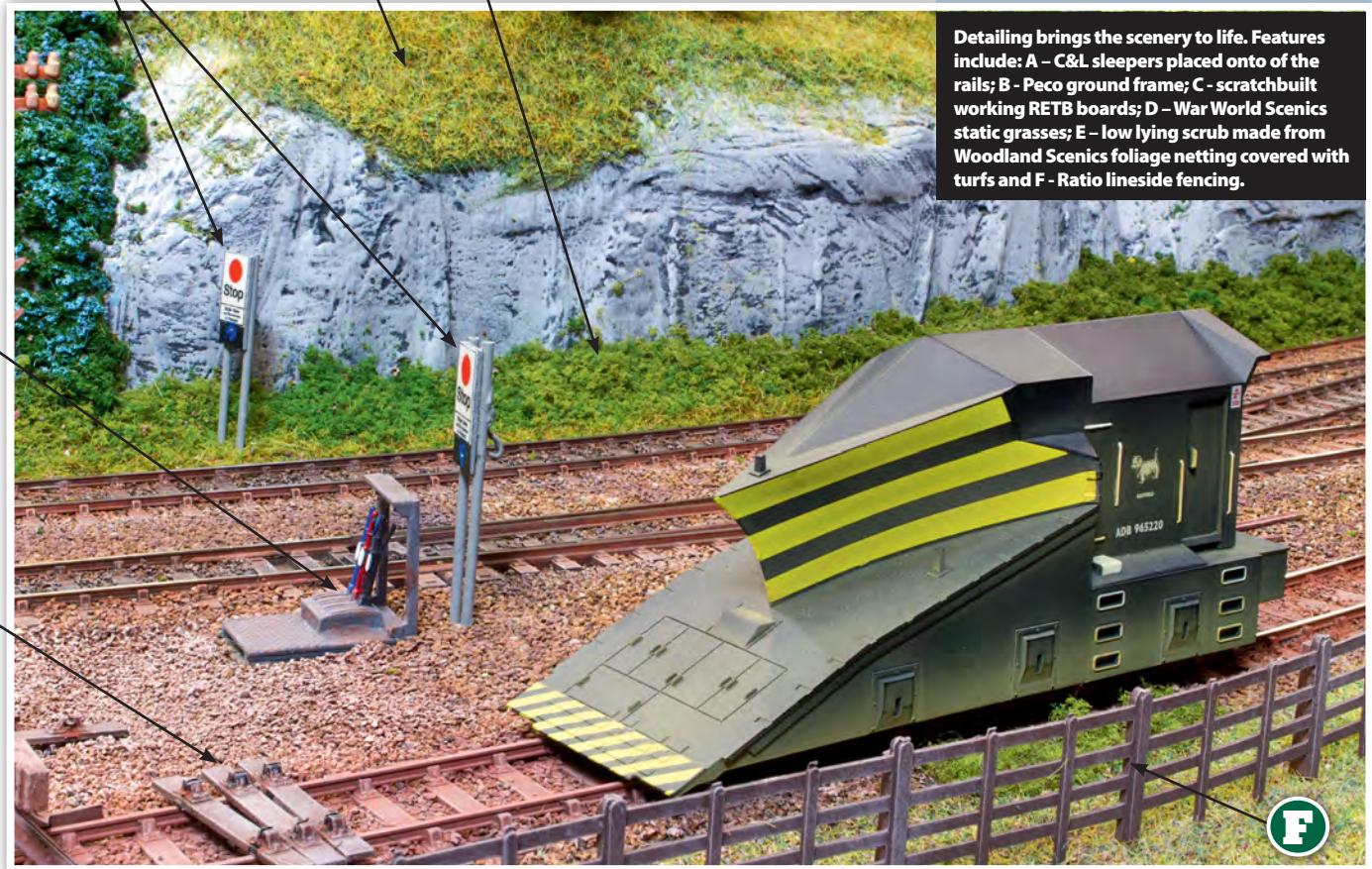
The whole layout measures 14ft x 8ft and the scenic section is in a 'U' shape with a storage yard to the rear to complete the circle. It models Scotland's railway operations in the 1980s when BR blue and grey was the predominant livery with splashes of colour through 'large logo' and Railfreight grey liveries. The 'Jacobite' steam hauled services are modelled too with an LNER tourist green and cream liveried rake of BR Mk 1s hauled by a Thompson 'B1' 4-6-0 joining the ranks. Alongside this the main motive power is Class 26, 27 and 37 diesel locomotives hauling a mixture of passenger, freight and engineering stock.

## PREPARING THE LINESIDE

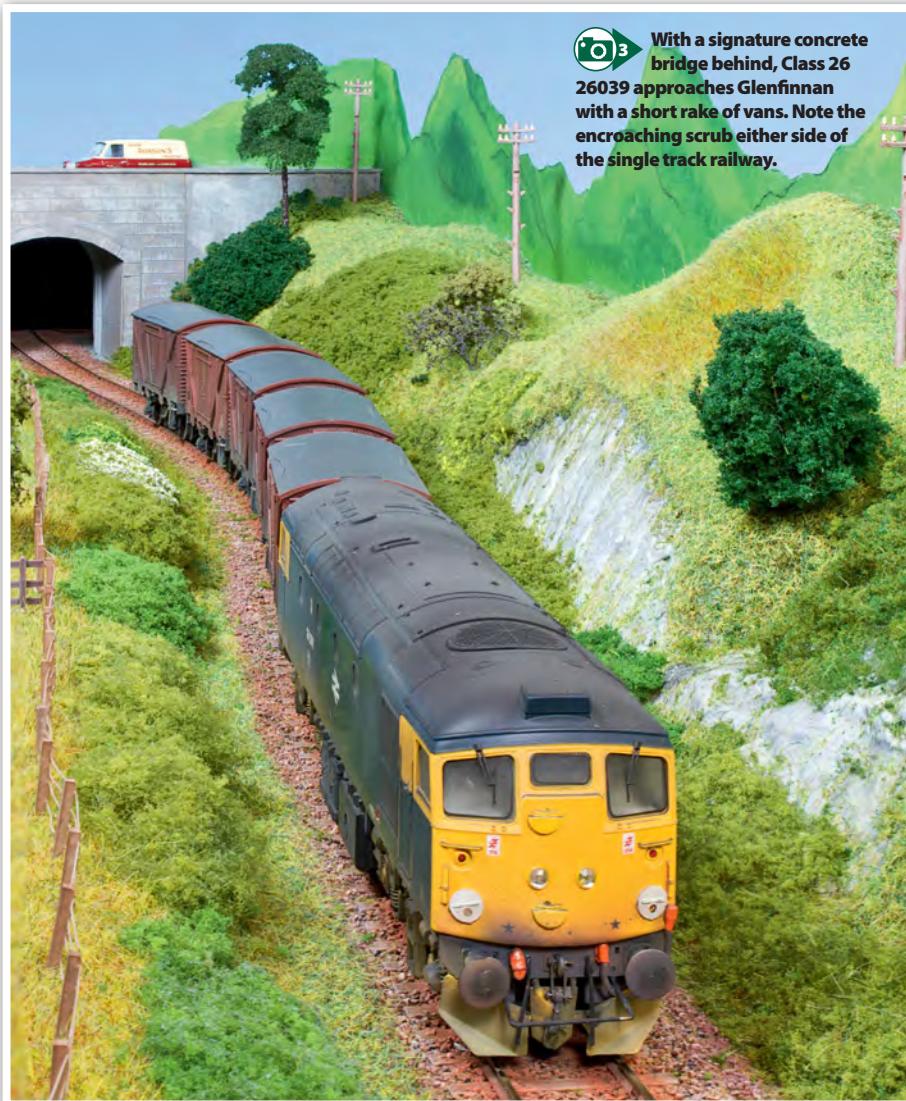
The track and points were laid on a bed of  $\frac{1}{8}$ in cork sheet and ballasted with three different colours of granite from the Woodland Scenics range. The colours were carefully chosen as the ballast in the area takes on a 'pinky' red hue. When fixed down with PVA glue this granite appears to retain its colour more than others. The ballast was then airbrushed with several brown and rust enamels from the Railmatch paint range and finally dry brushed with lighter shades.

With the track down hill and rock formations came next. A plywood backscene was fixed in place as it would be required to support pieces of polystyrene which were to represent both rock cuttings and hills. This was given several coats of blue paint to represent the sky. Small blocks of polystyrene were glued in place and shaped using a sharp kitchen knife.

The height of the hills varied in size from 3in to 5in adjacent to the track with higher hills painted onto the backscene at a later stage in the build process. Topping the landforms is a ready mixed covering of filler which was spread using a spatula to create something that would look like rock. This was left to dry and then given a coat of grey emulsion from a tester pot. »



**Detailing brings the scenery to life. Features include: A – C&L sleepers placed onto of the rails; B – Peco ground frame; C – scratchbuilt working RETB boards; D – War World Scenics static grasses; E – low lying scrub made from Woodland Scenics foliage netting covered with turfs and F – Ratio lineside fencing.**



On the other side of the track, the side nearest the viewing public, pieces of polystyrene tile were cut and shaped and then glued to the board to raise the ground level so it wouldn't look flat.

A sheet of brown wrapping paper was then cut into small squares and using wallpaper paste glued to the horizontal areas of the polystyrene. This created a hard shell and allowed the fixing of telegraph poles and fence posts and other similar items.

All the scenic scatters and grasses, and the foliage, have been deliberately chosen to model a hot summer season. To begin the grass covering a hanging basket liner was purchased and pulled apart to give a thinner layer and cut into smaller pieces and then glued on top of the hard shell to serve as additional depth to the final ground cover layers.

A liberal coating of PVA glue was spread over the basket liner and then using a Woodlands Scenic shaker filled with blended turf a layer of a mid green colour was spread overall. I then took a yellow fine turf and sprinkled this on to simulate burnt areas of grassland. To keep it all in place I sprayed extra hold hair spray using the type of aerosol with the operating nozzle as an integral part of the cap. This type does not have the tendency to blow it all away and is much more controllable at close range.

The rock faces were then given a dark grey wash of emulsion and left to dry completely and then dry brushed with a very light grey highlighting the features of the rock.

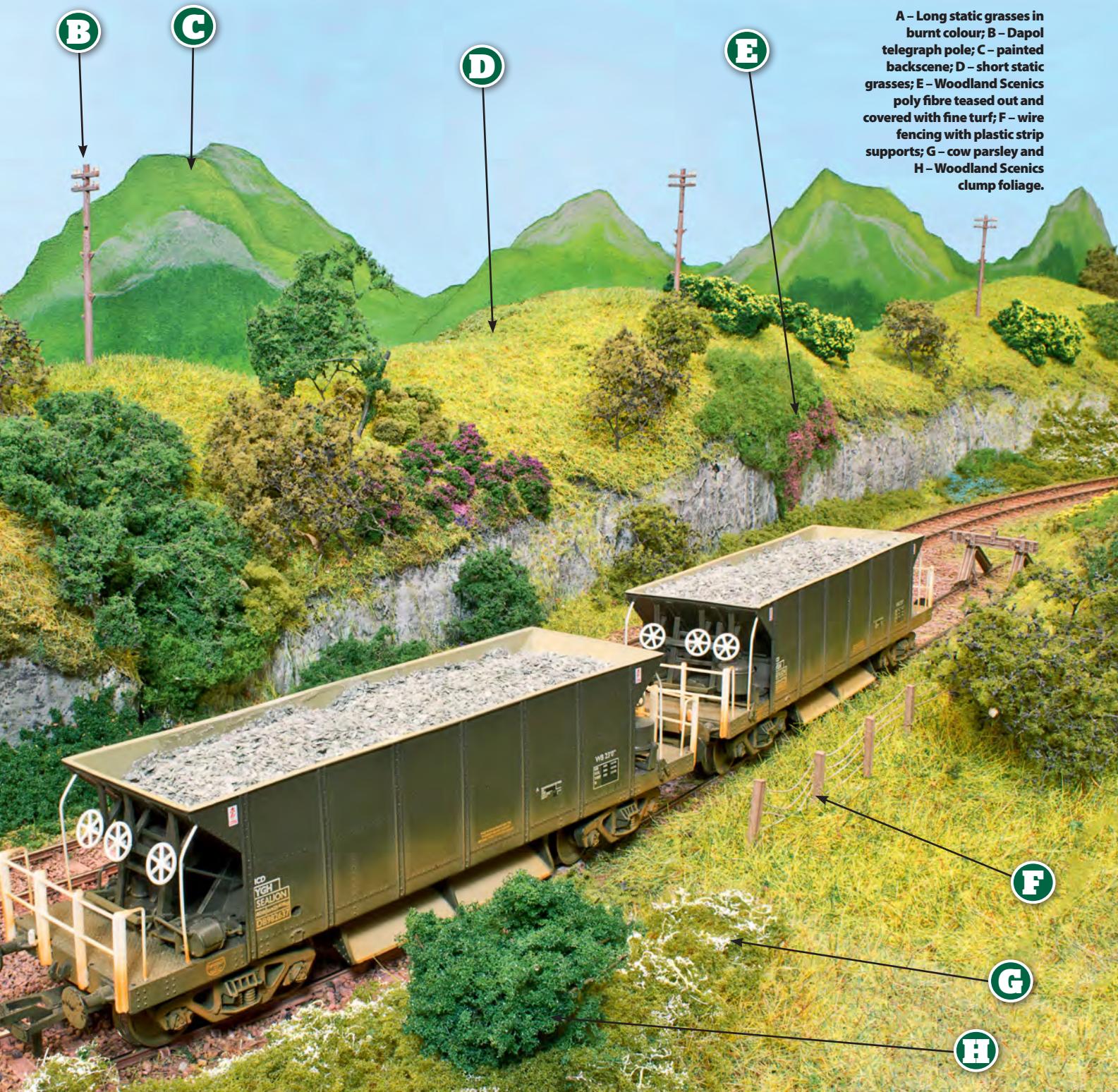
### STATIC GRASSES

My previous experience of using static grasses was pretty limited, so I spent some

time having a look at what was available with regards to the colours and size of the different manufacturers' fibres.

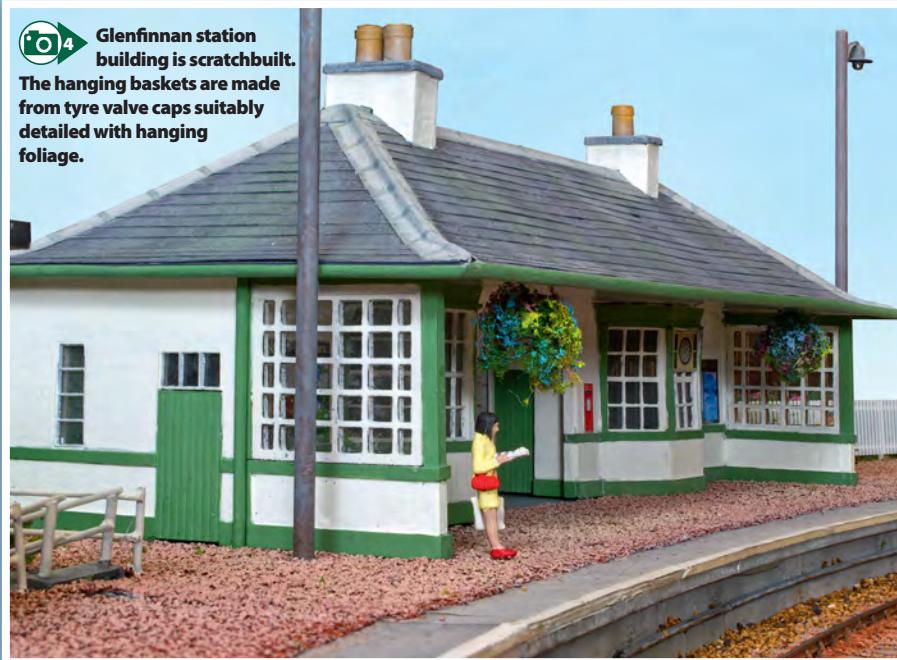
My local club had invested in a Noch applicator which was readily available to the members. However, I decided instead to use what I can only describe as a tea strainer with batteries which I purchased for a few pounds online. This turned out to be a good move as because of its small size I was able to get right into small areas and direct the grass exactly where it was required.

Using the Woodlands Scenic sprayer diluted PVA was applied to a small area at a time and a mix of two or more grasses was spread on to the area with the shaker to give the desired effect. As the grass may vary in height over the surface then this was taken into account and every now and again the size of static grass was changed. »





**Glenfinnan station building is scratchbuilt. The hanging baskets are made from tyre valve caps suitably detailed with hanging foliage.**



My source of static grasses was War World Scenics and Clockwork Mallard – certainly not companies I had come across before. They were chosen because of the quantities, the colours and the lengths of grass they offered. It is well worth shopping around as you would be surprised as to what is available.

During the course of this stage PVA glue was allowed to drip over the edge of the various rocks and when the static grass was applied some of it stuck to the vertical surfaces which gave the effect of weeds and grass growing out of the rock.

Once the grass had been spread and left for around two hours or so a liberal amount of hair spray was applied to hold it in place. Once all the boards had been done in this manner a further dusting with the hair spray was applied to seal the grass fibres in place.

Final detailing was carried out to the grassed area to vary the height and colour of selected areas so no two are the same. The grass ranged from very lush to burnt on different parts of the layout.



## LINESIDE DETAILING

The area immediately next to the track can be quite overgrown in the period modelled and the vegetation can be really thick and gets quite close to the track. The aim here is to try and get it to look like bracken.

My method is to use Woodland Scenics foliage in the shades of green. I start by stretching it out until it takes on the appearance of netting, don't worry if there are large gaps with little or no foliage. PVA glue is spread across small 6in long areas and the foliage is laid in place. Teasing it upwards gives it height while spraying with diluted PVA glue and dusting with fine turf helps to enhance its appearance. Put plenty on and you will see how it builds up and how effective it can be. Again, once it has had time to take hold a coat of hair spray will keep it in place. I varied this area by mixing the bracken with some bushes and hedging, or just long grass.

Gorse bushes were an essential part of the project. A quick and an effective way to model these is to use Woodland Scenics

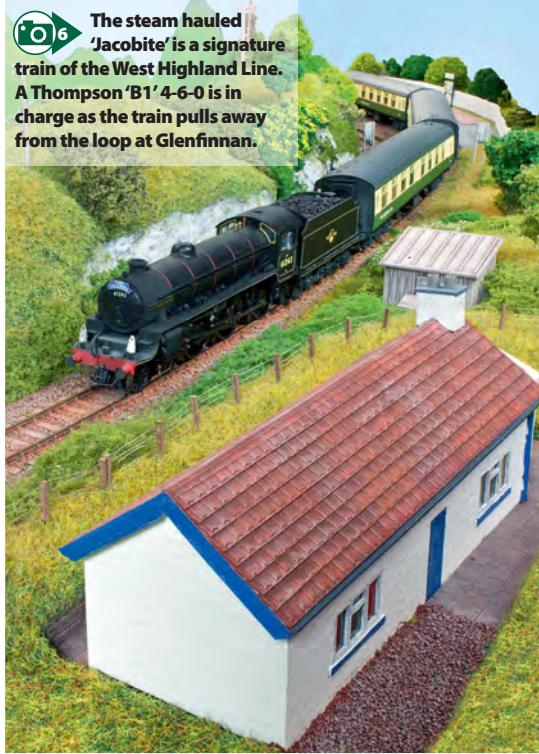
dark green clump foliage. Take small pieces and using PVA glue stick them together either on top or alongside to create large and small bushes. I then take yellow acrylic paint and randomly dab onto the bush with a medium brush to create flowers until satisfied that it looks right. Mine is really bright yellow as it would be soon after flowering during the summer months.

To create other flowering bushes and hedges I mostly use the foliage netting or poly fibre. When using the poly fibre I stretch it out to the size required and spray with brown or green acrylic paint. Once dry I spray it with diluted PVA glue and then sprinkle on fine foliage. As a final layer after this has dried I then dab on acrylic paint with a brush, depending on the type of plant. For example white acrylic represents Cow Parsley, a common plant found growing along the lineside - the options are virtually unlimited.

## TREES AND SHRUBS

Most of the trees on Glenfinnan have been purchased from the Model Tree Shop as the style and range they offer is ideally suited to the layout. Everything from a Scots Pine to Silver Birch and Ash - to name but a few. However, there is one type of tree that I had a problem tracking down. At the far end of the platform on the Mallaig side were three very large fir trees - in fact they are huge and a prominent feature. The fir trees made by Heki seem to fit the bill but needed some additional foliage. The trees were placed in the chuck of a cordless drill and sprayed with diluted PVA glue. The drill was then switched on at low speed and Fine Turf was sprinkled on which made the tree look more realistic.

I also used Woodland Scenics fine leaf which gives a good representation of a young tree. When smaller pieces are used and placed on their side they can be used as bushes. It is simply a matter of applying acrylic paint with a brush to simulate flowering of your choice.



**TOG** The steam hauled 'Jacobite' is a signature train of the West Highland Line. A Thompson 'B1' 4-6-0 is in charge as the train pulls away from the loop at Glenfinnan.

## BUSHES, BASKETS & FENCING

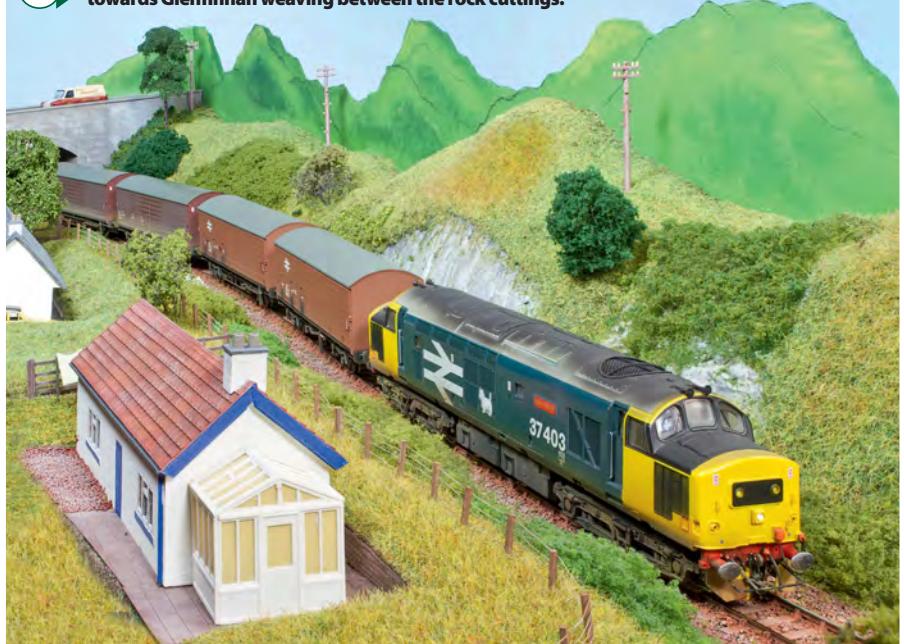
Rhododendron bushes are made using foliage which is spread out over the required area and fixed down with glue making sure you allow it to overhang where required and spraying with diluted PVA glue. Sprinkling fine turf over the glue soaked foliage adds to the effect and once dry a medium paint brush can be used to dab either white, pink or blue acrylic paint onto the turf to finish it off.

During the season the area directly behind the small shelter on the down platform at Glenfinnan is awash with colour and continues on both the line to Mallaig and Fort William.

Bushes can also be fashioned out of the clump foliage which is available in



**TOG** Class 37/4 37403 Isle of Mull leads a Speedlink service towards Glenfinnan weaving between the rock cuttings.





**A, B and E - poly fibre covered with fine turf for flowering bushes; C and F - foliage and fine turf for bushes; and D - polystyrene and ready mixed plaster for rocks.**

different shades of green and painted with acrylic paint in the colour of your choice.

The hanging baskets on the small shelter and on the underside of the roof on the main building are made from plastic valve caps fitted with fine wire. A piece of foliage is glued inside and allowed to overhang and is then dabbed with the acrylic paint.

The wire and post fencing was made by inserting four small panel pins, one below the other at one end of a 3ft x 4in piece of wood and the same at the other end. I then took some fine wire, the type used by florists, and tied it to one end and stretched it and fixed it to the other end to each of the nails. A mark was drawn on the wood at intervals for each of the fence posts and small pieces of square section Evergreen were put in place and superglued to the wire. This was airbrushed with paint and attached to the groundwork with multi-purpose adhesive.

The tunnel mouth and the bridge are made from mounting card and plasticard and painted to represent concrete structures as most of them are on the Mallaig extension. Other scenic items such as Ratio fencing and Dapol telegraph poles have been weathered accordingly.

## BUILDINGS

All the buildings and the station platforms, with the exception of one of the small cottages, are scratchbuilt. I had already built a signalbox for a previous layout based on that at Mallaig so it was a simple matter to repeat the process. Evergreen plastic was used to make the main shell and Ratio window frames were used to add the finishing touches.

The small shelter on the the down platform was constructed from embossed plasticard and detailing on the inside by

way of advertising posters and timetables photographed on a visit to Glenfinnan and reproduced scale size through Photoshop.

The main station building was going to be my biggest challenge, as I had to rely on photographs I had taken and reference material from books and the internet – I couldn't lay my hands on scale drawings. I did however have a good idea to establish the dimensions - I simply got my other half to stand next to the building at various points and I could readily work it out based on her height. It seems to have worked.

Mounting card and plasticard was used in the construction and the windows came courtesy of Ancorton. The windows are laser cut in wood and with a bit of alteration they were almost identical to the windows as fitted in the actual building.

The roof was constructed using plasticard sheet and the slates were produced by scribing the slates onto a 10 thou sheet of plasticard and cutting into strips and glued to the roof starting at the bottom. The next row was laid with the bottom edge sitting on the top edge of the previous



layer and so on. The lead flashing is lengths of Tamiya masking tape while all the fittings, such as the mail box, the posters and notices, were present on the building at the time I photographed it.

The finish on the walls of the main building and the goods shed is a type of painted plaster effect. I turned again to the tester pots of emulsion and got a good match. The emulsion in these pots tends to be a little thicker and by careful application with a small flat brush I simply 'dabbed' the brush onto the surface working from one side along the top to the other side until I had gone all the way down the wall. And when it was dry it gave a good representation of a plaster wall. The two cottages were treated in the same way.

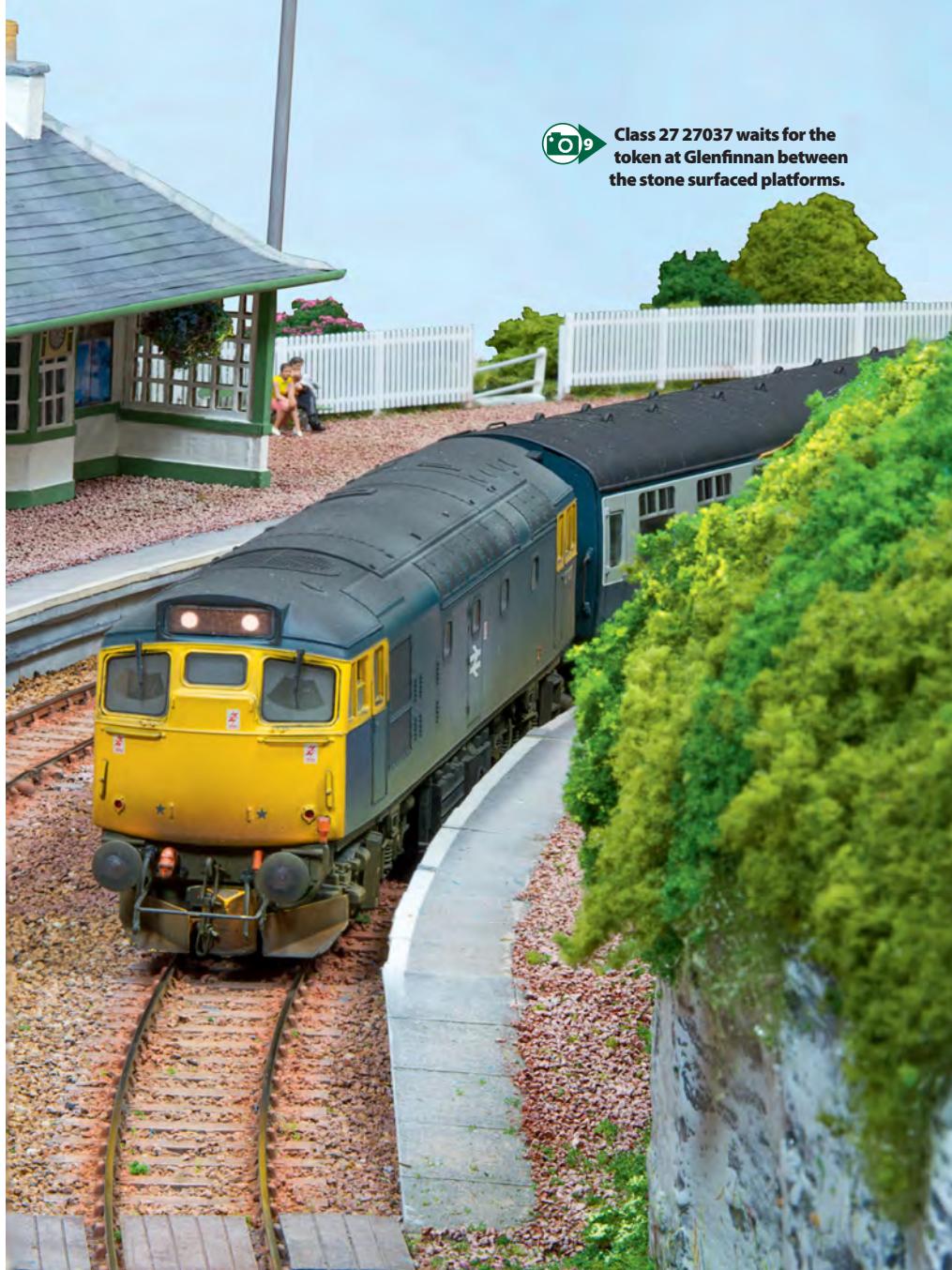
## PLATFORMS

The platforms were built using foamboard as a base and covered with mounting card which was given a coat of grey paint. The platform edge was created by cutting the width of the edging from the mounting board prior to gluing to the foamboard. The edging pieces were laid individually.

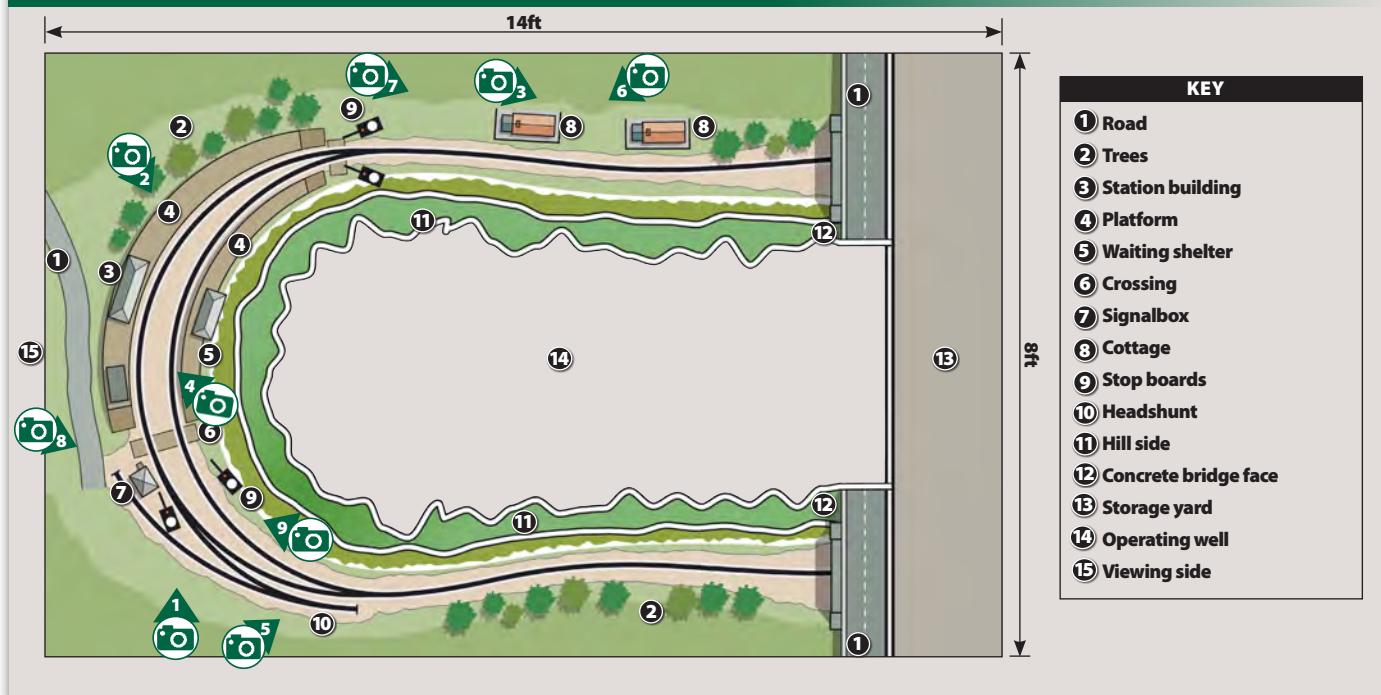
The next stage was to spread PVA glue over the platform and use the same combination as the track ballast. I began to sprinkle the granite until the whole of the platforms were covered. After it had completely dried I then took a mix of red/brown paint and dry brushed the surface to give it some wear.

They say a model railway is never finished and that could be said of Glenfinnan. There are still some details I want to add including a few more trees and one or two cameos as at the moment it all looks just a bit quiet. But then again there isn't that much more to see other than the scenery and that is the real beauty of this part of the world. 

**● To book this layout for your show contact the Hornby Magazine office and we will put you in touch with Bill Wood.**



**GLENFINNAN TRACK DIAGRAM (Not to scale)**





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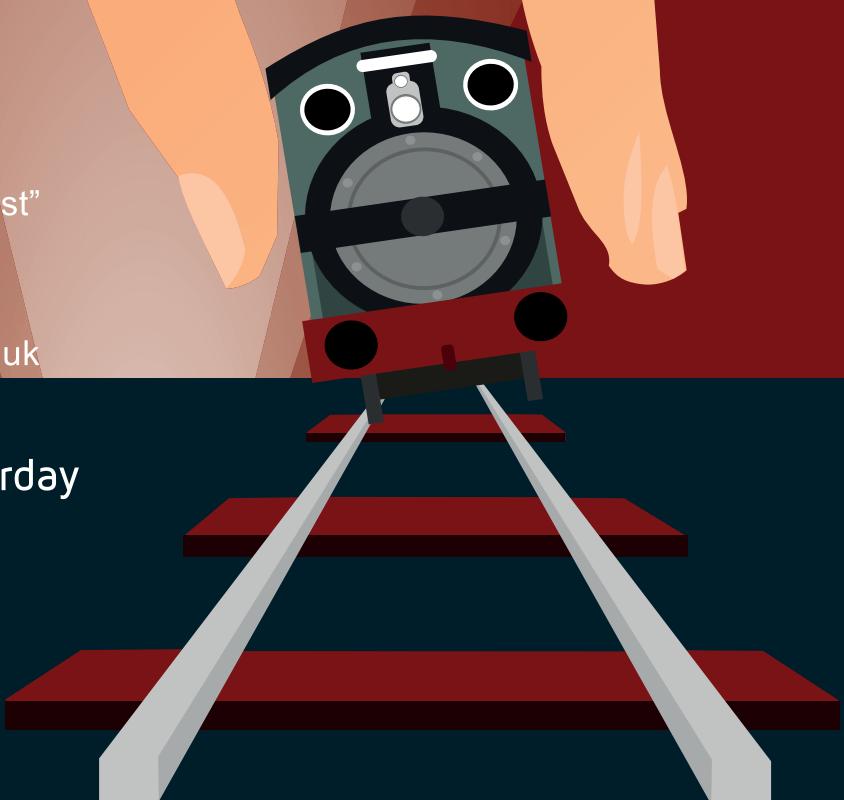
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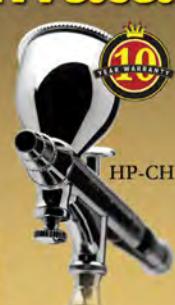
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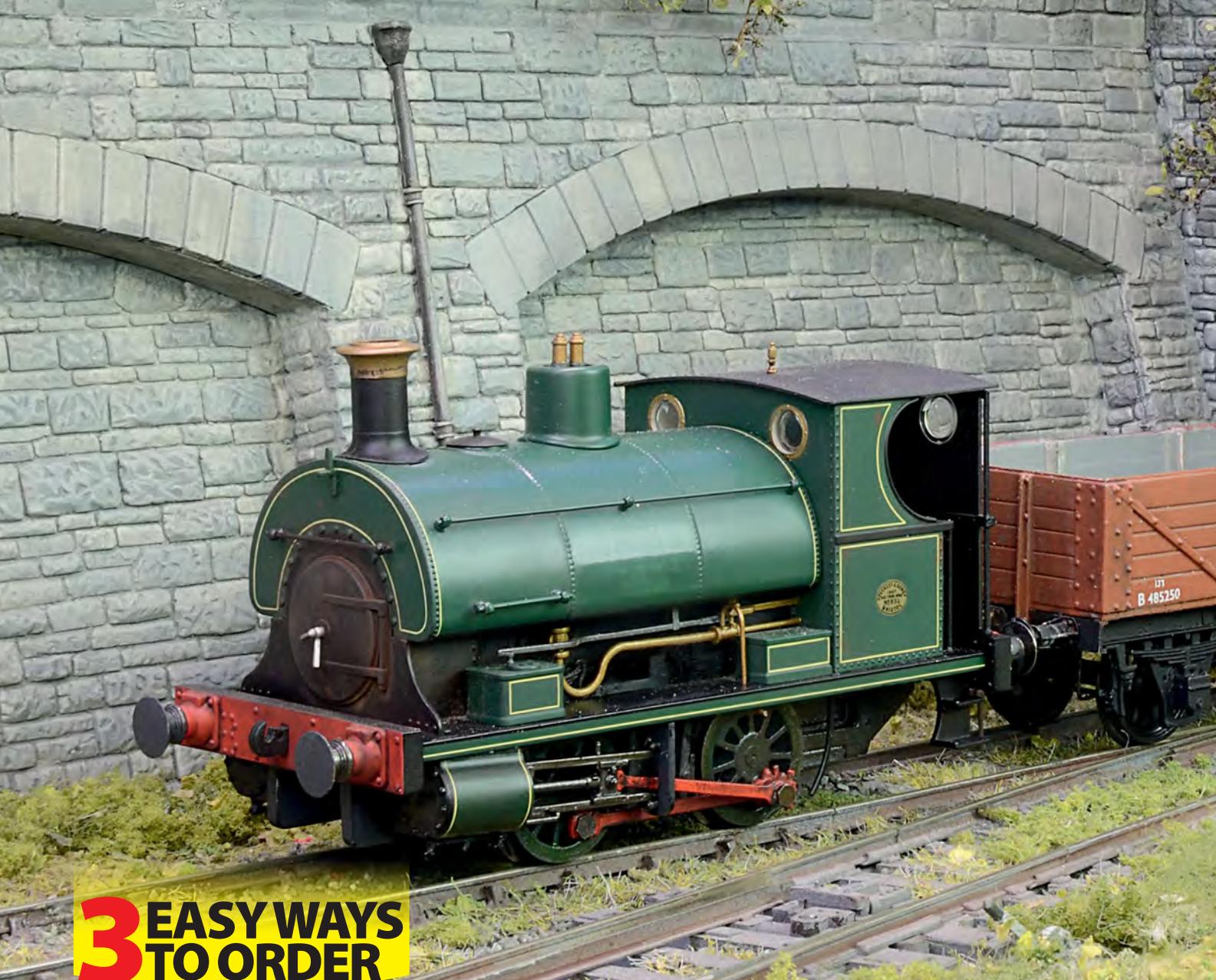


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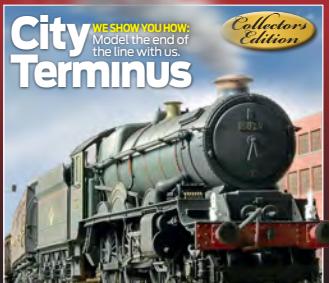
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# Dapol delivers its VOSSLOH '68'

'OO' gauge is being brought right up to date with the arrival of Dapol's new Class 68 Bo-Bo diesel-electric. **MIKE WILD** inspects this new and highly specified locomotive.

**FIRST  
REVIEW**



**M**ODERN locomotive design has generally put function over form – the Class 70 being a case in point – but the Vossloh Class 68 Type 5 diesel-electric has brought a new level of form to the railway.

This new class of 25 Bo-Bo diesels is based on Vossloh's Eurolight platform, but with modifications to suit the restricted British loading gauge. Direct Rail Services (DRS) operates the entire fleet, leased through Beacon Rail, but since their introduction to service in 2013 they have travelled from the South West to Scotland heading passenger, freight, engineering and stock movements. There are more on order too so modellers of the current railway scene really can justify owning one of these fine looking 3,800hp diesels. You can

read more on the Class 68 story past, present and future in *Reality Check* on pages 68-71.

Dapol announced its plans to produce the Class 68 in October 2013 with exclusive rights to versions in 'OO' and 'N' gauge. The 'OO' gauge model has been propelled through the production process first with the 'N' gauge version set to follow in the future.

For review we had the opportunity to inspect and test ScotRail liveried 68006 *Daring*, but the model is also being released in Chiltern and DRS 'Compass' liveries with a choice of names and numbers.

## THE MODEL

From the box the '68' has a quality look and feel to it. The packaging is Dapol's standard wrapped cardboard slip box with a foam

inner to support a clear plastic blister which cradles the model inside. The '68' weighs in at an impressive 720g – virtually equal to that of Hornby's heavyweight Class 60.

Removing the model from its packaging reveals the effort which has been put into generating the complex ScotRail livery in 4mm scale. All in all, this is impressive, although there were a couple of bleed marks on the yellow panels on our sample visible under close scrutiny but, putting that into context, you will also find superb printed detail for the blue and white dots which make up this scheme. Add to that a myriad of lettering, data panels, labels and logos, factory painted bufferbeam pipework detail, painted step edges (and treads!), axlebox colouring and more and this must rate as one of the most extensively painted models we've seen yet.



#### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>Cat No:</b>	4D-022-005
<b>Description:</b>	Vossloh Class 68 68006 <i>Daring</i> , ScotRail blue
<b>Scale:</b>	'OO'
<b>Price:</b>	£145.55
<b>Era:</b>	9
<b>DCC:</b>	DCC ready, 21-pin socket
<b>Couplings:</b>	Small tension locks in NEM coupling pockets

The imposing design of the Class 68 is captured well by Dapol's 'OO' model.

The body itself is excellent too with all the hallmarks that make the Class 68 so distinctive. This ranges from the unusually shaped angular buffer heads to the single piece windscreens - with flush glazing of course - roof modules, see-through etched bodyside grilles, bogies and underframe tanks.

Factory detailing extends to the point where the customer doesn't have to do anything but take the model out of the box and enjoy - even more so if you go for the all-singing, all-dancing Digital Command Control (DCC) sound fitted version. Bufferbeam pipes and dummy screw couplings are all fitted together with a full valance at the No. 1 end and an open valance at the No. 2 end which allows an NEM coupling pocket with a small tension lock coupling to protrude to the rear. It's an impressive and well thought through »

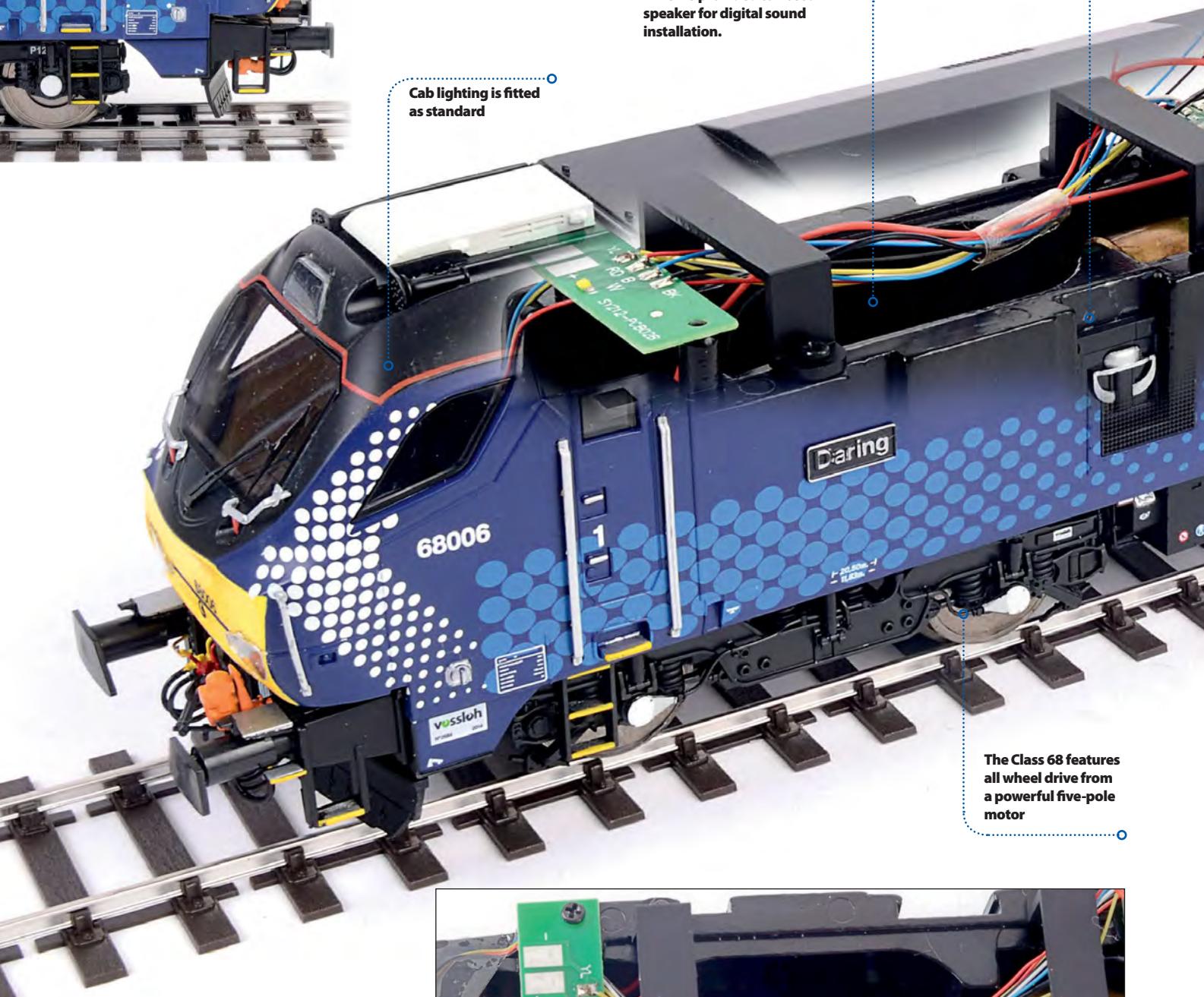
The ScotRail livery of 68006 is reproduced to a high standard.





*“From the box the ‘68’ has a quality look and feel to it.”*

MIKE WILD

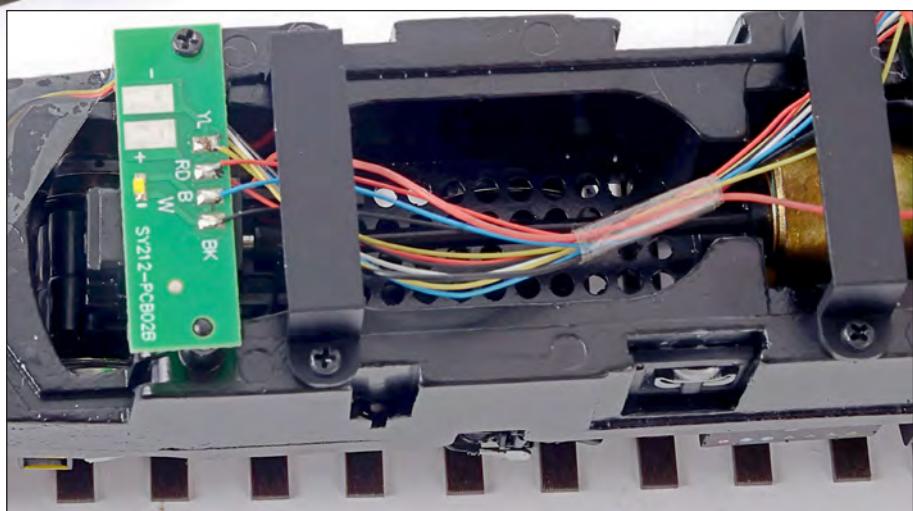


package which makes for maximum enjoyment for minimum input – the price is competitive too.

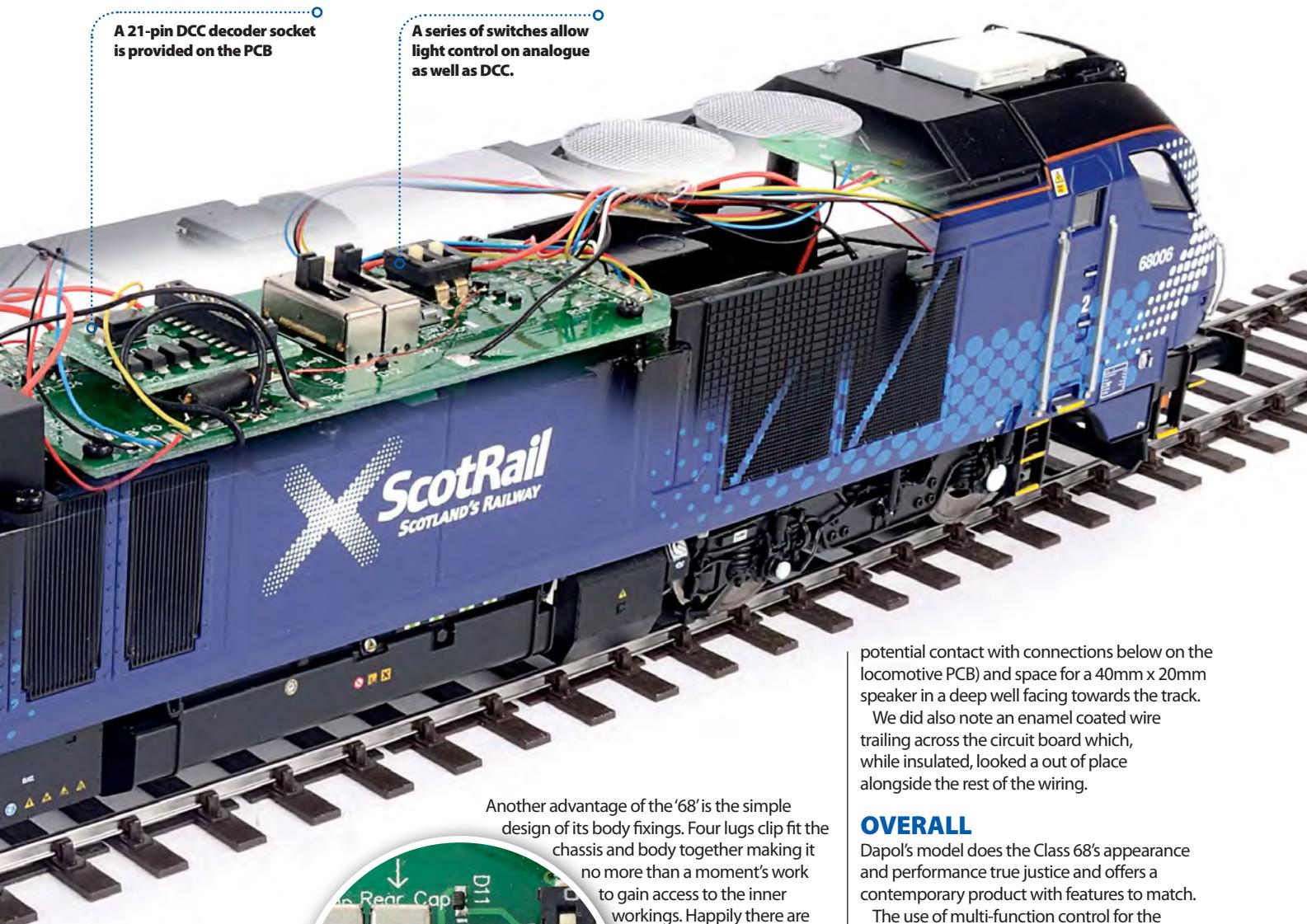
## PERFORMANCE

This model is making more of digital control for 'OO' gauge by offering what, the ability to use six functions for lighting outputs on digital. If you are an analogue modeller, don't be despondent though, as Dapol has thought this out too (and for those opting for two and four-function decoders) with a series of switches on top of the main printed circuit boards on the chassis – and paperwork to explain their functions. These allow different lighting configurations to be turned on and off to suit different operating circumstances

The chassis moulding includes interior detailing behind the body grilles.



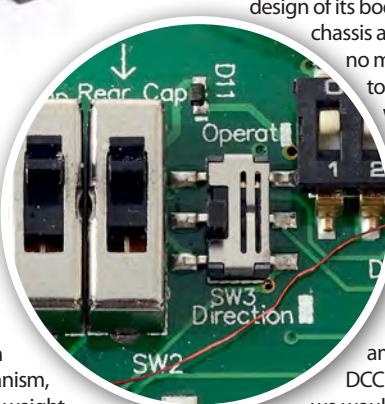
A speaker well has been built into the chassis to support digital sound installations.



– both real and model. It is highly encouraging to see this level of input being made for a ready-to-run locomotive and to cover a spectrum of user levels too.

Beyond the lighting functions with the Class 68 you get an incredibly smooth running and powerful mechanism, helped no end by its massive weight, with a centrally mounted twin flywheel motor providing drive to all four axles via cardan shafts and bogie tower gearboxes. Our sample proved faultless throughout the speed range offering silent running characteristics and plenty of haulage capacity. Load testing consisted, initially, of a 20 wagon goods which was no match for the '68's power. Further testing raised that to 40 wagons, all four-wheel tankers, which was still well within the model's abilities. Having tested the model with analogue control we tested it with an ESU sound decoder which it responded to perfectly well with correct orientation for direction and smooth and silent control.

Dapol is offering the Class 68 DCC ready with a 21-pin decoder socket, DCC fitted with a motor and light control decoder and DCC sound fitted with an ESU decoder loaded with recordings taken from one of the DRS operated machines – although the latter are to follow the DCC ready models.



Another advantage of the '68' is the simple design of its body fixings. Four lugs clip fit the chassis and body together making it no more than a moment's work to gain access to the inner workings. Happily there are no wires to disconnect from the body as everything is built into the chassis. On removing the body the pay-off of a six function locomotive is shown by the large number of wires inside, but there is also ample space to install a 21-pin DCC decoder socket (although we would recommend insulating the lower face of a decoder to avoid any

potential contact with connections below on the locomotive PCB) and space for a 40mm x 20mm speaker in a deep well facing towards the track.

We did also note an enamel coated wire trailing across the circuit board which, while insulated, looked a bit out of place alongside the rest of the wiring.

## OVERALL

Dapol's model does the Class 68's appearance and performance true justice and offers a contemporary product with features to match.

The use of multi-function control for the lighting is to be applauded and shows what can be done with digital control. Using Dapol's sound fitted version for this is going to be the easiest way of achieving the most from the model, but the paperwork with the '68' is comprehensive and explains what can be achieved with different levels of decoder installation – another big 'tick' for a ready-to-run product.

For us this is a model which has caught us a little bit by surprise. It wasn't fully on our radar, but for its looks, performance and potential it certainly is now. (MW)

Roof detailing on the Class 68 is impressive.



# Vossloh's CLASS 68

*Although the Class 68 has been with us for only three years, it has already amassed a considerable following.*

**EVAN GREEN-HUGHES** takes a closer look at this handsome and groundbreaking locomotive, which is set to be an industry standard for many years to come.



**Above:** The Class 68s are used for a wide variety of duties from express passenger workings to stock movements. On September 10 2014 68009 Titan passes Dagworth on the approach to Stowmarket with a rake of water cannon wagons for use during the autumn leaf fall season.

John Day/Railphotoprints.co.uk.



**T**HROUGHOUT the history of railways, designers have sought to provide locomotives with the most power available at the lightest weight but inevitably there has come a point where the available technology has limited the progress that could be made.

In steam days *Flying Scotsman's* tractive effort was just over 29,000lbs for a locomotive weighing in at around 150tons while early diesels such as the Class 40 weighed 133tons but produced only around 31,000lbs continuously. Advances in technology allowed the Class 60 to produce 71,000lbs for about the same weight but it has not been until comparatively recently with improved engines that it has become possible to build really lightweight locomotives which still have a massive amount of power.

The Class 68 is one such locomotive. To put it in perspective, this revolutionary machine produces almost 500hp more than a 'Deltic', yet weighs in at only 85 tons - about the same as a BR '4MT'



During summer 2016 Abellio Greater Anglia operated two Class 68s each day to provide cover for multiple units by operating top and tail with Mk 2 carriages. On August 17 2016 68016 *Fearless* departs Great Yarmouth for Norwich with 68019 at the rear. John Day/Railphotoprints.co.uk.

2-6-4T. Using current engine design it is also one of the cleanest types around being specifically designed to meet stringent European pollution legislation.

This new design is part of the Vossloh 'Eurolight' series of locomotives and one of a group of designs whose specification included an axle weight of less than 20 tons, AC transmission, microprocessor

control and a lightweight monocoque body. In addition, the locomotives were produced to meet European Union Stage IIIB emission limits.

## INTRODUCTION AND TESTING

The first Eurolight locomotive appeared in 2010 when it was displayed at the InnoTrans trade fair in Berlin and since then versions have appeared for both standard and narrow gauge applications. This concept proved to be of interest to UK operator Direct Rail Services (DRS), and in January 2012 it was announced that the company, through Beacon Leasing, would be obtaining 15 examples which it would use on mixed traffic duties.

Construction of the fleet commenced in Valencia, Spain, in May 2013 and so that these would be suitable for use on UK railways, some changes had to be made to the standard European design. The most noticeable is that the locomotives are narrower than their cousins, but there were also changes to the fuel tanks and to the gearing to allow for faster running. A Caterpillar C175 16-cylinder engine was used which complied with the then emissions regulations but during construction these were updated with the result that the first locomotive had to be completed speedily so that the class had officially been introduced before the new regulations came into force. The first locomotive, 68001, underwent three months of tests at the Velim test circuit in the Czech Republic during which time it was painted white with Vossloh branding, while at the same time 68002 in DRS livery was taken to Carlisle depot for tests to commence there. In February 2014 68002, by then named *Intrepid*, began runs between Carlisle and Crewe with 11 Mk 2 coaches and a Class 47 as a load.

In April 2014 Chiltern Railways announced that it would lease six Class 68s from DRS at a cost of £15m to replace the Class 67s which it was then using on its long-distance services while the first passenger workings for the class came in September when 68005-68006 were used to top and tail an additional service between Glasgow and Gleneagles in connection with the Ryder Cup golf tournament. Railtour duties followed later in the year. Meanwhile, the 68s had first appeared on freight work in May when 68004 was used »



**Chiltern Railways operated Class 68 68015 propels 5H66, the 5.16pm Wembley LMD-London Marylebone empty coaching stock, formed of the Banbury Mk 3 set in BR blue and grey livery, past Neasden Junction on April 2 2015. This set went on to form the 6.05pm Marylebone-Banbury.**

Christopher Wilson.



DRS Class 68 68011 (in Chiltern Trains livery) passes Bentley with empty coaching stock for refurbishment being moved from Norwich Crown Point to Wolverton on September 8 2014. John Day/Railphotoprints.co.uk.

to haul a multimodal service from Crewe to Daventry and examples soon began to appear on similar services in Scotland.

### THE FLEET EXPANDS

A follow-on order for ten more locomotives was placed in autumn 2014, more or less coinciding with the introduction of the class to services with Chiltern, which commenced in December with 68012 working a Banbury to Marylebone service. A further seven were ordered the next year and in April it was announced that ScotRail, recently taken over by Abellio, would introduce two Class 68 diagrams on the Fife Circle. Locomotives allocated to this contract were duly turned out in ScotRail livery. Since then the class has been seen on work as diverse as ballast trains for Network Rail, passenger charter trains, multimodal freight and other freight traffic. In July 2016 Abellio Greater Anglia took two Class 68s per day which are used with a rake of Mk2 coaches to cover for unavailable Diesel Multiple Units (DMUs).

In May 2016 it was announced that TransPennine Express was to purchase 13 five-coach locomotive-hauled sets which would be introduced from 2018. These new trains will be hauled by Class 68s in push-pull mode with the locomotives being hired in from DRS. Services are due to start on the Liverpool-Manchester route in 2018 and then to be extended to the Scarborough route the following year.

In service, the Class 68 has proved very popular and reliable, with performance while hauling six coaches comparable to a modern DMU. When used on freight work, loads of up to 2,000 tons have been tackled. Modifications have been few, although those locomotives allocated to work with Chiltern have been fitted with AAR push-pull control, which involved extensive work in the cabs. Two, 68011/68015, have been involved in fires but in neither case was the damage sufficiently serious that the locomotive could not be repaired.

### THE ELECTRO-DIESEL VERSION

In 2012 it was announced that a dual mode version of the Eurolight was to be produced and subsequently in September 2013 DRS placed an order for ten examples, which are to be known as the Class 88. These will be heavier than the straight diesel variants and will have about the same horsepower but will be capable of being

FACTS AND FIGURES	
<b>Introduced:</b>	2014
<b>Total in class:</b>	25 in service (7 on order)
<b>Number series:</b>	68001-68025 (new engines to be 68026-68032)
<b>Wheel arrangement:</b>	Bo-Bo
<b>Wheel diameter:</b>	3ft 7in
<b>Maximum speed:</b>	100mph
<b>Engine:</b>	Caterpillar C175-16
<b>Alternator:</b>	ABB WG560
<b>Traction motors:</b>	Four ABB 4FRA6063
<b>Horsepower:</b>	3,800hp
<b>Maximum tractive effort:</b>	71,000lbs
<b>Brakes (locomotive):</b>	Air
<b>Brake (train):</b>	Air
<b>Length:</b>	67ft 3in
<b>Width:</b>	9ft 3in
<b>Height:</b>	12ft 6in
<b>Weight:</b>	85tons
<b>Fuel capacity:</b>	1,100gallons
<b>Train heating:</b>	500KW Index = 100
<b>Route availability:</b>	RA7
<b>Owner:</b>	Beacon Rail
<b>Operators:</b>	Direct Rail Services, ScotRail, Chiltern, TransPennine Express (from 2018)

used in straight electric mode wherever suitable overhead supplies are available.

The Class 88 shares the same body design as the Class 68 and has the same bogies, traction equipment and control software but will use a Caterpillar 950hp engine which will be capable of complying with the new Euro IIIIB emission regulations. The smaller diesel engine will allow these locomotives to run into non-electrified freight terminals and also in some circumstances when the overhead power is switched off. The first of this class, 88001, was completed in April 2016 and delivered directly to the Velim test track for trials while 88003 appeared at the InnoTrans trade fair in Berlin in September last year. 88002 has recently become the first of the class to arrive in this country and currently awaits trials.

One particularly attractive feature of the Class 68s which has endeared them to enthusiasts is DRS' policy of using traditional names, many of which have been seen previously on locomotives. Identities such as *Superb* (68020), *Rapid* (68004) and *Daring* (68006) have fired the



DRS' Vossloh Class 68 68024 Centaur rounds the curve at Bardrill as it approaches Gleneagles with 4A13, the 12.23 Grangemouth sidings-Aberdeen Craigieburn intermodal service on June 23 2016. John Chalcraft/Railphotoprints.co.uk.

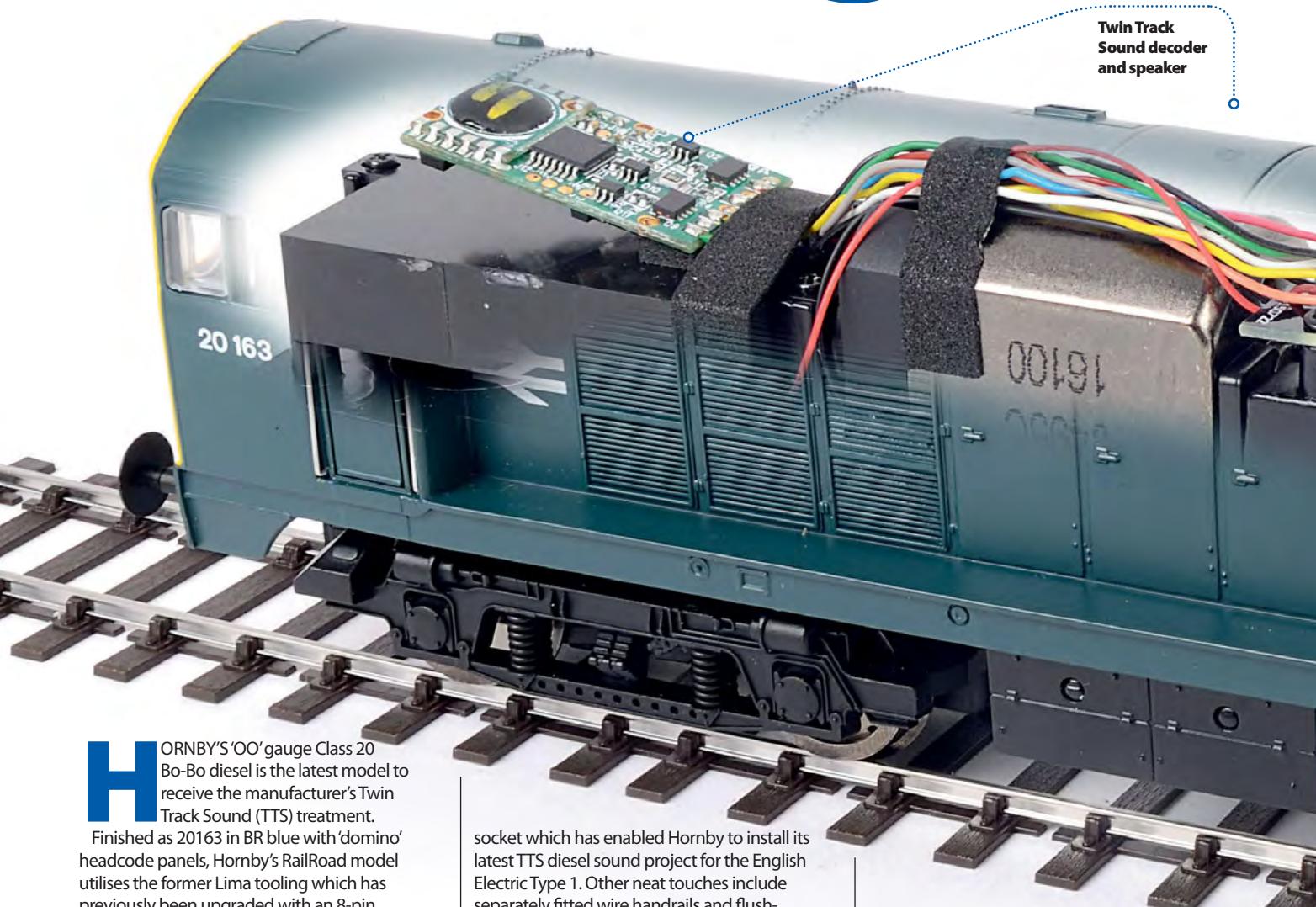
public's imagination and have given the class the nickname 'Warships', although DRS has said that the names were chosen more for their reflection of progress and technology rather than for their relationship to the Royal Navy. An alternative nickname applied appears to be 'Cats' which refers to the manufacturer of the locomotives' power plant. This enlightened naming policy is being continued with the Class 88s which are beginning to appear with names such as *Revolution* (88001) and a welcome return for names such as *Pandora* (88004), *Ariadne* (88008) and *Minerva* (88005) that at one time graced Sheffield-Manchester line EM2 electrics.

Powerful and lightweight locomotives are very much considered to be the future in Europe and the success of the Class 68 over here would seem to suggest that this country may well follow the same pattern. Given their striking design, eye-catching colour scheme and dazzling performance, the Class 68s are destined to be an enthusiasts and modellers favourite for many years to come. **Hm**



**68016 Fearless** passes through Basingstoke heading 1Z80, the 8.04am Norwich-Winchester 'Northern Belle' special on September 16 2016. Christopher Wilson.

# HORNBY'S Class 20 gains



**H**ORNBY'S 'OO' gauge Class 20 Bo-Bo diesel is the latest model to receive the manufacturer's Twin Track Sound (TTS) treatment.

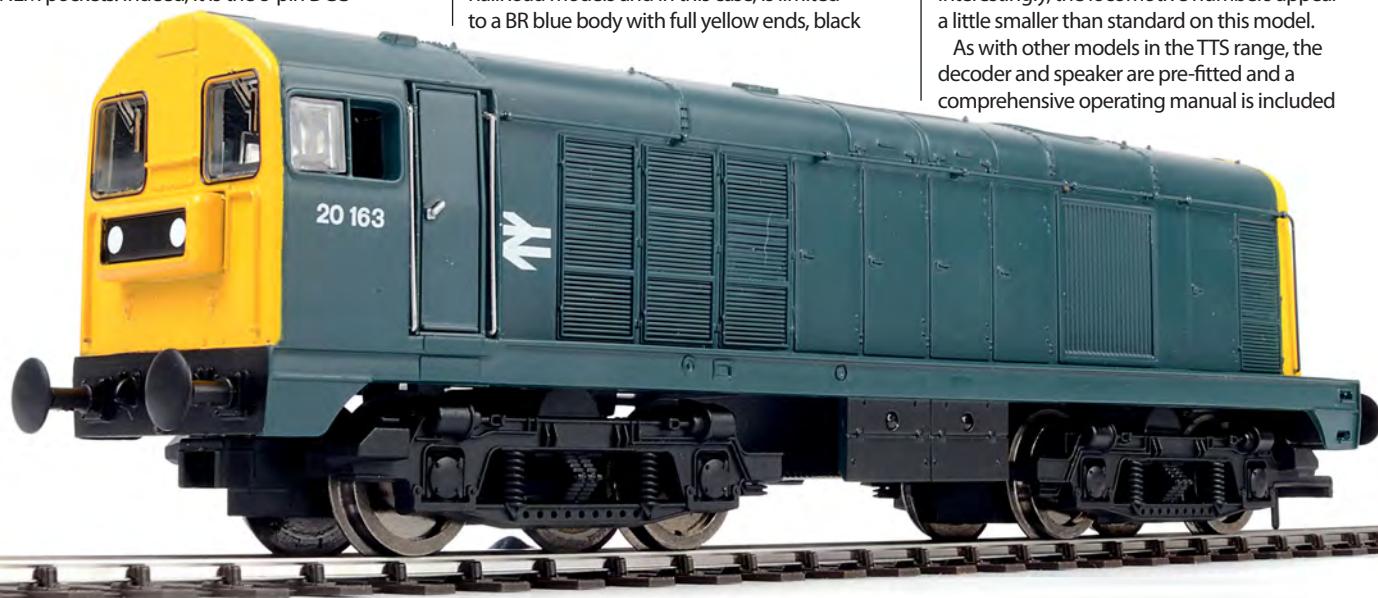
Finished as 20163 in BR blue with 'domino' headcode panels, Hornby's RailRoad model utilises the former Lima tooling which has previously been upgraded with an 8-pin Digital Command Control (DCC) decoder socket and small tension lock couplings in NEM pockets. Indeed, it is the 8-pin DCC

socket which has enabled Hornby to install its latest TTS diesel sound project for the English Electric Type 1. Other neat touches include separately fitted wire handrails and flush-glazed cab. It also retains traction tyres.

Decoration is simplified for Hornby's RailRoad models and in this case, is limited to a BR blue body with full yellow ends, black

bufferbeams and headcode panels, running number and a pair of BR double arrow logos. Interestingly, the locomotive numbers appear a little smaller than standard on this model.

As with other models in the TTS range, the decoder and speaker are pre-fitted and a comprehensive operating manual is included

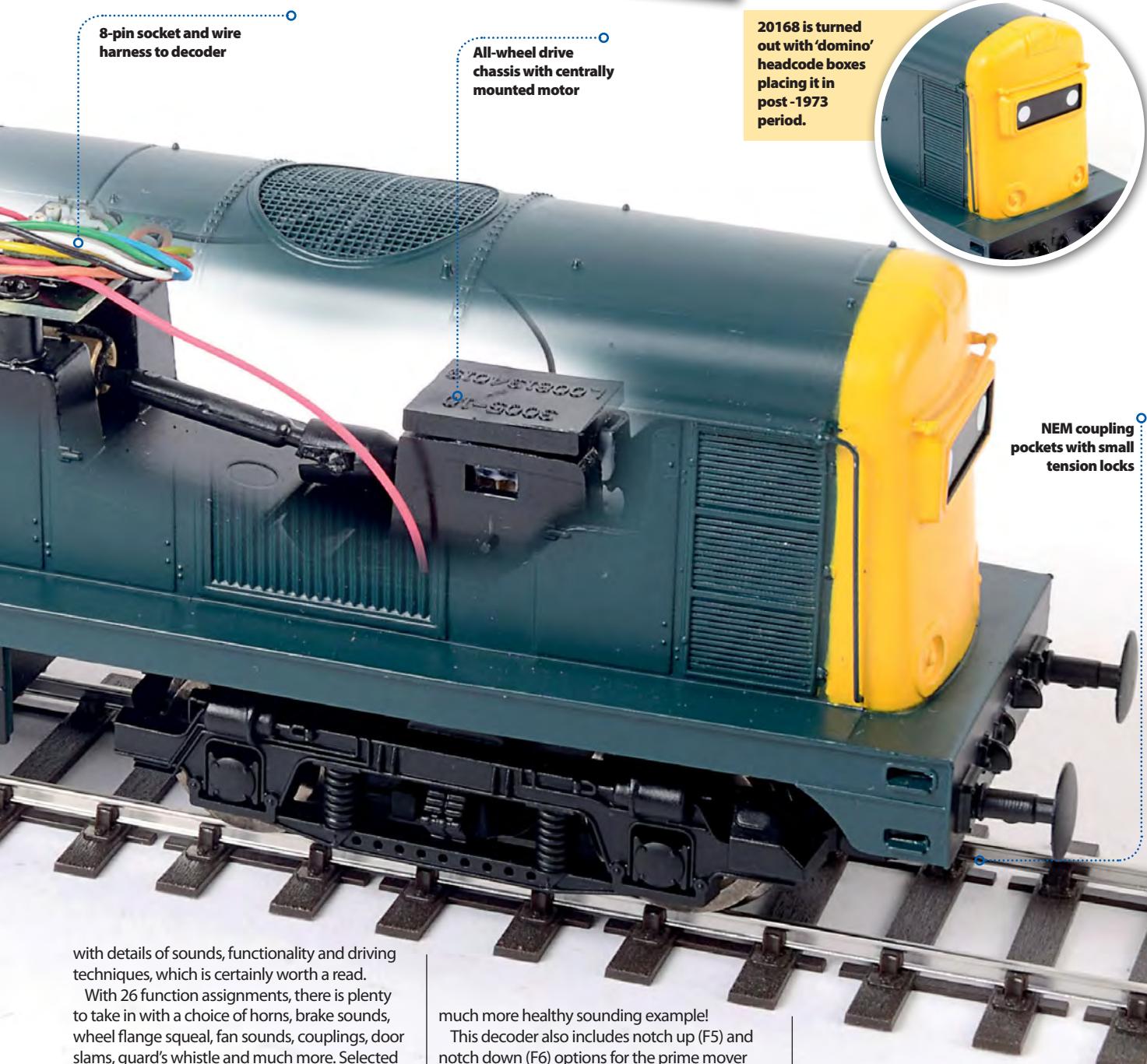


# sound

## EXCLUSIVE FIRST REVIEW

### THE DETAILS

Manufacturer:	<a href="http://www.hornby.com">www.hornby.com</a>
Cat No:	R3394TTS
Description:	Class 20 20168, BR blue
Scale:	'OO'
Price:	£109.99
Era:	7/8
DCC:	DCC sound fitted, Twin Track Sound
Couplings:	Small tension locks in NEM pockets



with details of sounds, functionality and driving techniques, which is certainly worth a read.

With 26 function assignments, there is plenty to take in with a choice of horns, brake sounds, wheel flange squeal, fan sounds, couplings, door slams, guard's whistle and much more. Selected CV settings and volume levels can be adjusted, and details are included within the manual.

Turning the engine sounds on is via function 1 (F1) and a choice of normal or cold starts is offered. For a cold start, you also need F9 depressed which results in the locomotive taking longer to fire up properly. On our sample, both sounded as we thought they should. In fact, the sounds have that definite Class 20 clatter, which becomes higher-pitched as the brakes release and the locomotive moves off. A quick blast of the air horn (F3) reveals a rather work-weary sounding horn, while F2 has an altogether

much more healthy sounding example!

This decoder also includes notch up (F5) and notch down (F6) options for the prime mover sounds which are particularly useful. A technique that worked well was to increase speed steps with the regulator until the engine sounds changed, then press F6 to notch down – the spool-down sounds kicked in and the model appears to coast – then switch F6 off and notch up one speed step, so the revs pick up again, and so on.

Sounds can be toggled up and down with F5 and F6 while a 'thrash' button (F8) effectively provides the top-end sound of the locomotive working flat out.

Running sounds are convincing with idle and three subsequent notches with

transitions between each. Start-up and shut down also sound the part.

While there are no lights fitted to this particular model, allowance for them is included on the decoder (F0) while an additional auxiliary function is also available on F25.

Hornby's TTS Class 20 is another exciting addition to the budget range of digital sound-fitted models and certainly sounds as we would expect. It offers an attractive package for the price and is due to arrive with Hornby stockists during May. (MC)

# Southern and BR 'Radials'

from Hornby

- **Price:** £139.99
- **Cat Nos:** R3422/R3423
- **DCC:** 8-pin socket
- **Site:** [www.hornby.com](http://www.hornby.com)



**T**WO NEW VERSIONS OF Hornby's Adams 'Radial' 4-4-2T arrived in February, offering the third of the BR operated trio together with a Southern Railway version in black.

The two locomotives are 30583 in BR lined black with late crests (Cat No. R3423) and 3125 in Southern Railway black with Bulleid 'sunshine' lettering (R3422). Both are delivered with

the same specification chassis offering a smooth running five-pole motor driving the leading axle together with an 8-pin Digital Command Control decoder socket mounted in the bunker.

The external qualities of the Hornby 'Radials' are well known – we first reviewed these superb locomotives in HM110 – and this pair continue that high standard in all respects. Detailing is superb

and includes a fully detailed cab interior, sprung buffers, turned metal wheels, separately fitted wire handrails and NEM coupling pockets front and rear. 30583 also has deep rear cab windows.

Decoration of both samples is nothing short of excellent. The 'sunshine' lettering of 3125 is superbly reproduced together with brass beading over the

leading driving wheel splasher, red bufferbeams and cab interior painting. 30583 features faultless lining together with cream lettering, a fully painted cab, boiler bands and neat smokebox number and shedplates.

Overall these are excellent new additions which now make it possible to model all of the BR era 'Radials' which operated on the Lyme Regis branch. (MW)





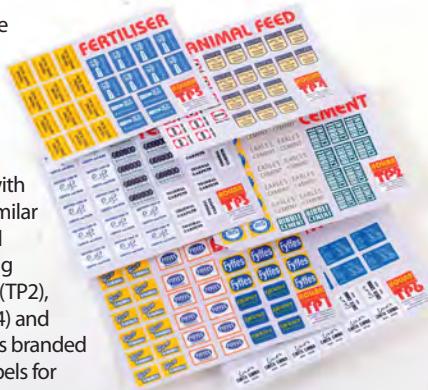
#### 'OO' GAUGE

## Posters brighten wagons

● **Price:** £3.95 ● **Cat No:** TP1/TP2/TP3/TP4/TP5/TP6 ● **Site:** [www.parksidedundas.co.uk](http://www.parksidedundas.co.uk) ● **Era:** 4-6

New to the Hollar Models range are these themed packs of self-adhesive 'OO' gauge wagon posters suitable for use on BR 12ton ventilated vans and buildings too.

Six packs have been added with each featuring a selection of similar product brand names grouped together on one sheet including bananas (Cat No. TP1), cement (TP2), textiles (TP3), animal feeds (TP4) and fertilisers (TP5). The sixth pack is branded 'the rest' (TP6), and contains labels for dog food, biscuits and tin cans. (MC)



#### ALL SCALES

## Mr Super Clear gloss varnish

● **Price:** £8.75 ● **Cat No:** B513  
● **Site:** [www.albionhobbies.com](http://www.albionhobbies.com)

The Mr Hobby range, distributed in the UK by Albion Alloys hobby section, includes this quick drying gloss varnish. It is supplied in an aerosol can and offers a smooth spray pattern and quick drying times of around 15-20 minutes. Its only real downside is that all of the information on the can is printed in Chinese – other than that this is a worthy choice for final varnishing and it is available in satin and matte finishes too. (MC)



#### 'HO' GAUGE

## A match for a layout corner

● **Price:** £17.95/£13.95/£13.25 ● **Cat No:** 15971/15972/14398 ● **Site:** [www.goldenvaleyhobbies.com](http://www.goldenvaleyhobbies.com) ● **Era:** 8/9

If you're looking for something a little different to fill a corner, why not incorporate a football match into your layout?

German manufacturer Noch has added a team of England footballers (Cat No. 15971) to its range containing 11 players in different poses together with goalkeeper and the all-important ball.

To accompany the players, the manufacturer has also released a set of flag-bearing supporters (15972) containing six figures, while a small football stand kit (14398)



has been added to Noch's Laser Cut minis range. Formed of pre-cut

cardboard and wooden parts and measuring 96mm x 46mm x 44mm, it forms a convincing shelter for fans to watch the match. Additional kits could be added for a larger attendance.

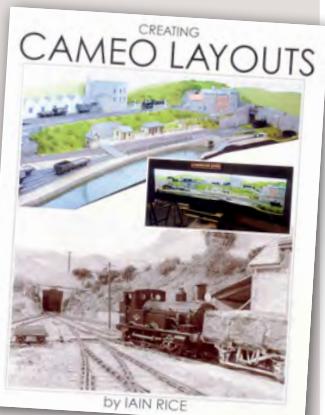
While these may be slightly smaller than 'OO' scale figures, with careful placement they won't look out of place. And for once, there is no penalty involved in an England match! (MC)



#### RECOMMENDED READING

## Creating CAMEO LAYOUTS

**Author:** Iain Rice  
**Publisher:** Wild Swan Books  
**Title:** Creating Cameo Layouts  
**ISBN:** 978-0-953877-17-1  
**Price:** £24.95  
**Spec:** 120 pages, paperback



**F**LACK OF SPACE IS curbing your modelling, then *Creating Cameo Layouts* from Wild Swan Books may point you in the right direction.

Through its pages, the author introduces the concept of cameo layouts and explains what they are and why they have become so popular with numerous examples of these small scenic layouts illustrated throughout.

Each chapter guides you through the process of considering your own project from selecting the right subject, track layout design, train lengths, scenery, size, presentation, lighting and more. The concepts of fooling the eye using manipulated perspective and selective compression are also explained together with operation, point control and effective couplings.

For those who wish to try something a little different, the process of linking cameos to produce a longer layout composed of individual but related scenes is also touched on.

With plenty to inspire and a super selection of cameo layouts included, this book aims to show just what can be achieved in a small space.

A thoroughly engaging read. (MC)

# Heljan's '1361' **FIRST REVIEW**

Hot on the heels of its more modern '1366' counterpart, Heljan's second GWR tank engine arrived at the end of January modelling the Churchward '1361' 0-6-0ST. **MIKE WILD** takes a closer look at this new arrival.

IT SEEMS THAT Great Western tank engines are like buses – you wait and then two come along at once. Heljan made its mark on the Great Western Railway (GWR) market at the start of this year with the arrival of its Collett '1366' 0-6-0PT (HM117) at the very end of 2016 and just five short weeks later with its Churchward '1361' 0-6-0ST.

The '1361' class were the predecessors to the '1366' class and were much more conventional (although arguably less typical of Great Western locomotive design at the time) in having a saddle tank over the boiler and an exposed smokebox. The design's heritage came from the Sharp, Stewart locomotives of 1862 built for the Cornwall Mineral Railway where short wheelbase locomotives were required for duties including dock shunting. The '1361's followed this original design but with an enclosed cab and larger bunker and were allocated to Plymouth shed from where they worked the Millbay Docks and

**Finished in BR black, 1365 is smartly turned out.**



Sutton Harbour branch. Their sphere of operation also included Cornish branches with allocations to St Blazey depot.

The fleet was small with just five locomotives being built in 1910, but they had long 50-year careers which took them into the early 1960s in daily service – the last being withdrawn in 1962. Fortunately, 1363 has been preserved by the Great Western Society at Didcot Railway Centre and, following periods in steam, it is currently being overhauled at the site.

## THE MODEL

Heljan isn't the only manufacturer to select the '1361' for a ready-to-run 'OO' gauge model as Kernow Model Rail Centre is also making strides through production of its own version through DJ Models.

Nevertheless, Heljan's model is our focus here and for review we received a sample of BR black liveried 1365 with small early BR crests on the saddle tanks. Decoration is to Heljan's usual high standard throughout, although we do



question the choice of painting the smokebox door dart in silver as all the photographs we have found of the engine (and the class) show them with black darts. That aside, numbers, crests and smokebox shedplates are all on point while closer inspection reveals cab interior details picked out in suitable colours too.

Like the '1366', the pricing of this new tank engine is at the premium end of the scale at a shade under £160 while the overall standard follows that of the '1366' (HM117). Detailing is generally very good with a full complement of parts factory fitted – the only separate parts being tension lock couplings – together with metal handrails, neat saddle tank top detailing and more. A small negative is the moulded coal load in the bunker which doesn't look great, although that is easy enough to replace for those who wish to.

The underframe is well done including cylinder drain cocks, sandpipes, brake rigging, guard irons and neatly turned out valve gear which is curiously painted black.



#### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.heljan.dk">www.heljan.dk</a>
<b>Cat No:</b>	1303
<b>Description:</b>	GWR '1361' 0-6-0ST 1365, BR black
<b>Scale:</b>	'OO'
<b>Price:</b>	£159.95
<b>Era:</b>	4
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

*"Like the '1366', the pricing of this new tank engine is at the premium end of the scale."*

MIKE WILD

Still, stepping back from close scrutiny this model carries off the look of the prototype well, but that smokebox dart needs a lick of black paint to soften its appearance.

#### PERFORMANCE

The chassis arrangement in the '1361' is near identical to that of the '1366'. The bunker is home to a 6-pin Digital Command Control (DCC) decoder socket with limited space for a decoder (although most standard motor control 6-pin direct fit decoders will be an easy fit) while the motor is encased in the boiler and saddle tank driving the centre axle.

NEM coupling pockets are supplied front and rear but, like the '1366', when fitted with

the supplied cranked couplings the tension locks sit too low. Replacing these with short hoop Bachmann versions – or in fact Kadees – resolves this problem confirming that the coupling pocket is at the correct height.

Moving onto the positives, the performance of our sample of 1365 was nothing short of excellent. After running in using Gaugemaster's locomotive tester (HM117) which showed a peak current draw of 0.15amps, we set the 0-6-0ST to work on our test track. Here it comfortably handled a mixture of track formations hauling a mixed goods of 10 wagons for sustained periods. Throughout its mechanism operated like the proverbial sewing machine.

Load testing showed that the '1361' was

capable of handling a 25 wagon goods train with ease, offering more than enough haulage capacity to suit any layout's requirements for an 0-6-0 tank engine.

#### OVERALL

The '1361' is a delightful little locomotive which models a quirk of the GWR's locomotive fleet. Its long life gives it great appeal and Heljan is producing it in a number of GWR period liveries as well early and late BR schemes.

The points we noted were small details in the grand scheme and this is an attractive model fit for purpose and capable too. All that remains to see now is how it fairs against Kernow's offering when that becomes available later in 2017. (MW)

# Heljan rolls out... CLASS B TANKERS

● Price: £24.95 ● Era: 5-7 ● Cat No: 1101-1110 ● Site: [www.heljan.dk](http://www.heljan.dk)



**H**ELJAN has had a busy start to 2017 with two new locomotive models – the '1366' 0-6-0PT (HM117) and the '1361' 0-6-0ST (see pages 76-77) – and now its eagerly anticipated BR Class B 35ton four-wheel tank wagons for 'OO'.

These vehicles were introduced in 1957 to a Charles Roberts design to meet a need to provide higher capacity and faster wagons for the developing petroleum market. A large number were built with vehicles also being turned out by Cambrian Wagon Works and Powell Duffryn and following long careers working in block and part formations these Class B tankers, for oil transport, remained in service into the 1990s. Class A petrol tankers were also built with a large number of Class B vehicles moving into internal use at depots for transport or waste oil and fuel.

The arrival of the Class B tankers has seen rapid

sales of the first batch with Heljan reporting that it had sold out of stocks to its retailer network within a fortnight of their arrival. Heljan has also stated that it is working on a second batch.

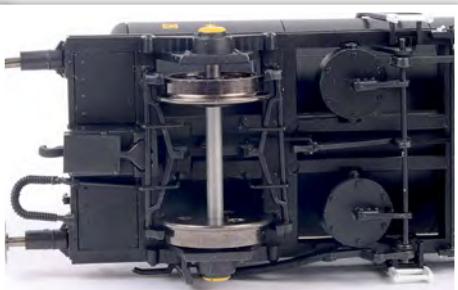
These vehicles had a wide sphere of operation with one of the best known flows of the Esso operated vehicles being from Fawley oil refinery near Southampton to Bromford Bridge in the West Midlands. Motive power for this train has included BR '9F' 2-10-0s as well as classes 33, 37 and 47 amongst others.

For review we received samples of the Esso, Regent and United Molasses vehicles. Each comes with turned metal wheels, turned metal sprung buffers (on a wagon no less!), etched catwalks, NEM coupling pockets and a pair of small tension lock couplings too. The supplied couplings are standard Heljan cranked versions which benefit from replacement with straight tension locks

or other coupling designs – the pocket being at the correct height for Kadees and others.

Detailing of the vehicles is excellent throughout with the tank body sitting neatly in its four anchor mounts above the fully detailed see through chassis. Also well done are the ladders which are moulded in flexible plastic. Completing the picture is a high standard of decoration on each vehicle with crisp letters, numbers and logos in each case.

Until now we had to rely solely on the Dapol ex-Airfix kit to model these well travelled vehicles and while that kit is still a good model for its 1960s pedigree, this new ready-to-run version of the Class B tanker is a force to be reckoned with. The quality, finish and running qualities are all there straight from the box and their popularity has already been proven with rapid sales. A job well done. (MW)





## Fowler '7F' is BACK IN BLACK

● Price: £147.95 ● Era: 2 ● DCC: DCC ready, 21-pin socket ● Cat No: 31-014 ● Site: [www.bachmann.co.uk](http://www.bachmann.co.uk)

Bachmann's fine model of the Fowler '7F' 2-8-0 is available once more and this time it is finished in Somerset and Dorset Joint Railway black livery as 89 – one of the two '7Fs' which have been preserved.

The model features sprung buffers, separate handrails, NEM coupling pockets front and

rear, turned metal wheels, pick ups on the locomotive and tender, a detailed cab interior and a 21-pin DCC decoder socket located in the tender. Add to this excellent detailing of the body, valve gear and underframe – especially with the detailing pack added – and this all adds up to an outstanding

version of these popular, if regionally specific, heavy freight locomotives.

The choice of a pre-1923 livery for the '7F' is unusual, but it will make for something different to position at the head of a mixed rake of early railway private owner coal wagons. (MW)

## 'N' GAUGE

## Harburn expands 'N' gauge range

● Price: £6.50-£7.50  
● Cat No: HN613, HN614, HN625, HN640  
● Site: [www.harburnhobbies.com](http://www.harburnhobbies.com)  
● Era: Any



Harburn Hamlets' range of 'N' gauge detailing accessories continues to grow with the addition of two raised flower beds (one with a built-in seat), an Anderson shelter with brick ends and a set of barrels and crates. Each is cast in resin and painted in suitable colours to enhance the moulded detail. Perfect finishing touches to cameo scenes. (MC)

## 'OO'/'N' GAUGE

## Autumnal trees

● Price: £2.50-£7 ● Cat No: See text  
● Site: [www.themodeltreeshop.co.uk](http://www.themodeltreeshop.co.uk)  
● Era: Any



New to The Model Tree Shop range of ready-to-plant trees are these autumnal examples available in a variety of shapes and sizes suitable for 'OO' and 'N' gauges. Each tree features a sturdy moulded plastic tree trunk and roots, which has been populated with moss and coloured scatter material in light green, dark green, yellow and brown hues. Available in a range of heights from 55mm to 180mm, each is well crafted and ready to place on the layout. Multi-packs are available too and they offer good value for money. (MC)

# Bachmann '37' returns in Regional livery



**B**ACHMANN'S 'OO' gauge Class 37/4 diesel returns in BR Regional Railways livery as 37422 *Robert F. Fairlie Locomotive Engineer 1831-1885* – and with a weathered finish too.

Named at Blaenau Ffestiniog in 1993, the prototype was painted in the attractive dark blue and silver-grey colour-scheme for use on Regional Railways' locomotive-hauled operations in the

North West and along the North Wales Coast.

Bachmann has done a super job on this release, the Regional Railways colours appearing well defined, topped off with a weathered finish including sooty deposits around the exhausts. Numbers, lettering, older style overhead live wire warning flashes and nameplates are crisply applied, while other impressive touches include clear cab windscreens wiper arcs and tiny labels

along the tumblehome. Bogie pipework, steps and axlebox covers are also neatly highlighted, while the overall weathering also helps highlight the etched grilles, red roof fan, airhorns and nose-mounted aerials. Two lamp brackets appear at each end, although strictly speaking there should be a third in the upper central position.

Fitted with a 21-pin Digital Command Control (DCC) decoder socket, it also includes

## KMRC launches NR '57'

'OO' GAUGE

- **Price:** £169.95
- **Cat No:** 32-762Z
- **Site:** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)
- **Era:** 9



## 'OO' GAUGE

- **Price:** £144.95
- **Cat No:** 32-376A
- **Site:** [www.bachmann.co.uk](http://www.bachmann.co.uk)
- **Era:** 8



directional head and tail lights, working high-intensity headlights, cab interior illumination and switches beneath the fuel tank to switch the cab and tail lights off if required. Completing the model is a set of optional etched metal nameplates to replace the printed examples and a separate pack of buffer beam detailing parts making this is another fine example of Bachmann's Class 37/4. (MC)

New to Kernow Model Rail Centre's (KMRC) range of ready-to-run limited editions is this 'OO' gauge Bachmann Class 57/3 57305 in Network Rail (NR) yellow.

Repainted in 2011 for 'Thunderbird' duties on former Southern Region lines, the prototype saw a period of use in the South West whilst on-hire to First Great Western hauling its 'Night Riviera' 'sleeper' and summer Saturdays-only passenger service between Cornwall and Exeter in 2014. It was repainted in 'Northern Belle' livery later that year.

The Kernow edition of 57305 comes with silver buffers, etched metal radiator grilles, white painted handrails, highlighted bogie pipework and impressive small details such as a legible fuel tank gauge, together with an eye-catching yellow and grey satin paint finish, neatly applied numbers, overhead live wire warning flashes and Network Rail logos.

Limited to just 512 certified models, it is fitted with a 21-pin Digital Command Control (DCC) decoder socket, interior cab illumination, directional head and tail lights and small tension lock couplings in NEM pockets.

A colourful reminder of how quickly the contemporary railway scene can change. (MC)

## 'OO' GAUGE

# Yellow treatment for Cambrian Class 97/3

- **Price:** £159.99
- **Cat No:** 32-777W
- **Site:** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)
- **Era:** 8

Network Rail livery is in vogue at Kernow Model Rail Centre (KMRC) right now, with the arrival of this limited edition 'OO' gauge Bachmann Class 97/3 97305 *John Tiley* in the organisation's vivid yellow livery with a weathered finish. Refurbished from former Class 37/0 locomotives, Network Rail's small fleet of Class 97/3 locomotives was equipped for new European Rail Traffic Management System trials being undertaken on the Cambrian Line in 2008.

Application of the striking colour scheme has been well executed - even the subtly different yellow to the front ends has been



captured replicating those on the prototype. It also features weathering effects too.

A 21-pin Digital Command Control (DCC) decoder socket is fitted together with directional head and tail lights, high-intensity headlights and cab illumination. Just 512 certified examples have been produced. (MC)

## 'OO' GAUGE

# Kernow releases weathered 'Dogfish'

- **Price:** £99.99
- **Cat No:** K4101
- **Site:** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)
- **Era:** 5

A surprise arrival from Kernow Model Rail Centre is this pack of 'OO' gauge Heljan 24ton 'Dogfish' ballast hopper wagons.

Three packs are available, each containing four heavily-weathered wagons in BR black (Cat No. K4101), BR olive green (K4102) or BR civil engineers' yellow and grey (K4103).

For review, our pack was finished in BR black and contained four BR Western Region examples DB992920, DB992934, DB992903 and DB992912, each labelled EMPTY TO LISKEARD FOR MENHENIOT QUARRY, which is just visible beneath their weather-beaten appearance.

Decoration is superb, each wagon displaying a unique weathered grime and rust finish, recreated magnificently by Heljan using masters developed specialist Mercig Studios. (MC)



## 'OO' GAUGE

# Departmental CCT

Bachmann's latest release of its popular Southern Region Covered Carriage Truck (CCT) adds an interesting vehicle to its range of 'OO' gauge olive green liveried departmental vehicles - this being Stewarts Lane depot allocated Mechanical Engineer's CCT ADB975276.

Decoration is up to Bachmann's usual high standard with an evenly-applied olive green paint finish together with grey roof and handles/handrails picked out in white.

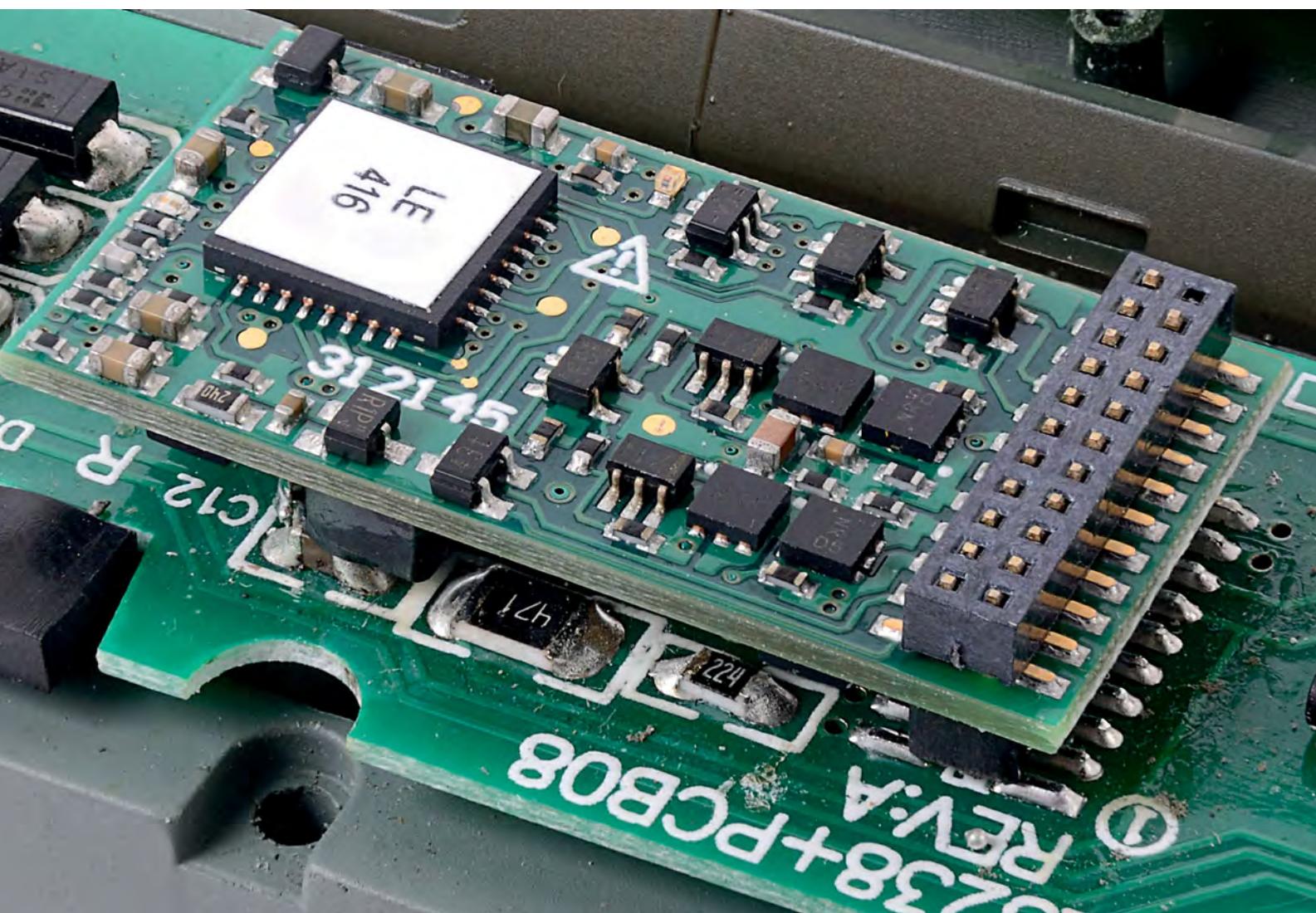


- **Price:** £32.95
- **Cat No:** 39-529
- **Site:** [www.bachmann.co.uk](http://www.bachmann.co.uk)
- **Era:** 7

Underframe detail is exquisite, with brake shoes in line with wheels, black metal disc wheels and turned metal buffers. Small tension lock couplings in NEM pockets complete this useful addition to the engineering fleet. (MC)

# Econami decoder features selection of sounds

• Price: £74.95 • Cat No: 882106 • Site: [www.gaugemaster.com](http://www.gaugemaster.com) • Era: 5-9



**A** RECENT addition from US manufacturer Soundtraxx, and available through Gaugemaster in the UK, is this Econami 21-pin six-function output Digital Command Control (DCC) sound decoder featuring a selection of UK diesel locomotive sounds.

It is now possible to load multiple DCC sound projects onto a single decoder for the end user to select – in this case six different UK diesels covering classes 20, 31, 37, 47, 66 and Derby 'Lightweight' Diesel Multiple Unit (DMU) sounds.

Rated at 1amp, the decoder supports up to 28 function assignments, although not all are utilised, together with a 2watt 80Ohm audio amplifier. However, purchasers will also need to source their own speaker to go with the decoder. As a point of difference, it features an integrated blue pilot light to show when power is present, and a red fault light which illuminates if there is an issue, which is useful.

Specific locomotive class engine sounds and

other effects are selected by changing values in Configuration Variables (CVs) on the decoder. For example, entering value 3 in CV123 activates Class 47 engine sounds, while entering value 4 activates the Class 66 diesel engine sounds. It really is as simple as that and takes literally seconds to switch between locomotive sound sets. A good selection of configurable UK air horns is also included, and even offers the choice of different horns depending on the locomotive's direction.

Straight from the packet, the sounds fire up as soon as DCC power is detected in the track, although this can be configured differently and results, by default, in Function 1 (F1) being assigned with air horn sounds on this decoder. In addition to engine sounds, compressor and fan audio is set to play at random points too. Whilst the number of function button controlled sounds is limited to a choice of air horns, brake squeal, coupling sounds and guard's whistle. Other function assignments include manual notching (F5/F6), light dimming,

half-speed for shunting and a mute function.

As supplied, the decoder comes with fade in/fade out directional head and tail lights, but there are numerous other effects too, plus there are six different pre-set equalisation settings to suit all types of speaker, and the volume of each individual sound can be adjusted. Limited sounds are also possible on analogue DC.

All six sound projects on our review sample operated well with engine notching and impressive spool down. They sounded good too, the Class 66 diesel sounds on our sample proving a particular head-turner. With over 40 different sounds, fully configurable, function mapping, consisting and more, it really is quite remarkable for the price.

All in this won't beat the out and out quality of a high end single locomotive digital sound decoder, but as a case of value for money versus sound output this Soundtraxx decoder is an excellent new choice in the up and coming sound market. (MC)

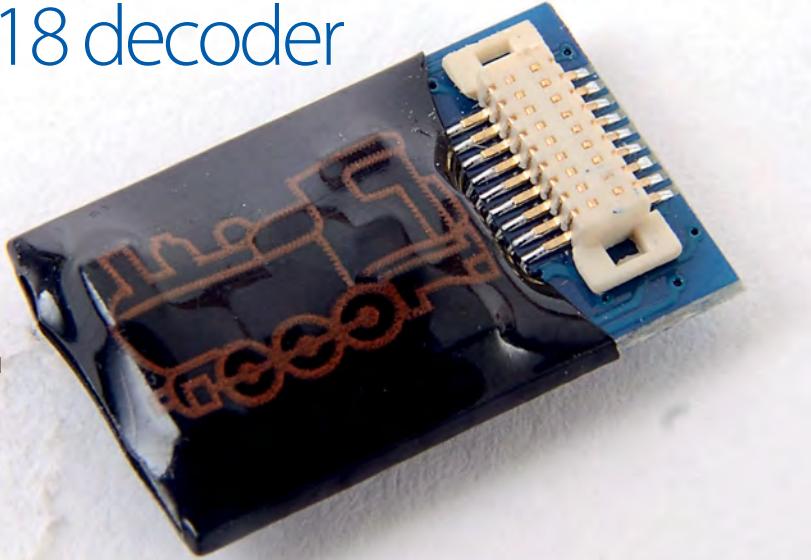
# Gaugemaster Next18 decoder

● Price: £19.95 ● Cat No: DCC18 ● Site: [www.gaugemaster.com](http://www.gaugemaster.com)

The introduction of the Next18 decoder socket to the British model railway market has spurred a number of decoder suppliers into producing versions with the new micro socket.

Joining Gaugemaster's respected portfolio of digital decoders is the DCC 18 OMNI Loco Decoder which offers four function outputs and a continuous rating of 1amp (1.5amp peak). The Next18 socket corresponds with standard protocol for the design and makes it a very simple installation. We tested this decoder in Bachmann's 'V3'2-6-2T in which it performed faultlessly and offered smooth motor control as well as the ability to adjust standard Configuration Variables to tame the tank engine's operation.

Pre-set to address 3, the OMNI Next18 decoder supports four-digit addressing and can be programmed on the main or programming track. A worthy choice in our book for its simplicity and quality performance. (MW)



## Gaugemaster delivers digital solenoid

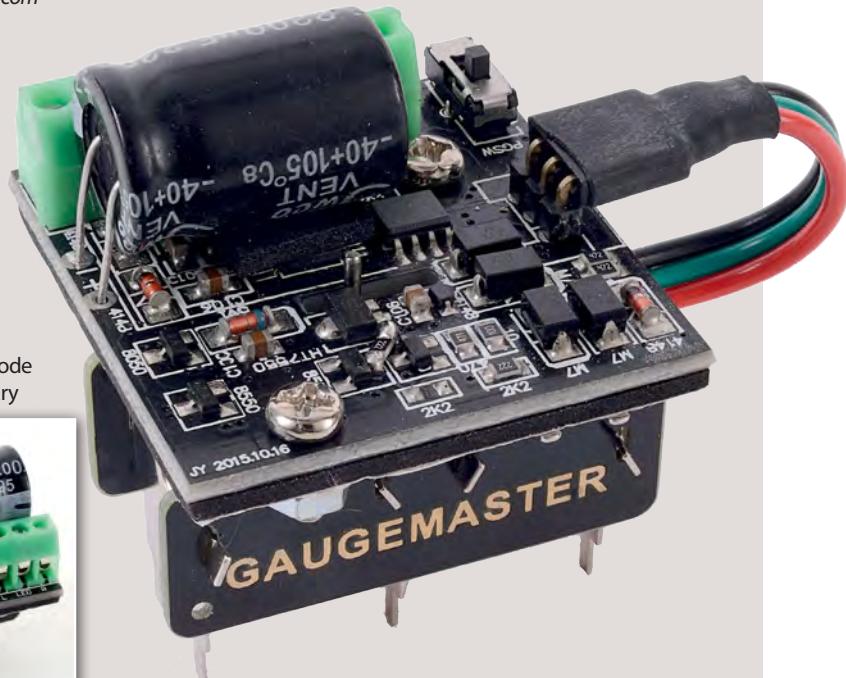
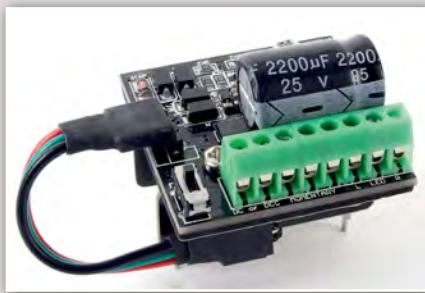
● Price: £18.95 ● Cat No: GMC-PM10D ● Site: [www.gaugemaster.com](http://www.gaugemaster.com)

Gaugemaster has produced a Digital Command Control (DCC) fitted version of its standard solenoid motor offering a high power output decoder with built in capacitor to ensure a positive throw.

The motor comes pre-fitted to the decoder circuit board and all that needs to be done to prepare it for installation is to add the supplied three-wire harness between the circuit board and motor. A set of fixing screws and a pin extension are also supplied, but as delivered it is designed to be fitted directly to the bottom of 'N' and 'OO' gauge points. The decoder board can also be separated from the point motor to allow the motor to be mounted underneath a baseboard making it flexible in its installation.

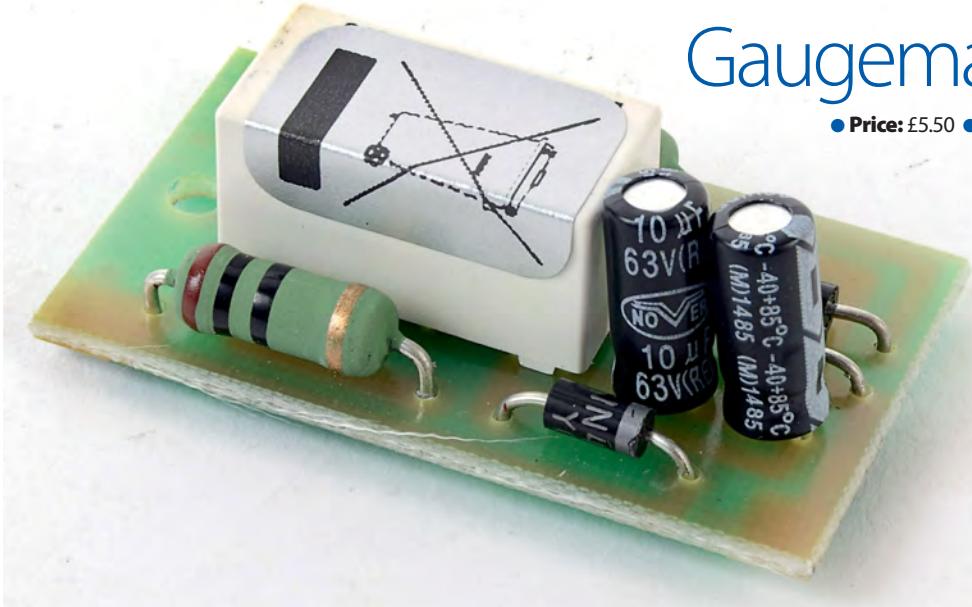
Once installed, the accessory decoder with the motor allows for simple addresses with a switch to be positioned according to the mode required. It also includes a screw terminal block to allow a momentary switch to be connected and for LED outputs to show the feedback on a custom control panel.

With its combination of simple connection, quick addressing and reliable throw, this new digital control solenoid motor is a sound choice for 'OO' and 'N' gauge layouts. (MW)



## Gaugemaster Autofrog

● Price: £5.50 ● Cat No: DCC80 ● Site: [www.gaugemaster.com](http://www.gaugemaster.com)



New to Gaugemaster's line of digital accessories is this simple and cheap automatic frog polarity switch – the Autofrog. This takes the fuss out of digital point wiring as it takes automatic control of the polarity of the frog once wired in. Just three wires are needed for this which are connected to the relevant solder pads on the Autofrog circuit board. It would be difficult to retro fit, but for layouts under construction it will be very simple to install. It can also be used for double and single slips as well as diamond crossings (two being required in each case). A great little product which does exactly what it claims to. (MW)

# Hawksworth auto



**B**ACHMANN'S eagerly-awaited Graham Farish 'N' Gauge Hawksworth autotrailor is here and is the perfect accompaniment to the manufacturer's 2016 released GWR '64XX' 0-6-0PT for the scale. Built by BR at Swindon Works in the early 1950s, they were the last of the type to be

built for use on former Great Western Railway (GWR) branch line services in push-pull mode with appropriate motive power.

Bachmann's new model incorporates separately fitted wire passenger handrails, detailed interior with a mix of bench types and traditional facing seats, cab mounted warning gong and a wealth

of underframe detail – with all four trusses, equipment boxes and brake gear included. Closer inspection reveals sparse, but exquisite, cab detail with regulator and control gear present while tiny footsteps at each corner are also modelled.

As with the 'OO' version, the guard's and cab door handrails are moulded. Passenger

## Gaugemaster's 'Hayling Islander' train set

● Price: £174.95 ● Cat No: 20-850-1 ● Site: [www.gaugemaster.com](http://www.gaugemaster.com) ● Era: 5



Gaugemaster now offers a selection of collaborative 'N' gauge train sets containing a Dapol locomotive and rolling stock packaged with Kato Unitrack and controller, such as this Hayling Islander starter set.

Contents include Dapol's 'N' gauge London Brighton & South Coast Railway 'A1X' 0-6-0T 32650 in BR lined black with late crests, Maunsell Corridor Composite (CK) S5137S and Maunsell Brake Corridor Second (BSK) S4048S in BR green.

As a starter set, the pack also contains all you need to get up and running with a basic oval of Kato's clip-together track, level crossing parts, plastic re-rail and analogue DC power pack controller. Kato's Unitrack system is durable, easy to use and possibly the quickest to assemble as it features a moulded raised ballast 'shoulder' within which the track sits and just clips together in moments.

Further track packs and individual track pieces can be purchased separately to extend the supplied oval and details of these are included within the handy instruction manual which guides you through the set-up process. A great starting point and it comes with a selection of premium authentic rolling stock to get you up and running too. (MC)

# trailer debuts for 'N'

• Price: £34.95 • Cat No: 374-610 • Site: [www.bachmann.co.uk](http://www.bachmann.co.uk) • Era: 4



access steps are neatly moulded too while glazing is commendably flush. The roof is literally festooned with tiny rivets forming the subtle but delightful roof panels.

Our review sample was finished as W234 in its first livery of carmine and cream with light grey roof. Decoration is certainly up to the

standard we've come to expect from Bachmann with crisp colour separation and sublime lined cream band all round. Inside, seats are painted blue while bulkheads and the floor appear cream. Tiny no smoking window triangles are also present in the rear seating section.

Rapido couplings sit in NEM pockets on a

close coupling cam mechanism (a longer pair is included if you wish to couple another autotrailer), while the vehicle rides on finely moulded GWR 9ft wheelbase bogies with darkened metal wheels.

Another truly standout new model, which could be accommodated on even the smallest 'N' gauge layout. (MC)

## More 'N'Mk 1s from Bachmann

• Price: £30.95  
• Cat No: 374-016/374-166/374-193  
• Site: [www.bachmann.co.uk](http://www.bachmann.co.uk) • Era: 8



BR's Network SouthEast (NSE) Thames and Chiltern fleet of locomotive hauled vehicles is the focus for these latest 'N' gauge BR Mk 1 carriages from Bachmann.

Representing BR Mk 1 carriages used on services from London Paddington to Oxford, Banbury and Newbury until replaced in the early 1990s, the colourful collection includes BR Mk 1 Tourist Open Second (TSO) 4945 (Cat No. 374-016), Corridor First (FK) 13328 (374-166) and

Brake Corridor Second (BSK) 35464 (374-193).

Finished in NSE blue, white, red and grey, decoration and printing on each is superb with crisp definition between colours and delightful no smoking and first class stickers printed on the flush-glazed windows. Toilet windows are suitably frosted, handrails are printed on the corridor side of the FK and BSK glazing and separately fitted metal filler pipes

and grab handles appear on vestibule ends.

Inside, they are equipped with correct style seating, while underneath each rides on a pair of Commonwealth bogies with free-running turned metal wheels.

Detailed underframe components and Rapido couplings in NEM pockets complete these well-appointed carriages. (MC)

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R3356	RailRoad BR 2-10-0 Crosti Boiler 9F Class (Early BR)	£129.50
R3371	Heavily Weathered	£79.50
R3374	RailRoad LNER 4-6-2 'Mallard' A4 Class Locomotive	£64.50
R3382TTS	BR Class 71 '71012' - BR Blue	£89.50
R3384TTS	BR 4-6-2 'Holland-Afrika Line' 35023 Merchant Navy (Unrebuilt) with TTS Sound	£169.50
R3384TTS	BR 4-6-0 'King George V' 6000 King Class, Late BR-TTS Sound	£109.50
R3388TTS	Hornby Bo-Bo Class 67 'Cairn Gorm' 67004 Caledonian Sleeper with TTS Sound	£99.50
R3390TTS	Class 43 HST Virgin Rail East Coast with TTS Sound	£159.50
R3393TTS	RailRoad R10 Class 47 47033 with TTS Sound	£69.50
R3395TTS	Hornby RailRoad LNER 4-6-2 'Mallard' A4 Class Locomotive 4468 with TTS Sound	£79.50
R3396TTS	RailRoad BR 2-10-0 92025 Franco Crosti Boiler 9F Class with TTS Sound - Early BR	£119.50
R3404	BR 2-6-4T 42334 Fowler 4P Locomotive	£99.50
R3405	LNER 0-6-0T 585 50 Class Locomotive	£69.50
R3409	BR 4-6-0 'King William IV' 6000 King Class Late BR	£99.50
R3410	BR 4-6-0 'King Henry III' 6000 King Class - Early BR Locomotive	£99.50
R3412	BR 4-6-0 30842 Maunsell S15 Class - Early BR	£89.50
R3422	SR 4-4-2T 2135 Adams Radial 415 Class Locomotive	£109.50
R3423	BR 4-4-2T 30583 Adams Radial 415 Class - Late BR Locomotive	£109.50
R3424	LNER 0-8-0 Raven Q6 Class Locomotive	£99.50
R3425	BR 0-8-0 Raven Q6 Class - BR Early Locomotive	£99.50
R3426	BR 0-8-0 Raven Q6 Class - BR Late Locomotive	£99.50
R3430	LNER 4-6-0 Holden B12 Class Locomotive	£142.50
R3431	BR 4-6-0 Holden B12 Class - BR Early Locomotive	£142.50
R3433	BR 4-4-0 'Cloud Hamilton' D16/3 Class Locomotive	£89.50
R3434	SR 4-6-2 'Channel Packet' '21C1' Merchant Navy Cl (Unrebuilt)	£162.00
R3435	SR 4-6-2 'Royal Mail' 21C3 Merchant Navy Cl (Unrebuilt)	£159.50
R3436	BR 4-6-2 'Carn Line' 35028 Merchant Navy Cl (Unrebuilt) - Early BR	£162.00
R3441	LNER 4-6-2 'Sir Murrough Wilson' A4 Class Wartime B1 Loco	£109.50
R3444	BR 4-6-2 'Thomas Hardy' Britannia Class - Early BR	£109.50
R3445	BR 4-6-2 'Cameford' 34032 West Country Class - BR Early Air Smoothed	£129.50
R3447	LNER 4-6-0 'Kilverstone Hall' B17 Class Locomotive	£89.50
R3448	BR 4-6-0 'Webbeck Abbey' B17 Class - Early BR	£89.50
R3451	BR 4-6-0 'Stembill' 61032 Thompson B1 Class Locomotive	£137.50
R3453	BR 4-6-0 45274 Black 5 Class 5MT - Late BR	£114.50
R3454	GWR 4-6-0 'Drysllwyn Castle' 4073 Castle Class	£124.50
R3455	GWR 4-6-0 'Knight of St Patrick' 4013 4000 Star Class	£109.50
R3456	BR 4-6-0 'Sir Herries de Revel' N15 King Arthur Class	£109.50
R3457	SR 4-4-0 116 Class T9 Locomotive	£89.50
R3459TTS	BR Black (Early) Fowler Class 2P-4-4-0 Locomotive 40626 with TTS Sound	£94.50
R3460TTS	BR 0-6-0 Fowler 4F Class 44198 - Late BR with TTS Sound	£89.50
R3461	LNER Green 2-6-4T 67702 Thompson L1	£89.50
R3462	BR 2-8-0 4287 42xx Class - Late BR	£79.50
R3463	BR Black (Early) Class 52xx 2-8-0 Tank Locomotive 5231	£79.50
R3464	BR Black (Late) Class 72xx 2-8-2 Tank Locomotive 7224	£84.50
R3466	0-6-0ST '94 Class '22' 'United Steel Company' Locomotive	£64.50
R3471	NSE Co-Co Diesel Electric 'Indomitable' 50026 Class 50 Diesel FGW Western Region 'The Corps of Royal Electrical and Mechanical Engineers' Class 43 HST Pack	£189.50
R3478	Class 60 60066 Drax Diesel Locomotive	£119.50
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# 'T9' for two?

**W**E ARE FORTUNATE that new ready-to-run models are generally being designed with digital sound in mind. Some are better than others and in many cases manufacturers are going to great lengths at the design stage to ensure that we can quickly and simply upgrade locomotives to sound just like the real thing as well as looking the part.

However, doubtless many of us have older models in our stock boxes and drawers which, having made the step to digital sound, might have been left behind awaiting inspiration or suitable equipment because their older design makes them more difficult to equip.

All is not lost though as recent changes in sound technology – including smaller speakers and decoders – mean that it

is now simpler than you might think to upgrade older locomotives.

We don't have to go back that far in time to find suitable candidates either. The subject of this guide is Hornby's Drummond 'T9' 4-4-0. A product of 2008, it is certainly a detailed and popular model, but equally the deployment of internal structures and components of these models reveals that they were not designed to be fitted with sound from the start.

So what do you get? The 'T9' is an early development of locomotives from Hornby with a tender mounted DCC decoder socket and, like all Hornby locomotives, it is fitted with an 8-pin socket. Both tender styles use the same format of decoder socket leaving the locomotive to be the host for the motor, drivetrain and weight.

As such there is no usable space in the

Hornby's Drummond 'T9' 4-4-0 was launched in 2008 before the widespread onset of digital sound and with a choice of two tenders.

**PAUL CHETTER**

describes how he fitted DCC sound to an example of each type.

locomotive for either a decoder or a speaker, so there is no need to consider dismantling this part of the model for a sound upgrade. It is far easier to work with the tender as a separate unit so I suggest that for either type you disconnect the white 4-pin connector below the front of the tender, slip off the drawbar and put the locomotive safely to one side.

## INSTALLATION

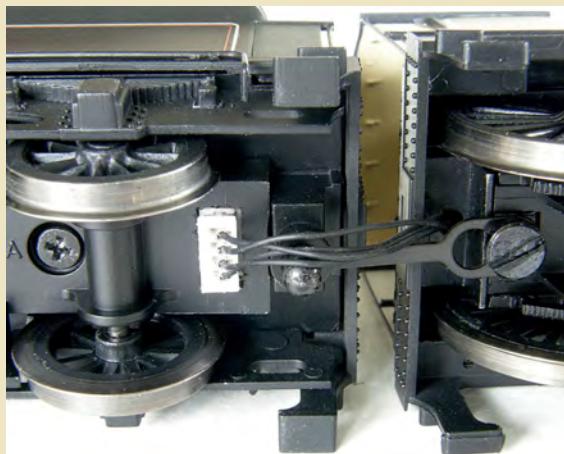
On the face of it, there looks as if there should be plenty of space for decoder and speaker in either the six- or eight-wheel tender. Although the original tenders were quite different, the models can be considered to be of similar construction with slight variations. The main, and rather dominating, departure from typical practice is the raised longitudinal

Hornby's 'T9' 4-4-0 is available with an eight-wheel or six-wheel tender and, while they weren't designed with digital sound in mind, they offer surprisingly large spaces for today's decoders and speakers.



STEP BY STEP **INSTALLING DCC SOUND IN HORNBY'S 'T9' 4-4-0**

Intermediate  
Beginner  Advanced



**1** Steps 1-4 are common to both tender types: Each tender is connected to its locomotive with a quick release drawbar and a 4-pin electrical connector.



**2** Releasing the connector and drawbar allows the locomotive to be put aside whilst the tender is worked upon.

ribs supporting bare metal strips which extend downwards to form the track pickups. Suspended above these are bare metal plates fixed to the tender tops to provide additional mass. Consequently, although each tender has an 8-pin DCC socket, there is no specific accommodation for a decoder of any type, and no provision to house a speaker.

I equipped the six-wheel tender with an installation which uses a sub-miniature Zimo MX648R decoder and 8mm x 12mm cube speaker to overcome these difficulties. This utilises the 8-pin socket without the need to modify the model except to remove the ballast weights and add some insulation. An optional extension to this installation requires very minor plastic removal to create space for a larger speaker.

WHAT WE USED		
Product	Supplier	Price
<b>Six-wheel tender 'T9'</b>		
Zimo MX648R sound decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£99.00
Zimo 8mm x 12mm x 8mm cube speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£8.50
<b>Eight-wheel tender 'T9'</b>		
Zimo MX645 sound decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£94.00
Zimo 10mm x 15mm x 9mm speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£8.50
7 x 2.7v 1farad supercapacitors	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£7.00

The tender top can be removed from the chassis after releasing two crosshead fixing screws, raising the rear end and sliding the chassis rearwards to disengage the forward locating lug. After careful measuring, it became clear that the longitudinal ribs rising from the chassis floor and the weights fitted below the

tender top effectively closed off the space to such an extent that it was not possible to fit a decoder between the elements.

There is little scope for removing the ribs from the chassis, but the weights can easily be removed by releasing the two retaining screws. The addition of decoder »



**3**



With the tenders together the differences between the two types is apparent. The internal spaces are similar, although there are differences.

**4**



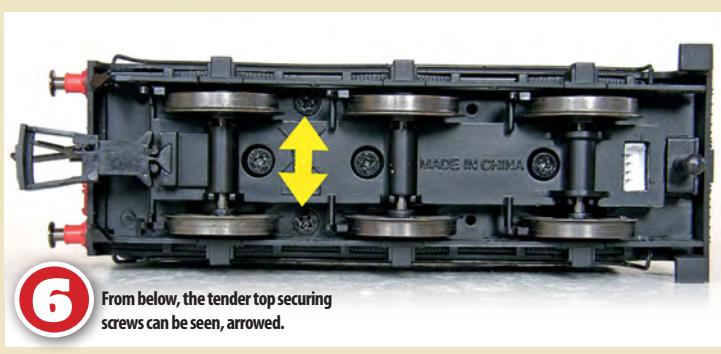
Zimo speakers from the left: 8mm x 12mm x 8mm, 11mm x 15mm x 9mm and 26mm x 20mm x 8mm. The largest of these will only fit in the eight-wheel tender model.

## SIX-WHEEL TENDER

**5**



A view of the six-wheel tender. All installation pictures of this tender will be shown in this orientation.



**6**

From below, the tender top securing screws can be seen, arrowed.

**7**



Raise the rear and slide the chassis rearwards to disengage the lug at the front.

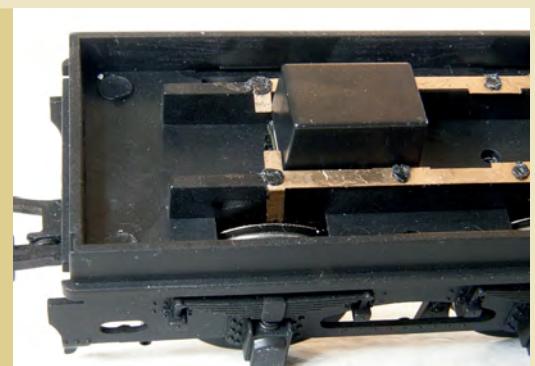


**8**

With the tender top and blanking plate removed, the 8-pin DCC socket can be seen straddling the bare metal strips which top the longitudinal ribs.

**9**

The smallest of the cube speakers will fit between these ribs making it a straightforward addition to the tender space...



and speaker will reinstate some mass but it will be possible to augment this if it proves necessary by cutting the removed weights and gluing the pieces to remaining spaces, or using metal shot ballast instead.

The combination of MX648 decoder and 8mm x 12mm x 8mm speaker allows the use of the existing wiring and DCC socket. Positioning of the speaker between the longitudinal ribs makes this option an entirely

non-destructive installation which is impressive for a model designed without sound in mind.

There is still a lot of unprotected bare metal so I recommend that any which may come into contact with the decoder or speaker is covered with insulating tape to prevent accidental shorting. There are no other special measures required during installation, but upon reassembly, the decoder wiring harness should be located in such a way as to avoid blocking the

two holes for the body/chassis fixing screws.

The audio quality and volume levels can be improved by using a 10mm x 15mm x 9mm speaker. This requires removal of the rearmost portion of the ribs, allowing the speaker to sit transversely across the rear of the tender chassis. The small amount of plastic can be removed with a mini-drill and cutting disc or with a sharp modelling knife or scalpel.

The step-by-step guide shows the method

**10**

... but by moving rearwards to this position it allows a more comfortable fit for the decoder.

**11**

The correct orientation of the DCC plug unfortunately requires the decoder wires to re-cross the connector. This will need careful positioning to avoid fouling or pinching during reassembly.

**12**

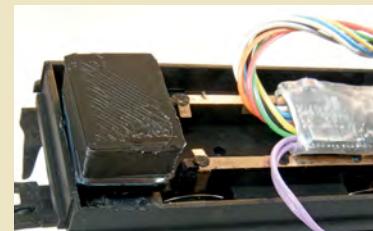
The ballast weights are fixed fore and aft by two screws. These should be removed to provide clearance for the decoder and speaker.

**TIP**

While not designed with sound in mind, many older models provide usefully large spaces for speakers.

**13**

Space for a larger speaker can be created by removing the rearmost portion of each rib beyond the contact strips. The picture illustrates my technique for removing plastic. First create a small notch, then gradually enlarge it as required by paring thin slivers away.

**14**

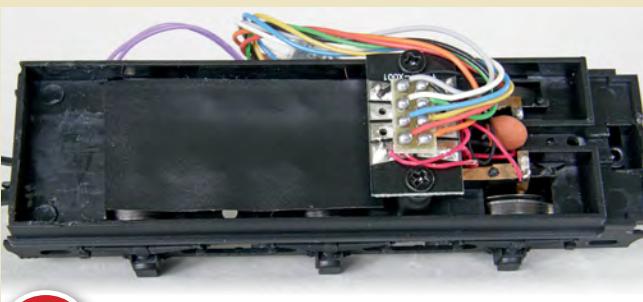
With the material removed, the larger speaker can be test fitted in the new space at the rear of the tender chassis.

**15**

The holes, arrowed, must remain unobstructed since this is where the tender top fixing screws will pass through the chassis.

**16**

With the weights removed, the design still leaves a compromised space but sufficient for this straightforward installation.

**17**

I covered the bare metal to the rear of the DCC connector with insulating tape to eliminate any chance of a short circuit.

**18**

After plugging in the decoder, I covered the connector with tape before installing the decoder and speaker (the latter not shown here), and refitting the tender top.

I use to remove the material with a scalpel, starting with a small vertical cut then an angled cut to meet it. The resulting 'notch' can then be gradually enlarged by paring the plastic ever deeper. Plastic shavings are easier to clean up afterwards than scattered ground-up plastic which results from using powered rotary equipment. Use whichever method that suits you, but please use great care to avoid injury to your hands or eyes.

**HARD WIRED**

The eight-wheel tender was spacious enough to accommodate a Zimo MX645 decoder with some internal modifications. Removing the DCC socket, the ballast weights and hardwiring the decoder released sufficient additional space to fit a large Zimo 3D 26mm x 20mm x 9mm speaker.

There is also enough space for a substantial 'stay alive' capacitance, taking

advantage of the decoder's native ability to control in-rush current and provide a regulated 16volts to the capacitors.

The tender body to chassis fixing screw is concealed under the rear tension lock coupling NEM pocket. Prise the 'V' shaped insert from this pocket and remove the screw which lies beneath. The tender top can then be raised at the rear whilst the chassis is moved rearwards »

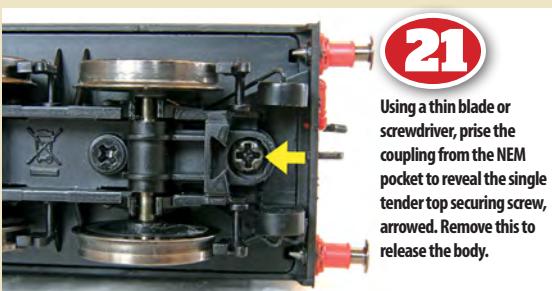
# EIGHT-WHEEL TENDER



**19** Moving on to the eight-wheel tender version, all bar one of the installation pictures of this tender will be shown in this orientation.



**20** From below, the general disposition of the components can be seen, including the tension lock coupling fitted to the NEM pocket at the rear of the chassis.

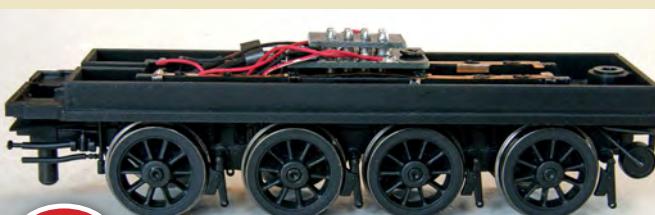


**21**

Using a thin blade or screwdriver, prise the coupling from the NEM pocket to reveal the single tender top securing screw, arrowed. Remove this to release the body.

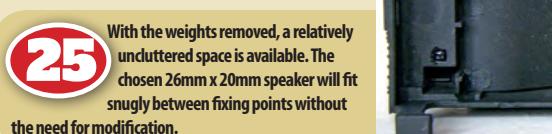
**22**

With the screw removed, raise the rear of the tender top whilst sliding the chassis rearwards to disengage the forward retaining lug.



**23**

Tender top removed reveals the centrally placed DCC connector and the bare metal strips on top of the longitudinal ribs.



**25**

With the weights removed, a relatively uncluttered space is available. The chosen 26mm x 20mm speaker will fit snugly between fixing points without the need for modification.

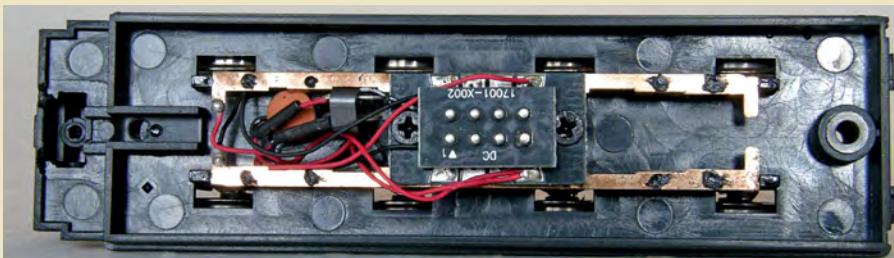


**24**

Ballast weights are secured to the tender body with two screws and these must be removed to provide clearance for a decoder and speaker installation.

**TIP**

Bare metal or electrical contacts are dangerous ground for a digital installation of any kind. When undertaking this type of project always ensure that any bare metal is suitably insulated.



**26**

This general view shows how the usefully sized and shaped space has been divided by the placement of the DCC socket.

to release the front retaining lug.

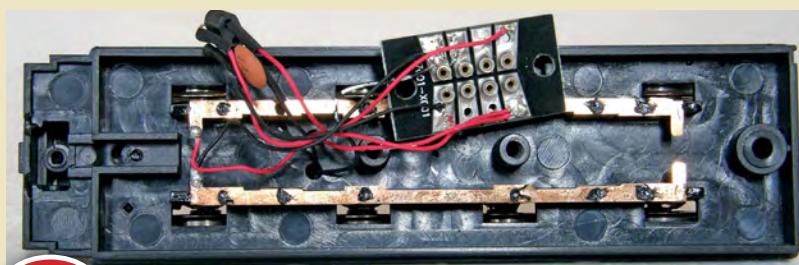
With the tender top removed, the same general design is apparent with the longitudinal bare metal topped ribs dividing up the usable space into portions. The DCC connector is orientated longitudinally, consuming more of the usable length than is strictly necessary. I decided to hardwire an MX645 decoder, so the DCC connector and its mounting

pillars were removed, and the wires soldered to the track pick-ups disconnected. The connecting wires from the locomotive pick-ups are identified with white paint, so these were soldered direct to the tender track pick-ups, as were the shortened red and black wires from the decoder.

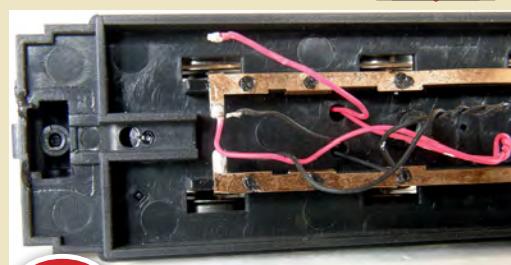
The other pair of red and black wires are the motor wires which pass through the white 4-pin connector to the locomotive.

I soldered these to the shortened grey and orange wires from the decoder and insulated the joins with heatshrink tubing.

I completed the electrical work by removing the unused wires from the decoder and tucking the remainder neatly between the ribs. The decoder can be fitted standing on its long edge, which leaves the space above the ribs free for other components in which a 'stay alive' pack can be fitted.



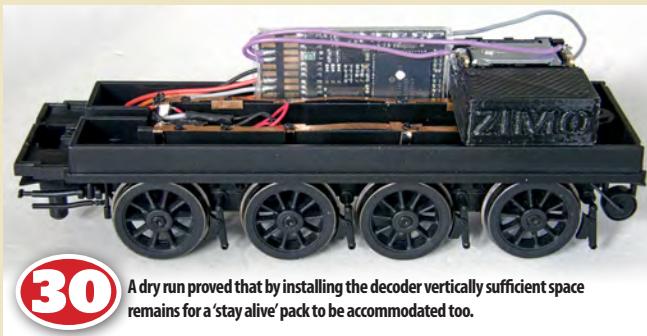
**27** Removing the DCC connector and displacing the existing wiring allows investigation of the wires to be removed.



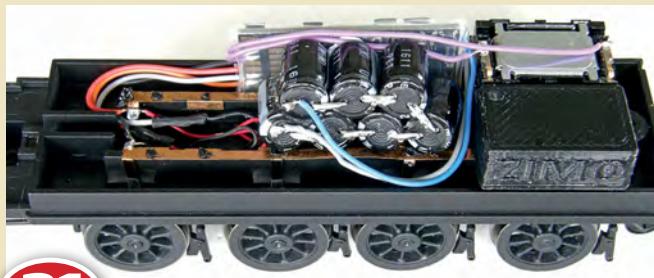
**28** The wires from the DCC socket to the tender track pick-ups were disconnected from the socket next to progress the installation.



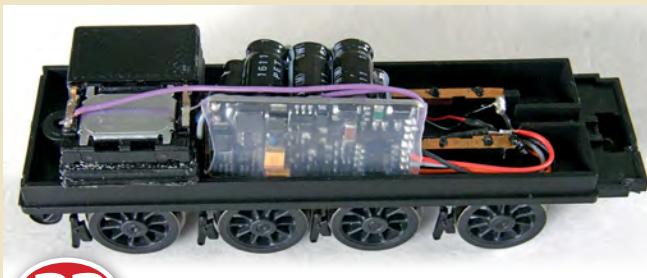
**29** The wires from the locomotive pick-ups have been marked with white paint for easy identification. I soldered these plus the red and black wires from the decoder to the tender pick-up strips. I joined the orange decoder wire to the red motor wire from the 4-pin connector and the grey decoder wire to the black motor wire.



**30** A dry run proved that by installing the decoder vertically sufficient space remains for a 'stay alive' pack to be accommodated too.



**31** This home-made pack of seven 2.7v 1F supercapacitors has been wired in series to add their voltages together for safe operation at 16v.



**32** This alternative view shows the deployment of the components and the renewed wiring between the decoder and motor/track connections.



Prior to final assembly I used tape to insulate the bare metal strips and the speaker connections, again eliminating any possibility of a short circuit between the tender chassis and the new components.



**34** After insulating the 'stay alive' pack with tape, I assembled all the components into their respective positions prior to refitting the tender top. The decoder was loaded with my own custom sound file to complete the transformation.

I covered the bare metal surfaces with insulating tape and fitted the speaker transversely across the rear of the tender chassis. Make sure that you leave sufficient space for the tender top securing pillar. When the purple speaker wires had been soldered to the speaker connectors, I covered them with insulating tape.

I joined together seven 2.7v 1F supercapacitors in series to give a resulting

'stay alive' pack of 140,000 $\mu$ F capacitance with a working voltage of 18.9v, giving a safety margin over the regulated 16v from the decoder. I arranged these supercapacitors into a space efficient 'three over four' pack and connected the blue and grey 'external power' leads fitted as standard to the MX645 decoder before insulating all remaining bare wire and metal surfaces. Refitting the tender top is a straightforward

reversal of the steps needed for removal.

Finally, I loaded each decoder with my own custom sound project to bring these models to life bringing this pair of 'T9s' back into front line service alongside a wide ranging fleet of Southern Region locomotives which will be seen operating on *Hornby Magazine's* Twelve Trees Junction when it returns to the exhibition circuit at the Great Electric Train Show in October (see Update).

# Hemlock

**MICHAEL DAVEY** used the unusual scale of 3mm:1ft to create this Great Western Railway layout set firmly in the West Country.

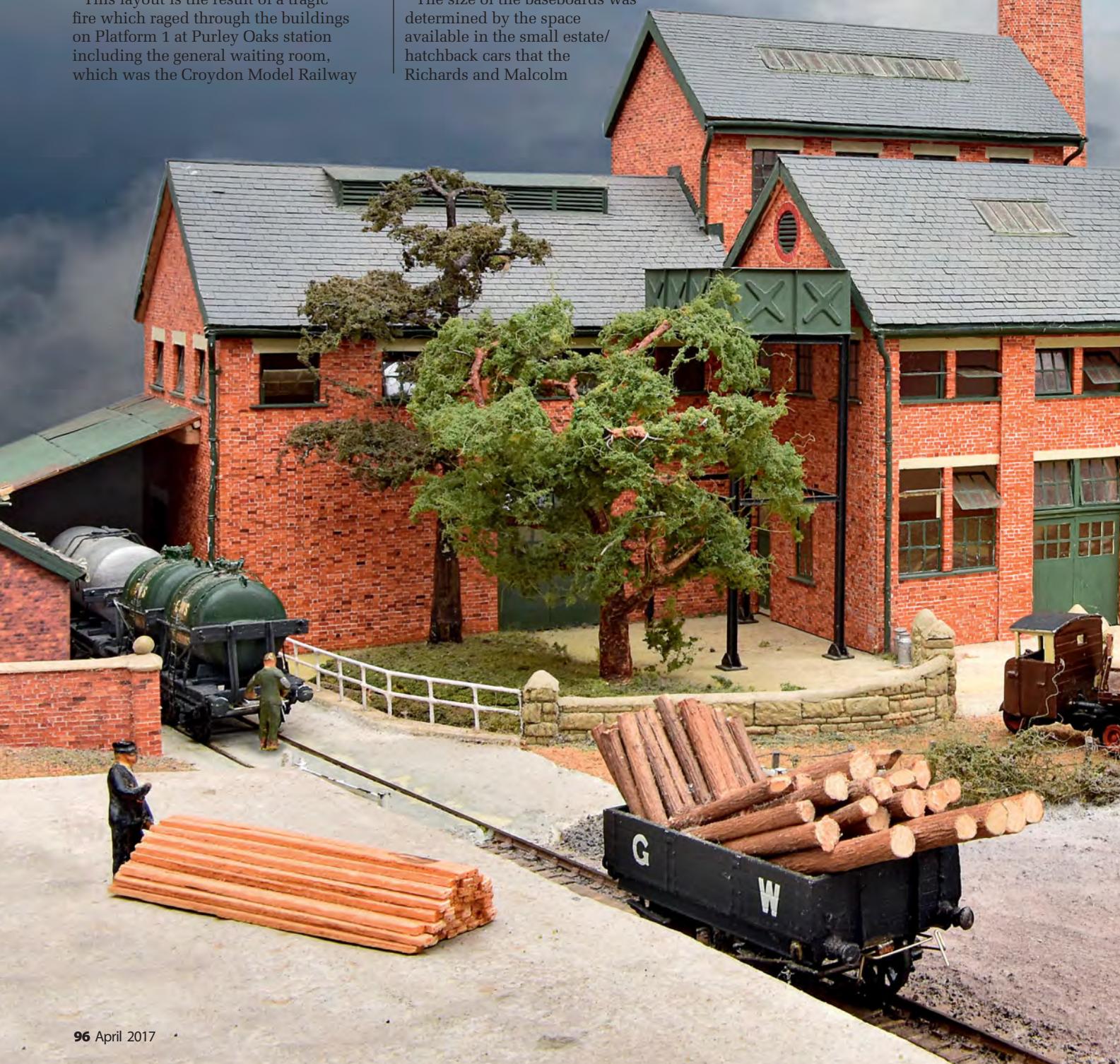
PHOTOGRAPHY, TREVOR JONES

**H**EMLOCK IS BUILT TO 3mm to 1ft scale with a track gauge of 14.2mm. It is owned by Croydon Model Railway Society and set in the Edwardian era occupying an area of 15ft x 20in including the storage yard.

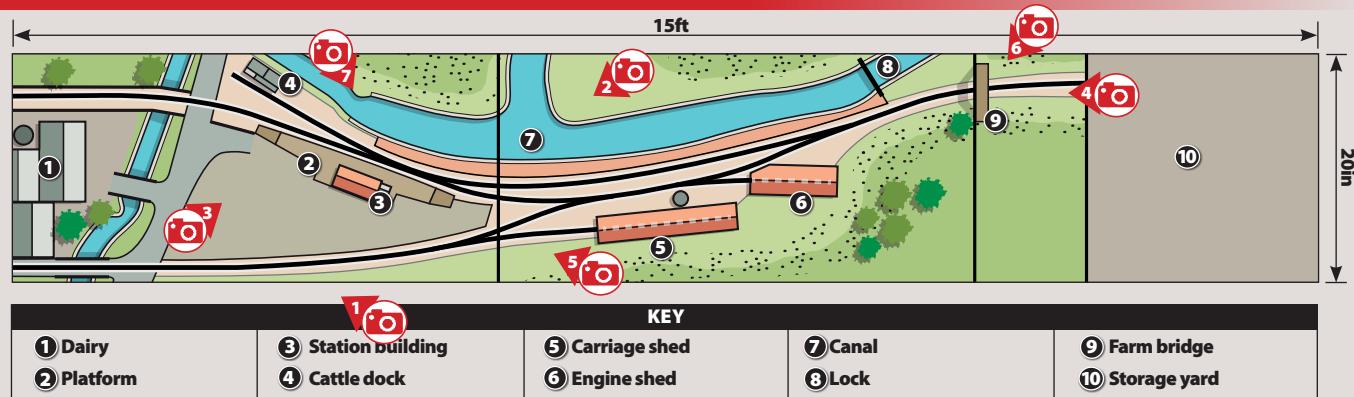
This layout is the result of a tragic fire which raged through the buildings on Platform 1 at Purley Oaks station including the general waiting room, which was the Croydon Model Railway

Society's clubroom resulting in the loss of all the club's layouts. The 3mm section of the club, made up of Michael Davey, Malcolm Chambers, Richard Aldridge and Richard Preece, was heavily involved in establishing the new clubroom for the Croydon MRS, but on its completion their attention turned to building a new railway.

The size of the baseboards was determined by the space available in the small estate/hatchback cars that the Richards and Malcolm



HEMLOCK TRACK DIAGRAM (Not to scale)



**1** The dairy: Locomotives were not allowed beyond the station yard entrance and tankers were moved into the yard by hand. In the background a GWR '850' 0-6-0ST shunts coal wagons.

owned at the time. We had also decided that to reduce the cost of transporting the layout to exhibitions, it must fit entirely into the smallest estate/hatchback car with three passengers. We also had decided that it would be Great Western Railway (GWR) based to utilise the available stock.

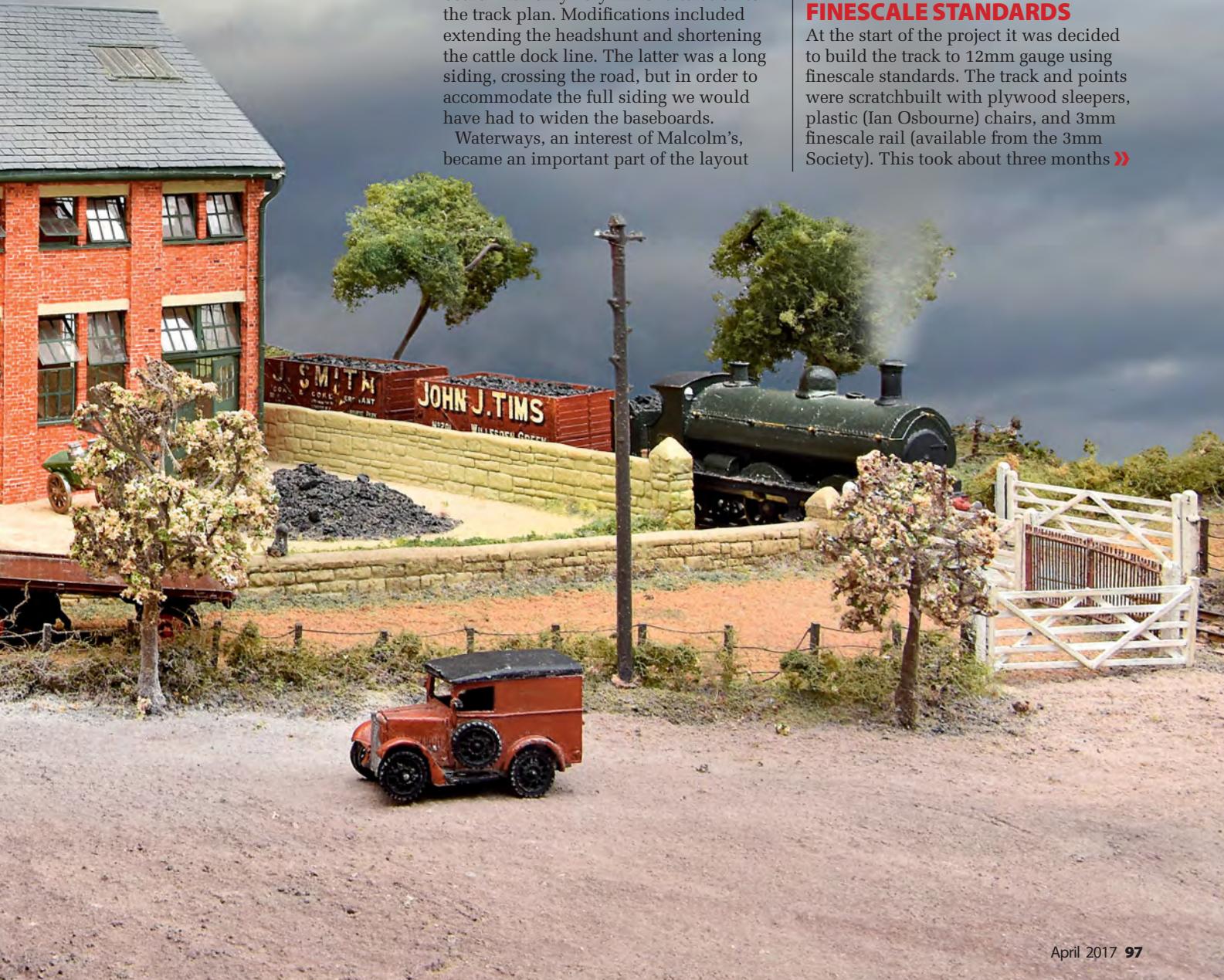
After many sketches and looking through GWR station plans, we decided that Hemyock terminus station on the Culm Valley line could fit on two 3ft 6in x 20in baseboards with a 3ft 6in long storage yard board with only very minor alteration to the track plan. Modifications included extending the headshunt and shortening the cattle dock line. The latter was a long siding, crossing the road, but in order to accommodate the full siding we would have had to widen the baseboards.

Waterways, an interest of Malcolm's, became an important part of the layout

and as well as a river flowing front to back near the dairy we also introduced a canal scene which was destined to become our own extension to the Grand Western Canal. It was thought it would add another scenic focal point, especially as we decided to incorporate a lock, wharf and as it would be the end of the canal, a winding hole. The canal is the main reason for the change in direction of the railway line. Hence the change of name to Hemlock.

### FINESCALE STANDARDS

At the start of the project it was decided to build the track to 12mm gauge using finescale standards. The track and points were scratchbuilt with plywood sleepers, plastic (Ian Osbourne) chairs, and 3mm finescale rail (available from the 3mm Society). This took about three months »



to plan and about three years to build.

The first exhibition in its completed form was our own annual exhibition in Autumn 1990. An exhibition manager said in passing that he would have invited our layout had it had finescale track. Following this it was subsequently converted to Scale 3 14.125mm gauge. This required all the track to be rebuilt. The locomotives and stock were also re-gauged in about six months, between exhibitions, but we did not get the invitation.

Having essentially finished this layout the group got permission to build another. We decided upon Uffculme. Because of this we decided to make a further alteration to Hemlock to enable both Hemlock and Uffculme to be exhibited together. This meant moving the storage yard to the other end of the layout. To do this, because of the curve, we had to build a small transition board 1ft in length. With this slight change, we started to get further invites to exhibitions.



**FO3** GWR '48XX' 0-4-2T 4845 waits to shunt the failed autocoach into the run round loop. In the distance the daily mixed goods arrives in the hands of a 'Pannier'.

**FO2** A '48XX' 0-4-2T shunts the carriage siding while a '517' 0-4-2T arranges wagons for its goods working. The point rodding is cosmetic but is moved by the points when they are changed.



We experienced problems with levelling/aligning with this small baseboard, which resulted in bad running. We decided that we had to bite the bullet and build a new and larger 2ft 5in long transition board.

Overall the layout has been to about 80 exhibitions, some of these our own Croydon Model Railway Society's show and some others were return visits after the change of gauge and further layout developments. The two layouts have appeared once at an exhibition (Uffculme as a work in progress).

The baseboards are quite ordinary in construction, using 3in x 1in timber with a 9mm plywood top. The fold up legs are from 2in x 1in timbers with diagonal braces. The storage yard and new transition board have bolt on legs. The boards bolt together and are aligned with pattern maker's dowels in the ends.

We have used a mixture of 'N' gauge ballasts of granite and ash,



**•4** The local passenger train passes under the wooden farmers bridge bound for Tiverton Junction in the hands of a GWR '517' 0-4-2T. In the background a GWR railcar enters the platform from the headshunt.



applied using a small paintbrush and stuck down with diluted PVA. Both sides of the rails and chairs have been painted a dirty brown colour.

The buildings are handmade. Brick buildings are from card with individual brick cladding whilst the dairy has opening windows. The brickwork is the most challenging and rewarding to do as each brick had to be made. This was done by painting paper with watercolour on one side. The reverse side of this paper had the outline of the bricks. These were hand drawn initially, but later printed out to create the cutting lines of the various brick sizes. Bricks of one-and-a-half bricks were also needed to form corner bricks. Then comes the slow bit, cutting out each brick and sticking it to the building carcass to make the correct brick bond for the building.

The engine shed and carriage shed are from plastic sheet with metal framing

to give the model enough strength. Scale drawings were produced of both structures, detailing the internal framework onto which the feather edged boarding is attached. The framework was built from 1.5mm square plastic rods and to this were stuck the individual weather boards cut from 5thou plastic sheet, each one slightly overlapping the other. As the carriage shed is larger it had a main frame made from 2mm square brass rod soldered together and a plastic rod sub-frame. The doors on the engine shed are each hung on three hinges and can be moved into an open or closed position. All the buildings are removed for transportation.

## GROUND COVER

The grass has been formed from dyed lint stuck, fluffy side down, with PVA then gently pulled off when the glue has set to leave the green bits behind. This was then enhanced using Woodland **»**



**• 05** Left: The branch has a one engine in steam policy, but on occasions two locomotives can be seen at the station on passenger and freight duties. Waiting in the platform is a scratch-built GWR '517' 0-4-2T with two four-wheel passenger brakes.

**• 06** Right: GWR '850' 0-6-0ST 905 heads a milk train bound for Tiverton Junction and beyond.

**• 07** Below: At Hemlock station a diesel railcar draws into the platform while a goods is being formed in the yard.

Scenics grass and foliage, sprayed with dilute PVA. Old household sprayers were used for this. We have now started to experiment with and use static grass. Trees are from a combination of small 4mm and large 'N' gauge models. The large trees on the transition board are scratchbuilt from twisted wire coated with a coloured Artex mixed with a dilute PVA. Foliage is then glued to the ends of the branches. The farmer's occupation bridge is made entirely from stained wood.

The base of the canal was painted with a dark mucky brown colour. As it crossed a board joint we sealed the ends of the canal with a thin clear plastic, reconnected the boards and spent a lot of time making sure they were level in all directions. We then used Realistic Water with some colour added to offer a murky water finish. This mixture was slowly poured on the canal bed, making sure there were no air bubbles and that the water level was the same on both sides of the board joint.

## ROLLING STOCK

We generally run small mixed goods trains, hauled by 0-6-0PTs, 0-6-0STs and '517' 0-4-2Ts. Passenger trains consist of two or three four-wheeled coaches, an autocoach or diesel railcar.

The locomotives are either kit built - white metal GEM or K's with scratchbuilt etched brass chassis - or scratchbuilt. Both proprietary and scratchbuilt gearboxes have been used. In one case sprung axleboxes have been used with finescale wheels to enhance the model's running characteristics.

*"With Hemlock finished the group got permission to build another layout."*

**MICHAEL DAVEY**



Coaches are a mixture of etched brass and nickel silver kits. One was scratchbuilt from plasticard. The banana van is a Worsley Works body kit with scratchbuilt bogies with white metal overlays.

Goods vehicles are mostly kit built from either resin, plastic or etched kits. One or two have been scratchbuilt, notably the six-wheel milk tanks. Several have been made from Michael's own resin castings. These use 3mm Society underframes.

The finescale wheels for locomotives and rolling stock are available from the 3mm Society as are most of the small white metal fittings together with a wide range of kits.

We have learnt many new modelling skills and operating methods. The most satisfaction we have all experienced is from exhibiting the layout. The venues have varied from churches to goods sheds. Meeting friends, chatting to fellow exhibitors and talking to the exhibition's visitors about the layout, the scale, railway memories and anything else that interests them provides an interesting and stimulating experience. **Hmn**



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# PERMANENT WAY

*The track on which trains are run is often described as the 'Permanent Way' but, as **EVAN GREEN-HUGHES** describes, it is anything but that, and has changed considerably over the last 200 years.*

**W**HEN George Stephenson's *Locomotion* was first placed on the rails of the Stockton and Darlington at a level crossing in Heighington in 1825 railways were in their infancy and no one was sure whether steam locomotives were here to stay. Today within a few hundred yards of that site brand new Inter-city Express (IEP) bi-mode trains are rolling off the production line at the Hitachi factory and making their first journeys over the very tracks that *Locomotion* had used all those years before.

However, that's not quite the case because the tracks that support the new IEP units bear little resemblance to those on which *Locomotion* undertook its first journey and there is nothing except the ground on which the rails are placed which has survived from the early days.

Track has developed just as much as the trains which run on it, something which is not always taken into account by modellers when designing and building layouts, but for the British main line one thing has remained consistent and that is the gauge between the rails. It is not exactly clear why Stephenson chose to adopt the gauge of 4ft

$8\frac{1}{2}$ in, but the most likely explanation is that he copied what was already in use by colliery wagonways in the North East and the result was a 'standard gauge' which has been used throughout the world.

Even with the 'standard gauge' some railways use wider and narrower track widths with, for example, the Russian Railway network adopting a standard 5ft gauge for main lines while the majority of the railways in South Africa are built to 3ft 6in gauge. There are many other variations too including 2ft gauge – as used by the Ffestiniog Railway and other Welsh slate railways – 2ft 6in gauge, Metre gauge and more, and all with a specific purpose.

## WAGONWAYS

The early wagonways which prompted Stephenson pre-dated the railways by many years and some had wooden rails while others used cast iron while a third type used a form of 'L' shaped rail which allowed the wagons themselves to be built without a flange. Even before that there were roadways built which had stones set an even distance apart and which allowed carts and wagons to be hauled along much more easily than would otherwise be possible. Interestingly

the Romans, who had been most active in the North East, built many such roads in the area with the stones set about 5ft apart, which was the standard distance between the wheels of a chariot or cart at that time.

Iron rails came into use in 1738 and by 1767 the Coalbrookdale works in Shropshire was producing them commercially – but it wasn't until 1789 that engineer William Jessop came up with the idea of fitting the flange to the wheel rather than the track



**The permanent way has many details and features as shown in this view of Hawksworth 'County' 4-6-0 1007 County of Brecknock departing Reading in November 1961. Note the dominance of flat bottom profile rail, the different track fixings on the plain line ahead of the locomotive and on the point and the prominence of the four-bolt rail joiners.**

Steve Armitage Archive/  
Railphotoprints.co.uk.

itself, in turn enabling the rail to assume the shape with which we have all become so familiar. At this time the rails, which were produced in very short lengths, were known as plates and the term platelayer has stuck from those days to describe someone who works on the track.

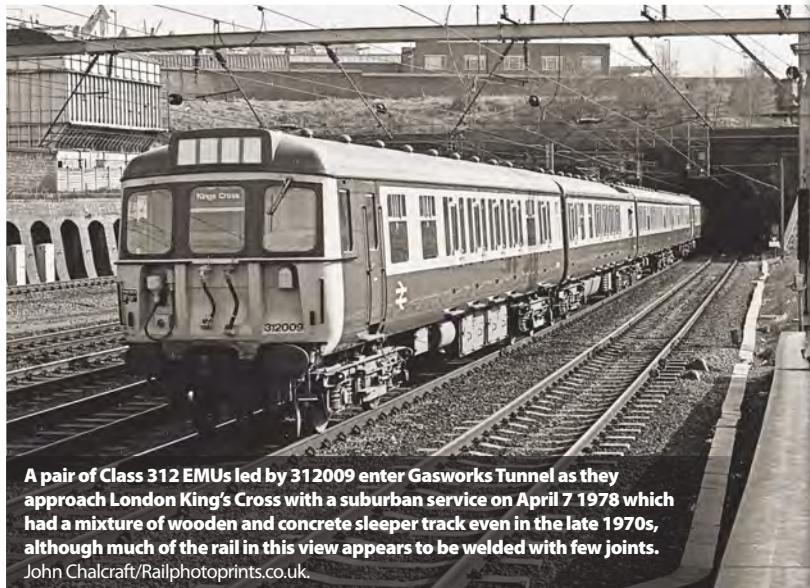
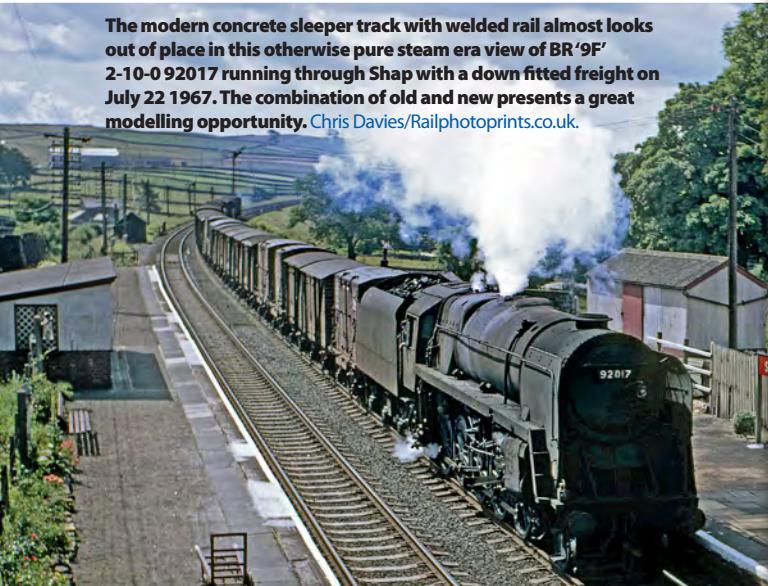
The first steam locomotives ventured onto permanent way made up of such plates. In 1804 Trevithick's engine for the Pen-y-darren line near Merthyr Tydfil ran along track made up of cast iron 'L' sections, breaking many of them in the process. One of the reasons for this was that such plates were laid almost directly on the ground with little to support them.

Two decades later, Stephenson's track for the Stockton and Darlington was much more sophisticated and used rolled wrought iron rails in lengths of about 15ft and because some trains were to be hauled by horse, the space between the tracks was left completely clear. This was achieved by attaching the ends of the rails to large stone blocks, thus allowing the rails to be held to gauge. As might have been expected, there were always issues with the blocks moving leading to derailments and, as the domination of the steam locomotive was now proven and no provision was required for horse propulsion, it soon became customary to lay wooden sleepers across the tracks and to tie the rail down to them maintaining the gauge. At the same time it proved possible to make rail in longer lengths, eliminating some of the issues where rails joined each other.

The profile of the rail was also changed. In the UK rails were soon made so that the cross-section of the upper half matched that of the lower, meaning that rails could be turned upside down and used again when worn, this pattern becoming known as 'bullhead'. These were fastened to the sleepers using cast iron chairs which in this country were usually screwed down »



The modern concrete sleeper track with welded rail almost looks out of place in this otherwise pure steam era view of BR '9F' 2-10-0 92017 running through Shap with a down fitted freight on July 22 1967. The combination of old and new presents a great modelling opportunity. Chris Davies/Railphotoprints.co.uk.



to the sleeper. In the United States and other countries, things progressed slightly differently in that rails began to be rolled with a flat bottom section which could then be directly fastened to the sleepers using spikes, which was cheaper though less durable when heavy traffic was involved. That said, the ability to invert worn rails so the hitherto unused underside could be used was found wanting as the rails were too often deformed over the rail chairs by passing traffic above.

## THE BAULK ROAD

The great innovator and inventor Isambard Kingdom Brunel was not, however, convinced that track that could trace its ancestry back to Roman chariots was best suited to modern trains and consequently he adopted a wider gauge of 7ft 1/4in to improve stability for his Great Western Railway (GWR). For this

he laid the track on longitudinal baulks of timber which supported the rail throughout its length, and tied the two sides together with metal bars. This was very successful when in good condition but was susceptible to giving a bad ride where there had been ground movement.

Steel first made an appearance as a material for use in rail manufacture in 1857 and after a shaky start soon proved itself superior to iron, as it was less prone to fracture and had a much longer life. Rather surprisingly, although steel sleepers had first been manufactured by the London & North Western Railway (LNWR) in 1889, they failed to find much favour and wood remained the predominant material until well into the 20th century.

As train weights increased it became necessary to make the tracks stronger to cope with them. In the early days track might contain as little as 40lbs of material per yard but by the Victorian era weights would be around 80lbs per yard. This was increased to 90lbs by a national standard set in 1921 and today most rail being installed weighs around 120lbs per yard. Visually the difference can clearly be seen by the physical size of the track, and it is interesting when travelling around to see just how much lighter rail, some of it many years old, still exists in out of the way locations. Heavier rail allows trains to run at speed with axle loads of up to 25 tons. To put that in context, each axle will be carrying the entire weight of *Locomotion*. The flat bottom rail has also now become an industry standard, although bullhead remained popular right into British Railways days.

## CONCRETE SLEEPERS AND WELDED RAIL

Although largely thought of as a modern invention, concrete sleepers first appeared in this country on the Alford and Sutton Tramway in 1884 but found little favour until the Second World War when timber was in short supply. A 'utility' concrete

sleepers was introduced in 1940 which had only two fixing holes for the chair, saving on steel bolts as well as on wood but it was during the 1950s that the type was widely adopted as by this time pre-stressed reinforced concrete was available.

During the 1960s the practice of welding lengths of rail together began to become predominant. This had many advantages, particularly in that it was no longer

necessary for platelayers to constantly patrol the track tightening up the bolts on the fishplates that joined sections of rail together. Welded rail also gave a much smoother ride and vastly reduced maintenance costs both for the permanent way itself but also for the

trains, which were less susceptible to breaking springs and other components due to the presence of dipped joints.

The use of welded rail has since become widespread and today even some heritage railways are adopting it as a way of reducing maintenance, particularly as the costs associated with the welding process have plummeted over recent years.

Welded track has almost always been laid new on concrete sleepers but in recent years there has been a resurgence in the use of steel sleepers. It is also interesting to note that for many years after concrete sleepers became the go-to choice for plain line, for pointwork wood was still the preferred material, although this has changed in recent years due to the advent of pre-fabricated and pre-assembled points which are delivered to site in one piece already attached to their sleepers.

One of the advantages of wooden sleepers for pointwork is that because so many points are bespoke to their location, it is a simple matter to cut a sleeper to length and then drill holes where needed for rail fixings – something much more difficult if not impossible with concrete.

## THE PANDROL REVOLUTION

Coupled with the change from jointed to welded rail and from wooden to concrete sleepers there has also been a change in the

The two running lines at Lambrigg Crossing shows different styles from the late 1960s. On the left wooden sleepers support jointed track while on the right welded rail is supported by concrete sleepers. Stanier 'Black Five' 4-6-0 45193 heads a northbound freight on January 25 1967. Paul Claxton/Railphotoprints.co.uk.





Showing the polar opposite to smooth main lines is this aggregate yard on the Isle of Grain where the track is virtually buried in stone and grit. Network South East liveried Class 33/0 33035 *Spitfire* offers a splash of colour as it waits to depart for Hoo Yard in the mid-1990s.  
Dave Cobbe/Railphotoprints.co.uk

way that the track is secured to the sleeper. Chairs have changed design a number of times and the well-known type with the wooden block which has to be hammered home to ensure correct track gauge gave way to a different style which used a large sprung metal fixing in place of the wooden block. This was in time itself replaced by a flatter type which used a clip known as a Pandrol

clip, to secure the track in place. Invented in Norway in 1957, these clips are now manufactured in 12 different countries and are used by 240 railway systems worldwide.

Despite all these improvements there are many places where very old track can still be seen so that the permanent way found on a freight-only branch line will be very different to that found on the new

route to the Channel Tunnel, which uses duo-block concrete sleepers under the rail with a metal tie bar in between. For the modeller, correctly identifying the type of permanent way that would have been used at a particular location or in a specific period can prove to be a tremendous boost to the authenticity of a layout and is to be highly recommended. 

**Illustrating a wonderful array of pointwork – all with wooden sleepers – together with jointed track and modern Pandrol track clips, Class 70 70006 passes Pyle Hill as it approaches Bristol Temple Meads with the 8.25pm Portbury-Rugeley Power Station coal service on May 31 2010.**

John Chalcraft/Railphotoprints.co.uk



# STAFF PROJECTS

# Micro COMPLETION

Following on from construction of our 24hr challenge micro layout in HM117, **MIKE WILD** shows how it was completed with a pair of storage yards.

Right: A Peckett 'W4' enters the new storage yard while shunting the scenic section. The cassettes are from Twelve Trees Junction.

Below: In its completed form the shunting project layout isn't quite so 'micro' anymore – compact is a better name for it.



## STATISTICS

Layout:	Shunting layout
Scale:	'OO'
Size:	8ft x 18in (total) 4ft x 18in (scenic)
Track:	Peco code 75
Control:	Digital
Period:	1960s, Midlands

**W**HEN it comes to layout building, I've always struggled with thinking small and even our micro layout build is now pushing beyond the boundaries of what is really acceptable to the genre following construction of its storage yards.

The 4ft x 18in scenic section has now been joined by a pair of 2ft x 18in storage yard boards taking the total length to 8ft – whoops! On the other hand, it can be operated comfortably with just one of those, turning both levels into single ended shunting yards and doing away with the through line. That at least keeps it down to 6ft x 18in in total and back in line, at a stretch, with the ideas of it being a compact layout.

On the positive side, while it may be big it is currently a 'shelf' layout as it is located temporarily on top of a bookshelf in my office. Soon it will be moving to Mark's office to take up residence there, but first I want to ensure that it is fully completed and looks the part of a quality layout.

The storage yards are simple affairs as they operate with the long locomotive cassettes that we built for Twelve Trees Junction so each yard has a short 2in 'landing strip' on a block of 18mm plywood which then allows the cassettes to be joined to the running line.



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



#### MIKE WILD

Alongside work on the 'micro' layout Mike has begun developing the scenery on Topley Dale to link the depot and branch line sections together with ground cover.



#### MARK CHIVERS

Mark has been preparing his shopping list for the recent Model Rail Scotland event and will no doubt have returned with more projects.



A Class 15 shunts wagons out of the sidings on the upper level on the shunting layout.

The left-hand yard offers double level connections with two tracks on each level while the right-hand yard has a single track connection to the upper level to complete the through line. It's all very simple, but equally effective.

A positive and negative is that only one cassette can be connected at a time on the left-hand storage yard and while this maintains a semblance of order, it does mean that you always have to remember to change the cassette over with point changes – otherwise accidents happen.

As for the scenic section, well, this has had

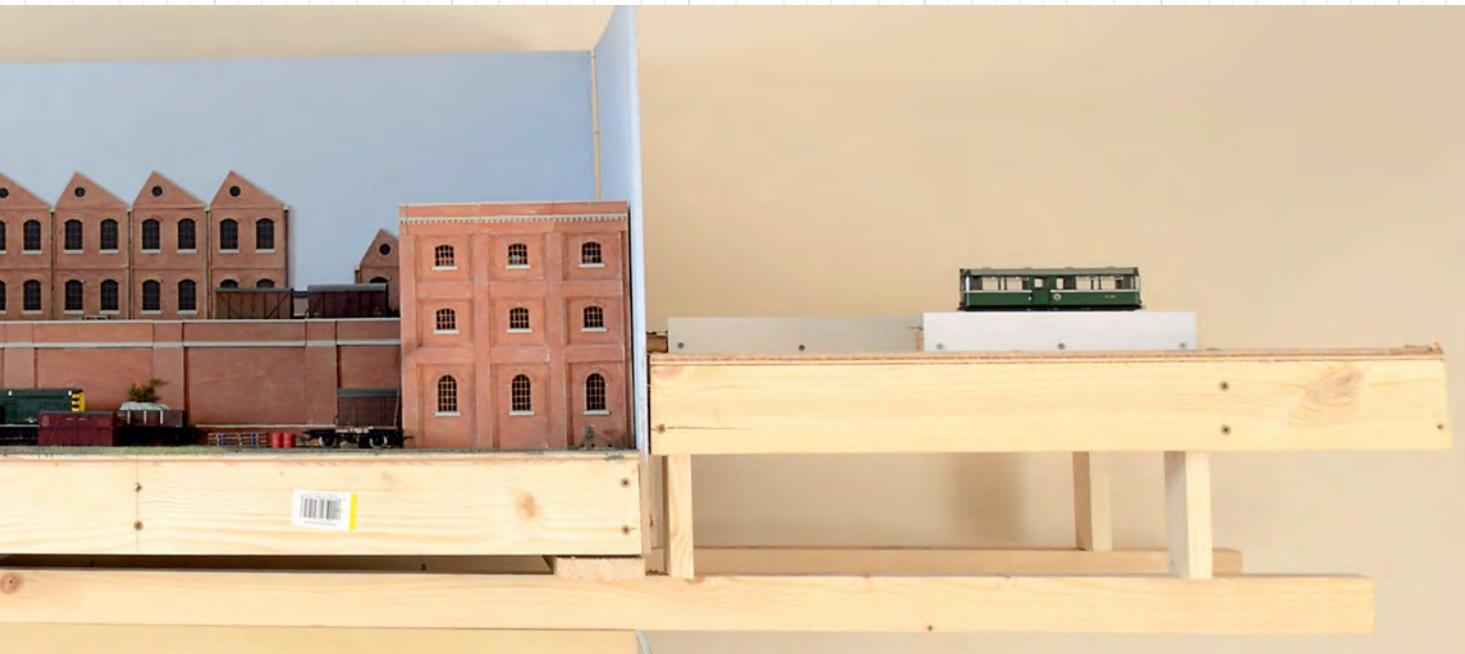
another thorough cleaning of the track and points to ensure that it runs smoothly and we've been sorting out a few bits of dirt in the point behind the large warehouse, but it has now settled down to be an enjoyable and smooth running shunting layout.

Now that we are happy with the overall look, I've also been reflecting on how the layout looked in the magazine last issue and what it really needs now is weathering. I like to leave a layout 'clean' initially as I feel it is easy to get carried away with weathering and take a model in the wrong direction.

Subtlety is key here so I plan to introduce weathering carefully and in light applications so that it doesn't end up going too dark.

We'll also be continuing development of the layout's presentation. A sheet of 6mm MDF will form a front fascia panel to create a viewing 'window' and this will be painted grey while the storage yards will also receive a couple of coats of paint to take away their bare wood finish.

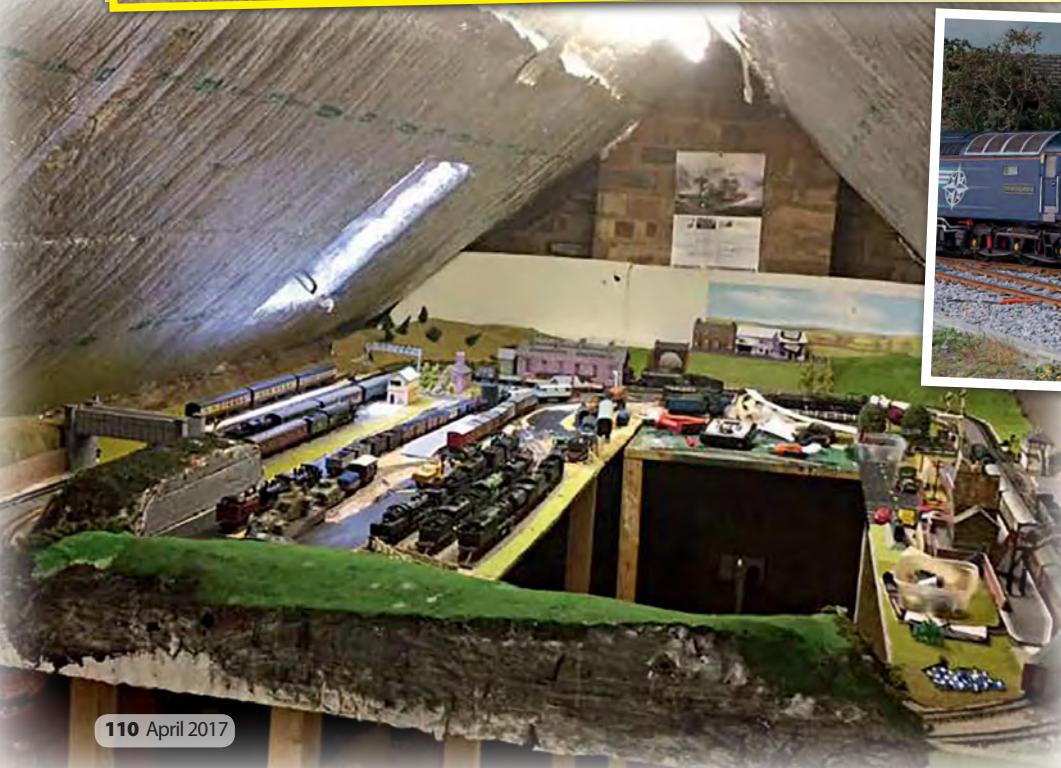
We'll keep you posted on this project and more both through the Staff Projects pages and through our online blogs at [www.hornbymagazine.com](http://www.hornbymagazine.com)



**OUR  
PICK!**

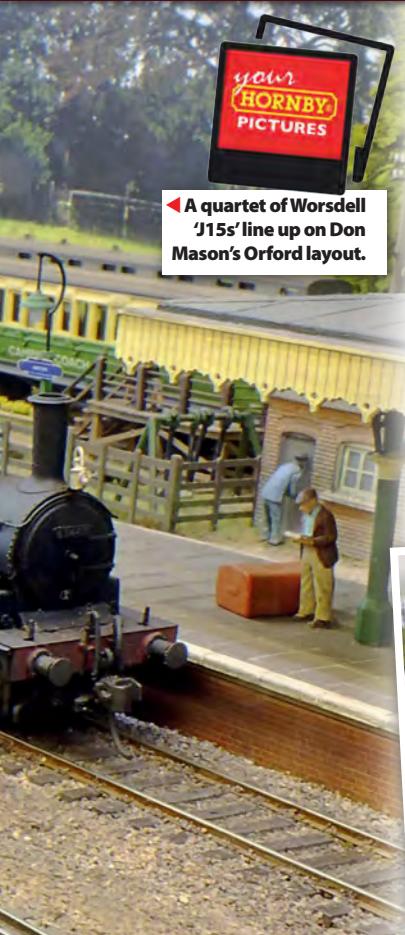


▲ David Watson's sublime loft layout featured in HM113 – *Hornby Magazine*'s HST 40th anniversary special – but this time it has taken on a different era with Hornby's new Virgin Trains East Coast power cars from the National Railway Museum.



▲ Nick Gurney's The Sidings features a stunning level of detail, especially around the permanent way.

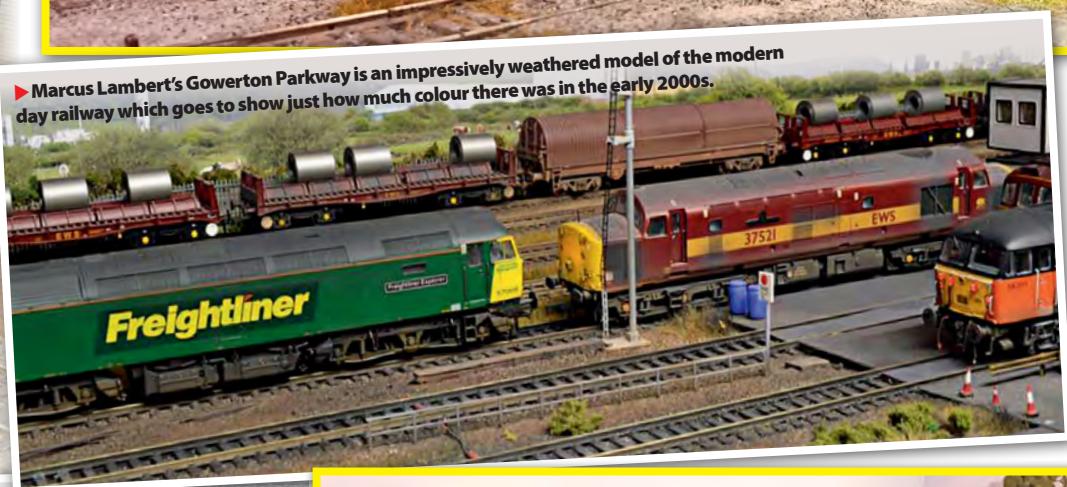
▲ Hayden McCullagh's Hall Valley Steam Railway is a busy work in progress in the loft modelled in 'OO' gauge. Keep up the good work Hayden.



◀ A quartet of Worsdell 'J15s' line up on Don Mason's Orford layout.



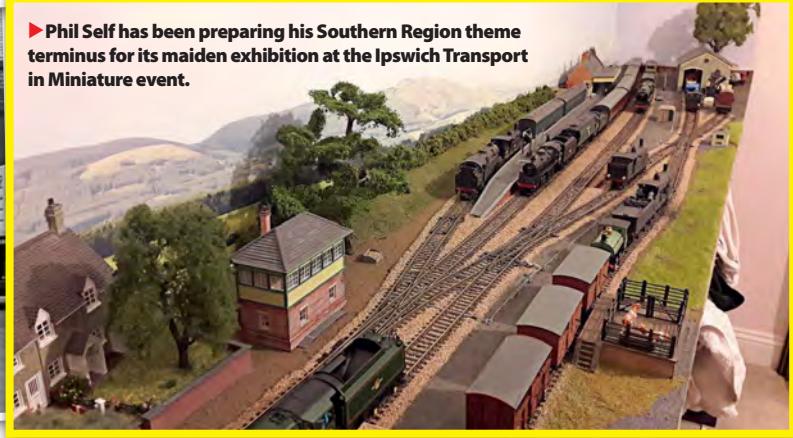
▶ Another Peckett, but this time *Dodo* in Peckett works green on Rob Gunstone's layout. It's become the perfect shunting engine for the goods yard.



▶ Marcus Lambert's Gowerton Parkway is an impressively weathered model of the modern day railway which goes to show just how much colour there was in the early 2000s.



▶ Paul Dixon's developing layout has a great deal of atmosphere as this goods yard scene shows.



▶ Phil Self has been preparing his Southern Region theme terminus for its maiden exhibition at the Ipswich Transport in Miniature event.



▶ Callum Wilcox has been preparing his 'OO' gauge micro layout, Compton Quay, for its next exhibition outing. Its foundations are an old bookshelf and an ironing board!

# SHOWGUIDE

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

## MARCH

### 11 CRAVEN ARMS MODEL RAILWAY EXHIBITION

**Hosts:** Craven Arms and District Model Railway Club  
**Location:** Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, concessions £2.50, children £2  
**Contact:** 01588 672145  
**Features:** 14 layouts, trade support, displays, refreshments, parking and disabled access.

### 11 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION

**Hosts:** Rotary Club of Newton Aycliffe  
**Location:** Youth Centre, Burn Lane, Newton Aycliffe, County Durham DL5 4HT  
**Times:** 10am-5pm  
**Prices:** Adults £4, concessions £3, children 50p, family £8  
**Contact:** 07870 210269  
**Features:** 20 layouts, trade support, societies, refreshments, parking and disabled access.

### 11 SAWBRIDGEWORTH MODEL RAILWAY EXHIBITION

**Hosts:** Rays Rails  
**Location:** Sawbridgeworth Memorial Hall, The Forebury, Sawbridgeworth, Hertfordshire CM21 9DB  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £3, concessions £2, children £2  
**Contact:** 07918 702634  
**Features:** Nine layouts and trade support.

### 11 SWINDON MODRAIL 2017

**Hosts:** Swindon Model Railway Club  
**Location:** STEAM Museum of the Great Western Railway, Firefly Avenue, Swindon SN2 2EY  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.swindonmodelrailwayclub.com](http://www.swindonmodelrailwayclub.com)  
**Contact:** 07880 654755  
**Features:** 14 layouts, trade support, demonstrations, refreshments and disabled access. Admission to STEAM museum is not included and not required to visit the exhibition.

### 11 WOMBOURNE MODEL RAILWAY EXHIBITION

**Hosts:** Midland Association of Riding Clubs  
**Location:** Wombourne Civic Centre, Gravel Hill, Wombourne, Staffordshire WV5 9HA  
**Times:** 10am-5pm  
**Prices:** Adults £4, concessions £2.50, children under 12 free, family £10  
**Contact:** 07734 000260  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

### 11/12 BASINGSTOKE MODEL RAILWAY EXHIBITION

**Hosts:** Basingstoke and North Hampshire Model Railway Society  
**Location:** Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HA  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3, family (2+2) £12  
**Website:** [www.basingstokemrs.org](http://www.basingstokemrs.org)  
**Features:** Layouts, trade support, demonstrations, societies, refreshments and parking.

### 11/12 EAST ANGLIAN MODEL RAILWAY EXHIBITION

**Hosts:** St Neots Model Railway Club  
**Location:** Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £7, children £4, family (2+2) £20  
**Website:** [www.stneotsmrc.com](http://www.stneotsmrc.com)  
**Features:** Layouts, trade support, demonstrations, live steam, outdoor rides, refreshments, parking and disabled access. Free vintage bus between venue and Huntingdon railway station.

### 11/12 EAST GRINSTEAD MODEL RAILWAY EXHIBITION

**Hosts:** East Grinstead Model Railway Club  
**Location:** Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4.50, concessions £3.50, children £3.50, family (2+2) £15  
**Website:** [www.egmrc.org.uk](http://www.egmrc.org.uk)  
**Contact:** 01342 314228  
**Features:** 17 layouts, trade support, demos, societies, displays, refreshments, parking, disabled access.

### 11/12 KEIGHLEY MODEL RAILWAY SHOW

**Hosts:** Keighley Model Railway Club  
**Location:** NEW VENUE: University Academy of Keighley, Greenhead Road, Keighley BD20 6EB  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £6, children £3, family (2+2) £15  
**Contact:** 07771 565617  
**Features:** 15 layouts, trade support, lectures, refreshments, parking and disabled access.

### 11/12 MACCLESFIELD MODEL RAILWAY EXHIBITION

**Hosts:** Macclesfield Model Railway Group  
**Location:** Tytherington School, Manchester Road, Macclesfield, Cheshire SK10 2EE  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, accompanied children free  
**Website:** [www.macclesfieldmrg.org.uk](http://www.macclesfieldmrg.org.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

### 11/12 NAILSEA AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Nailsea and District Model Railway Club  
**Location:** Nailsea School, Mizzymead Road, Nailsea, North Somerset BS48 2HN  
**Times:** Sat 10.30am-5pm, Sun 10am-4pm  
**Prices:** Adults £5.50, children £2, family £12  
**Website:** [www.nailsea-district-mrc.co.uk](http://www.nailsea-district-mrc.co.uk)  
**Features:** Ten layouts, trade support, societies, refreshments, parking and disabled access.

### 12 HEREFORDSHIRE BORDERS O GAUGE GROUP RUNNING DAY

**Hosts:** Herefordshire Borders O Gauge Group  
**Location:** Eardisland Village Hall, Eardisland, Nr Leominster, Herefordshire HR9 9BP  
**Times:** 10am-4.30pm  
**Prices:** Adults £2, children free  
**Contact:** 01544 387972  
**Features:** Test track, trade support, displays and refreshments.

### 12 WARLEY MODEL RAILWAY CLUB 'N' GAUGE OPEN DAY

**Hosts:** Warley Model Railway Club  
**Location:** Unit 1F, Pearsall Drive, Oldbury, West Midlands B69 2RA  
**Times:** 11am-4pm  
**Prices:** Free  
**Website:** [www.warley-mrc.org.uk](http://www.warley-mrc.org.uk)  
**Features:** Seven layouts, trade support and meet club members.

### 18 ABRAIL 2017 - ABINGDON MODEL RAILWAY EXHIBITION

**Hosts:** Abingdon and District Model Railway Club  
**Location:** White Horse Leisure and Tennis Centre, Audlett Drive, Abingdon on Thames OX14 3PJ  
**Times:** 10am-5pm  
**Prices:** Adults £8, accompanied children (max. 2) free  
**Website:** [www.admrc.org.uk](http://www.admrc.org.uk)  
**Features:** 20 layouts, trade support, demos, societies, refreshments, parking and disabled access.

### 18 BAWDESWELL MODEL RAILWAY EXHIBITION

**Hosts:** 32A and Whitwell Model Railway Clubs  
**Location:** Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU

**Times:** 10am-4pm

**Prices:** Adults £4, concessions £3, children £2

**Website:** [www.32amrc.co.uk](http://www.32amrc.co.uk)

**Contact:** 07717 502597

**Features:** Layouts, trade support, demonstrations, refreshments and parking.

### 18/19 MIDLANDS GARDEN RAIL SHOW

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

### 18/19 NOTTINGHAM MODEL RAILWAY EXHIBITION

**Hosts:** Nottingham Model Railway Society  
**Location:** Harvey Hadden Sports Village, Wigman Road, Nottingham NG8 4PB  
**Times:** Sat 9.30am-5.30pm, Sun 10am-5pm  
**Prices:** Adults £8, concessions £7, accompanied children £1, family £17  
**Website:** [www.nottingham-modelrailway.org.uk](http://www.nottingham-modelrailway.org.uk)  
**Features:** 24 layouts, trade support, societies, refreshments and disabled access. Free bus operating between venue and Phoenix Park and Ride.

### 18/19 ORMESBY HALL MODEL RAILWAY WEEKEND

**Hosts:** Ormesby Hall Model Railway Group  
**Location:** Ormesby Hall, Ladgate Lane, Middlesbrough TS3 0SR  
**Times:** Sat 11am-4.30pm, Sun 11am-4.30pm  
**Prices:** Adults £2.50, children £1, National Trust members free  
**Website:** [www.omesbyhallmrg.co.uk](http://www.omesbyhallmrg.co.uk)  
**Features:** Eight layouts, trade support, demonstrations, refreshments and parking.

### 18/19 PERTH GREEN MODEL RAILWAY CLUB (JARROW) EXHIBITION

**Hosts:** Perth Green Model Railway Club  
**Location:** Perth Green Community Centre, Inverness Road, Jarrow NE34 4AQ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3, family £12  
**Website:** [www.perthgreenmrc.org](http://www.perthgreenmrc.org)  
**Features:** Layouts, trade support, refreshments and parking.

### 18/19 ROCHDALE MODEL RAILWAY EXHIBITION

**Hosts:** Heywood Model Railway Group  
**Location:** Rochdale Town Hall, The Esplanade, Rochdale, Lancashire OL16 1AB  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £4, children £3, family (2+2) £13  
**Website:** [www.hmrug.co.uk](http://www.hmrug.co.uk)  
**Features:** 17 layouts, trade support and refreshments.

### 18/19 WIMRAIL 2017

**Hosts:** Wimborne Railway Society  
**Location:** Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT  
**Times:** Sat 10am-5pm, Sun 1am-4pm  
**Prices:** Adults £6  
**Contact:** 01202 673246  
**Features:** 35 layouts, trade support, demonstrations, refreshments and parking.

### 25 Belper Model Railway Exhibition

**Hosts:** Belper Model Railway Group  
**Location:** Strutts Centre, Derby Road, Belper DE56 1UU  
**Times:** 10am-5pm  
**Prices:** Adults £3, concessions £2.50, children £1.50  
**Website:** [bmrug.coffeepcup.com](http://bmrug.coffeepcup.com)  
**Features:** Ten layouts, trade support, demonstrations and refreshments.

<b>25</b>	<b>CARLTON MODEL RAILWAY SHOW</b>
<b>Hosts:</b>	Carlton Railway Society
<b>Location:</b>	The Courtyard, Boothferry Road, Goole, East Yorkshire DN14 6AE
<b>Times:</b>	10am-4pm
<b>Prices:</b>	Adults £5
<b>Contact:</b>	<a href="mailto:thomaszuginic@gmail.com">thomaszuginic@gmail.com</a>
<b>Features:</b>	Layouts, trade support, live steam, displays, refreshments and parking.
<b>25/26</b>	<b>LONDON FESTIVAL OF RAILWAY MODELING</b>
<b>Hosts:</b>	The Model Railway Club
<b>Location:</b>	Alexandra Palace, Alexandra Palace Way, London N22 7AY
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £12, children £6, family £36
<b>Contact:</b>	01778 391123
<b>Features:</b>	40 layouts, trade support, societies, demos, displays, refreshments, parking and disabled access.

## APRIL

<b>1</b>	<b>BEACON RAIL 2017</b>
<b>Hosts:</b>	Tring and District Model Railway Club
<b>Location:</b>	Pitstone Memorial Hall, Vicarage Road, Pitstone, Buckinghamshire LU7 9EY
<b>Times:</b>	10.30am-4.30pm
<b>Prices:</b>	Adults £3, children £1.50, family (2+2) £7
<b>Website:</b>	<a href="http://www.tdmrc.co.uk">www.tdmrc.co.uk</a>
<b>Contact:</b>	01442 824350
<b>Features:</b>	Eight layouts, trade support, societies, refreshments, parking and disabled access.
<b>1</b>	<b>BECKENHAM VINTAGE MODEL RAILWAY CLUB EXHIBITION</b>
<b>Hosts:</b>	Beckenham and West Wickham Model Railway Club
<b>Location:</b>	St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN
<b>Times:</b>	10am-5pm
<b>Prices:</b>	Adults £5, accompanied children free
<b>Contact:</b>	07545 469610
<b>Features:</b>	Nine vintage layouts, trade support, demos, refreshments and disabled access.

<b>1</b>	<b>CAMBRIDGE MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	31A (Cambridge) Model Railway Club
<b>Location:</b>	Sawston Village College, New Road, Sawston, Cambridge CB22 3BP
<b>Times:</b>	10am-4pm
<b>Prices:</b>	Adults £4.50, concessions £3.50, children £2
<b>Website:</b>	<a href="http://www.cambridge31a-mrc.org.uk">www.cambridge31a-mrc.org.uk</a>
<b>Features:</b>	Layouts, trade support, refreshments, parking and disabled access.

<b>1</b>	<b>MAIDSTONE MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Dakota Dibben
<b>Location:</b>	Loose Primary School, Loose Road, Loose, Maidstone, Kent ME15 9UW
<b>Times:</b>	10am-4.30pm
<b>Prices:</b>	Adults £5, children £2, family (2+2) £12
<b>Contact:</b>	07959 255150
<b>Features:</b>	Layouts and trade support.

<b>1/2</b>	<b>CHELTENHAM SPRING MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Cheltenham Great Western Modellers Group
<b>Location:</b>	St Margaret's Hall, Coniston Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £4, children £2.50, family (2+2) £9
<b>Website:</b>	<a href="http://www.cheltnamodrail.org.uk">www.cheltnamodrail.org.uk</a>
<b>Contact:</b>	01242 517788
<b>Features:</b>	Ten layouts, trade support, displays, refreshments and disabled access.

<b>8</b>	<b>EAST SURREY N GAUGE SHOW</b>
<b>Hosts:</b>	East Surrey N Gauge
<b>Location:</b>	St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1DU
<b>Times:</b>	10am-4pm
<b>Prices:</b>	Adults £4, children £2, family £10
<b>Website:</b>	<a href="http://www.esng.co.uk">www.esng.co.uk</a>
<b>Contact:</b>	01737 764217
<b>Features:</b>	Ten 'N' gauge layouts and trade support.

<b>8</b>	<b>HEYWOOD MODEL RAILWAY GROUP OPEN DAY</b>
<b>Hosts:</b>	Heywood Model Railway Group
<b>Location:</b>	Club Rooms, Unit 3, Park Works, River Street, Heywood, Lancashire OL10 4AB
<b>Times:</b>	10am-4pm
<b>Prices:</b>	Free (donation to club appreciated)
<b>Website:</b>	<a href="http://www.hmrg.co.uk">www.hmrg.co.uk</a>
<b>Features:</b>	Layouts, refreshments and parking.

<b>8</b>	<b>HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY</b>
<b>Hosts:</b>	Hillingdon Railway Modellers
<b>Location:</b>	Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
<b>Times:</b>	10am-4pm
<b>Prices:</b>	£4
<b>Website:</b>	<a href="http://www.hillingdonrailwaymodellers.co.uk">www.hillingdonrailwaymodellers.co.uk</a>
<b>Features:</b>	Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, club sales, meet club members and refreshments.

<b>8</b>	<b>IPSWICH RAILWAY MODELLERS ASSOCIATION OPEN EVENT</b>
<b>Hosts:</b>	Ipswich Railway Modellers Association
<b>Location:</b>	Club Rooms, 40a Norfolk Road, Ipswich IP4 2HB
<b>Times:</b>	10am-1pm
<b>Prices:</b>	Free
<b>Website:</b>	<a href="http://www.irma.org.uk">www.irma.org.uk</a>
<b>Contact:</b>	01473 251017
<b>Features:</b>	Layouts, club stand and refreshments.

<b>8</b>	<b>NATIONAL GARDEN RAILWAY SHOW</b>
<b>Hosts:</b>	Association of 16mm Narrow Gauge Modellers
<b>Location:</b>	Peterborough Arena, East of England Showground, Peterborough PE2 6XE
<b>Times:</b>	10am-5pm
<b>Prices:</b>	Adults £10 (£8), accompanied children free – advance ticket price in brackets
<b>Website:</b>	<a href="http://www.nationalgardenrailwayshow.org.uk">www.nationalgardenrailwayshow.org.uk</a>
<b>Features:</b>	Layouts, trade support, outdoor rides, refreshments, parking and disabled access.

<b>8</b>	<b>SHIREHAMPTON MODEL RAILWAY CLUB OPEN DAY</b>
<b>Hosts:</b>	Shirehampton Model Railway Club
<b>Location:</b>	The Public Hall, Station Road, Shirehampton, Bristol BS11 9TX
<b>Times:</b>	10am-4.30pm
<b>Prices:</b>	Adults £3, children £1.50, accompanied children under 12 free
<b>Contact:</b>	0117 909 4915
<b>Features:</b>	Club layouts, trade support, refreshments, parking and disabled access.

<b>8/9</b>	<b>BEAMISH GREAT NORTH STEAM FAIR MODEL TRAMWAY EXHIBITION</b>
<b>Hosts:</b>	Beamish, The Living Museum of the North
<b>Location:</b>	Beamish Museum, Beamish, County Durham DH9 0RG
<b>Times:</b>	Sat 10am-5pm, Sun 10am-5pm
<b>Prices:</b>	Adults £18.50, concessions £13.50
<b>Contact:</b>	<a href="http://www.beamish.org.uk">www.beamish.org.uk</a>
<b>Features:</b>	Tramway layouts, trade support, demos, refreshments, parking and disabled access.

<b>8/9</b>	<b>BRIERFIELD MODEL RAILWAY CLUB EXHIBITION</b>
<b>Hosts:</b>	Brierfield Model Railway Club
<b>Location:</b>	St Luke's Church Hall, Brierfield, Nelson, Lancashire BB9 5JW
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4pm
<b>Prices:</b>	Adults £3.50, children £2, family (2+2) £10
<b>Website:</b>	<a href="http://www.pfmr.org.uk">www.pfmr.org.uk</a>
<b>Contact:</b>	07770 331348
<b>Features:</b>	Layouts, trade support, refreshments and disabled access.

<b>8/9</b>	<b>RAIL ROAD 2017</b>
<b>Hosts:</b>	Tame Valley Scout Council
<b>Location:</b>	Astley High Sports College, Yew Tree Lane, Dukinfield, Greater Manchester SK16 5BL
<b>Times:</b>	Sat 10am-5.30pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £4, concessions £3, children £1.50, family (2+2) £9.50
<b>Contact:</b>	0161 338 5097
<b>Features:</b>	25 layouts, trade support, road transport displays, live steam, vintage vehicles and refreshments.

<b>8/9</b>	<b>ROCHDALE MODEL RAILWAY GROUP EXHIBITION</b>
<b>Hosts:</b>	Rochdale Model Railway Group
<b>Location:</b>	Littleborough Coach House, Lodge Street, Littleborough, Lancashire OL15 9AE
<b>Times:</b>	Sat 10am-4.30pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £3, accompanied children free
<b>Website:</b>	<a href="http://rochdalemrg.wordpress.com">rochdalemrg.wordpress.com</a>
<b>Contact:</b>	07884 167613
<b>Features:</b>	Layouts and trade support.

<b>8/9</b>	<b>SHEFFIELD MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Sheffield Model Railway Enthusiasts
<b>Location:</b>	Birkdale School, Oakholme Rd, Sheffield S10 3DH
<b>Times:</b>	Sat 10am-5pm, Sun 10am-5pm
<b>Prices:</b>	Adults £6, concessions £5, children £3

<b>Website:</b>	<a href="http://www.sheffieldmodelrailwayenthusiasts.com">www.sheffieldmodelrailwayenthusiasts.com</a>
<b>Contact:</b>	07768 513880
<b>Features:</b>	Layouts, trade support and refreshments.

<b>8/9</b>	<b>TRAINWEST 2017</b>
<b>Hosts:</b>	Bentley Model Railway Group
<b>Location:</b>	Springfield Community Campus, Beechfield Road, Corsham, Wiltshire SN13 9DN
<b>Times:</b>	Sat 10am-5.30pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £8, children £5. Sunday after 1pm Adults £5, children £2
<b>Website:</b>	<a href="http://www.trainwest.org.uk">www.trainwest.org.uk</a>
<b>Contact:</b>	01249 654417
<b>Features:</b>	22 layouts, trade support, refreshments and parking.

<b>15-17</b>	<b>GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS</b>
<b>Hosts:</b>	Gainsborough Model Railway Society
<b>Location:</b>	Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
<b>Times:</b>	Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm
<b>Prices:</b>	Adults £4, concessions £3, children £3, family (2+2) £10
<b>Website:</b>	<a href="http://www.gainsboroughmodelrailway.co.uk">www.gainsboroughmodelrailway.co.uk</a>
<b>Contact:</b>	01427 610475
<b>Features:</b>	Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

<b>15-17</b>	<b>YORK MODEL RAILWAY SHOW</b>
<b>Hosts:</b>	York Model Railway Show
<b>Location:</b>	Knave's Mire Stand, York Racecourse, York YO23 1EX
<b>Times:</b>	Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm
<b>Prices:</b>	Adults £9 (£7.50), children £4 (£4), family (2+3) £22 (£19) – advance ticket prices in brackets
<b>Website:</b>	<a href="http://www.yorkshow.org.uk">www.yorkshow.org.uk</a>
<b>Contact:</b>	01482 503188
<b>Features:</b>	35 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

<b>22</b>	<b>CHURCH STRETTON MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	The Strettons Railway Society
<b>Location:</b>	Church Stretton School, Shrewsbury Road, Church Stretton, Shropshire SY6 6EX
<b>Times:</b>	10am-4pm
<b>Prices:</b>	Adults £4, concessions £3.50, children £2
<b>Website:</b>	<a href="http://www.strettonrailwaysociety.org.uk">www.strettonrailwaysociety.org.uk</a>
<b>Contact:</b>	01694 723370
<b>Features:</b>	16 layouts, trade support, displays, refreshments and parking.

**22**	**DE HAVILLAND MODEL RAILWAY SOCIETY EXHIBITION**





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**Prices:** Adults £3, accompanied children free  
**Website:** [www.bagladies.weebly.com](http://www.bagladies.weebly.com)  
**Features:** Layouts, trade support and demonstrations.

## 22 PONTYPRIDD MODEL RAILWAY EXHIBITION

**Hosts:** Pontypridd Model Railway Club  
**Location:** Community Centre, Crown Hill, Llantwit Fardre, Crown Hill, CF38 2NA  
**Times:** 10am-4pm  
**Prices:** Adults £3, accompanied children free  
**Contact:** 01443 217511  
**Features:** Ten layouts, trade support, refreshments, parking and disabled access.

## 22 ROTARAIL 2017 – FAREHAM MODEL RAILWAY EXHIBITION

**Hosts:** Rotary Club of Fareham  
**Location:** Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH  
**Times:** 10.30am-5pm  
**Prices:** Adults £6, children £2  
**Website:** [www.rotarail.webs.com](http://www.rotarail.webs.com)  
**Contact:** 01329 663685  
**Features:** 20 layouts, trade support, refreshments, parking and disabled access.

## 22 THE SMALL EXHIBITION

**Hosts:** Chelmsford and District Model Railway Club  
**Location:** St Augustine of Canterbury Church, St Augustine Way, Springfield, Chelmsford, Essex CM1 6GX  
**Times:** 11am-4.30pm  
**Prices:** Adults £3, children £1  
**Website:** [www.chelmsford-and-district-mrc.webs.com](http://www.chelmsford-and-district-mrc.webs.com)  
**Contact:** 01245 264028  
**Features:** Ten layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 22 WEALDEN RAILWAY GROUP PERSONAL LAYOUT SHOW

**Hosts:** Wealden Railway Group  
**Location:** Coombe Court, The Steyning Centre, Fletcher's Croft, Steyning, West Sussex BN44 3XZ  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, accompanied children free  
**Contact:** 01903 879907  
**Features:** Ten layouts.

## 22/23 CRAWLEY MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Crawley Model Railway Society  
**Location:** Tanbridge House School, Guildford Road, Horsham RH12 1SR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £6, children £4, family £15  
**Website:** [www.crawleymrs.org.uk](http://www.crawleymrs.org.uk)  
**Features:** 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 22/23 THE EPSOM SHOW

**Hosts:** Epsom and Ewell Model Railway Club  
**Location:** North East Surrey College of Technology (NESCOT), Reigate Road, Epsom, Surrey KT17 3DS  
**Times:** Sat 10am-5.30pm, Sun 10am-5pm  
**Prices:** Adults £7, children free  
**Website:** [www.eemrc.org.uk](http://www.eemrc.org.uk)  
**Contact:** 01483 576274  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 22/23 HELSTON AND FALMOUTH MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Helston and Falmouth Model Railway Club  
**Location:** Helston Community College, Church Hill, Helston, Cornwall TR13 8NR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £4, children £3, family (2+3) £12  
**Website:** [www.hfmrcc.org.uk](http://www.hfmrcc.org.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 22/23 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Liverpool Model Railway Society  
**Location:** Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool L23 0QP  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £4, children £2, family (2+2) £12  
**Website:** [www.lmrs.org.uk](http://www.lmrs.org.uk)  
**Contact:** 0151 526 1574  
**Features:** 18 layouts, trade support, demonstrations and outdoor rides.

## 22/23 MARYPORT MODEL SHOW

**Hosts:** Maryport Model Club  
**Location:** Netherhall School, Netherhall, Maryport, Cumbria CA15 6NT  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £5, children £2, family (2+2) £10  
**Contact:** 01900 813661  
**Features:** Layouts, models, trade support, displays, refreshments and parking.

## 22/23 NORTH DOWN MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** North Down Model Railway Society  
**Location:** Bangor Grammar School, Gransha Road, Bangor, County Down, Northern Ireland BT19 7QU  
**Times:** Sat 10am-5pm, Sun 12pm-5pm  
**Prices:** Adults £5, children £4, family (2+2) £15  
**Website:** [www.ndmrs.co.uk](http://www.ndmrs.co.uk)  
**Features:** 20 layouts, trade support, displays, refreshments, parking and disabled access.

## 22/23 SOUTH NOTTS MODEL RAILWAY SHOW

**Hosts:** Bingham Model Railway Club  
**Location:** Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £4, children £2, family (2+2) £10  
**Website:** [www.bingham-model-rail.co.uk](http://www.bingham-model-rail.co.uk)  
**Features:** 17 layouts, trade support, demonstrations, refreshments and parking.

## 22/23 SUTTON COLDFIELD RAILWAY SOCIETY MODEL RAIL EXHIBITION

**Hosts:** Sutton Coldfield Railway Society  
**Location:** Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands B76 1QT  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £4, accompanied children free  
**Website:** [www.scrs.club](http://www.scrs.club)  
**Features:** Layouts, trade support, societies, refreshments and parking.

## 22/23 WEST ESSEX MODEL RAIL

**Hosts:** Ilford and West Essex Model Railway Club  
**Location:** St Edwards School, London Road, Romford, Essex RM7 9NX  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £6, concessions £5, children £3, family £14  
**Website:** [www.iwemrc.org.uk](http://www.iwemrc.org.uk)  
**Contact:** 01708 442836  
**Features:** 20 layouts, trade support, outdoor rides, refreshments, parking and disabled access.

## 28-30 BRISTOL MODEL RAILWAY EXHIBITION

**Hosts:** Association of Model Railway Clubs, Wales and West of England  
**Location:** Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB  
**Times:** Fri 1pm-7pm, Sat 10am-6.30pm, Sun 10am-5pm  
**Prices:** Adults £8 (£6.50), children 12-16 £6 (£5), accompanied children under 12 free – advance ticket prices in brackets  
**Website:** [www.bristolmodrailex.co.uk](http://www.bristolmodrailex.co.uk)  
**Contact:** 0117 976 3329  
**Features:** 30+ layouts, trade support, demos, societies, refreshments, parking and disabled access.

## 28-30 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU  
**Times:** Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, Sun 10.30am-4.30pm  
**Prices:** Small entrance charge  
**Website:** [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk)  
**Contact:** 01984 639509  
**Features:** Tamarig and Bath Green Park layouts on display.

## 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 5EA  
**Times:** 10am-3pm  
**Prices:** Free  
**Contact:** 02476 313221  
**Features:** Test track, demonstrations, meet club members, refreshments, parking and disabled access.

## 29 LUTON MODEL RAILWAY CLUB 'O' GAUGE SECTION EXHIBITION

**Hosts:** Luton Model Railway Club  
**Location:** Christchurch Hall, Bedford Road, Hitchin SG5 1HF  
**Times:** 10.30am-5pm

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**Prices:** Adults £5, children £2, family (2+3)  
**Website:** [www.lutonmodelrailwayclub.org.uk](http://www.lutonmodelrailwayclub.org.uk)  
**Contact:** 01582 413200  
**Features:** 'O' scale layouts, test track, trade support and refreshments.

## 29 RYE MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Milligan Theatre, Rye College, The Grove, Rye, East Sussex TN31 7NQ  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family (2+2) £12  
**Contact:** 07595 255150  
**Features:** Layouts and trade support.

## 29 SOUTHWOLD RAILWAY SHOW

**Hosts:** Southwold Railway Trust  
**Location:** St Edmunds Hall, Cumberland Road, Southwold, Suffolk IP18 6JP  
**Times:** 10am-5pm  
**Prices:** Adults £4, children £2  
**Website:** [www.southwoldrailway.co.uk](http://www.southwoldrailway.co.uk)  
**Contact:** 07806 304082  
**Features:** Layouts, societies, displays, refreshments and disabled access.

## 29 STOURPORT MODEL RAILWAY EXHIBITION

**Hosts:** Wyre Forest Model Railway Club  
**Location:** Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire DY13 8RW  
**Times:** 10am-4pm  
**Prices:** Adults £2, children under 12 free  
**Website:** [www.wyreforestmrc.com](http://www.wyreforestmrc.com)  
**Contact:** 01902 843760  
**Features:** Seven layouts, trade support, refreshments, parking and disabled access.

## 29/30 BRADFORD MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Bradford Model Railway Club  
**Location:** Sedbergh Community Centre, Huddersfield Road, Bradford, West Yorkshire BD6 1DJ  
**Times:** TBA  
**Prices:** Adults £4.50, children £1  
**Website:** [www.bradfordmrc.org.uk](http://www.bradfordmrc.org.uk)  
**Contact:** 07941 553307  
**Features:** Layouts, trade support, refreshments and disabled access.

## 29/30 WOODGREEN CHARITY MODEL RAILWAY SHOW

**Hosts:** Charlie Warne, Reg and Mary Hunt  
**Location:** Woodgreen Village Hall, Woodgreen, Fordingbridge, Hampshire SP6 2AJ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £2, concessions £1.50, children 80p  
**Contact:** 01725 511977  
**Features:** Seven layouts, trade support, displays, refreshments, parking and disabled access.

## 30 BRIDPORT AND DISTRICT MODEL RAILWAY CLUB 'AT HOME' DAY

**Hosts:** Bridport and District Model Railway Club  
**Location:** The Salt House, West Bay, Bridport, Dorset DT6 4HD  
**Times:** 10am-4pm  
**Prices:** Adults £1, children free  
**Contact:** 01308 863439  
**Features:** Layouts and refreshments.

## PLANNING AN EXHIBITION?

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

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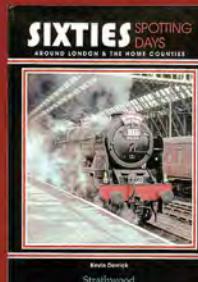
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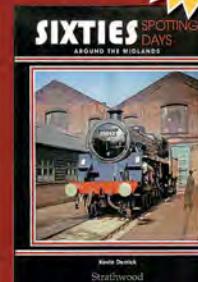
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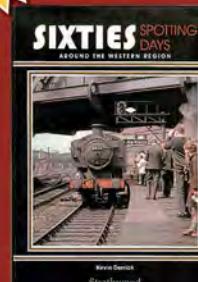
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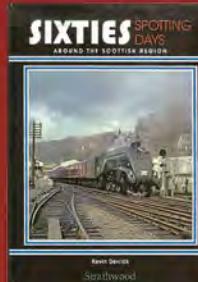
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A4003 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender (as preserved)

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

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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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H1410 58xx 5819 in BR unlined black early emblem

H1416 14xx 1409 BR unlined green late crest

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H1403 48xx 4871 in GWR unlined green Shiributon

H1405 48xx 4807 in GWR wartime black G W R

H1406 14xx 1420 in GWR unlined green G W R

H1407 58xx 5802 in GWR unlined green G W R

H1411 58xx 5801 in BR unlined green G W R

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H1413 14xx 1444 in BR lined green early emblem

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WW-018



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

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Type 27 Wickham trolley	<a href="http://hattons.co.uk/wtc">hattons.co.uk/wtc</a>	£67.96	Mar 2013							
Stanier Mogul 2-6-0	<a href="http://hattons.co.uk/5p4f">hattons.co.uk/5p4f</a>	£135.96	Mar 2013							
Class 450	<a href="http://hattons.co.uk/cl450">hattons.co.uk/cl450</a>	from £271.96	Mar 2015							
LNWR Webb coal tank 0-6-2T	<a href="http://hattons.co.uk/wct">hattons.co.uk/wct</a>	£101.96	Sep 2014							
SECR Birdcage Coaches	<a href="http://hattons.co.uk/bc">hattons.co.uk/bc</a>	£55.21	Mar 2014							
Class H2 Atlantic 4-4-2	<a href="http://hattons.co.uk">hattons.co.uk</a>	£152.96	Mar 2013							
Warflat Bogie Flat wagon	<a href="http://hattons.co.uk/warflat">hattons.co.uk/warflat</a>	£42.46	Mar 2013							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	<a href="http://hattons.co.uk/c68">hattons.co.uk/c68</a>	£123.72	April 2014							
Class 121/122	<a href="http://hattons.co.uk/dapolbubble">hattons.co.uk/dapolbubble</a>	£123.25	Dec 2012							
GWR Streamlined Railcar	<a href="http://hattons.co.uk/gwrrc">hattons.co.uk/gwrrc</a>	from £119.43	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 14xx 0-4-2T	<a href="http://hattons.co.uk/14xx">hattons.co.uk/14xx</a>	£99	Sep 2014							
Golden Arrow Class 71s	<a href="http://hattons.co.uk/goldenarrow">hattons.co.uk/goldenarrow</a>	£139.95	Jun 2016							
Class 6000 King 4-6-0	<a href="http://hattons.co.uk/king">hattons.co.uk/king</a>	TBA	Aug 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366 0-6-0PT	<a href="http://hattons.co.uk/1361">hattons.co.uk/1361</a>	£124	Nov 2013							
Class 47xx 'Night Owl' 2-8-0	<a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>	£154	Nov 2014							
Class 07 Shunter	<a href="http://hattons.co.uk/cl07">hattons.co.uk/cl07</a>	£99 (EST)	Jan 2016							
Hatton's O Gauge Class A3/A4	<a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a>	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
W4 Peckett 0-4-0ST	<a href="http://hattons.co.uk/peckett">hattons.co.uk/peckett</a>	£81	Oct 2015							
Merchant Navy 4-6-2	<a href="http://hattons.co.uk/mn">hattons.co.uk/mn</a>	from £162	Mar 2015							
Class H Wainwright 0-4-4T	<a href="http://hattons.co.uk/hclass">hattons.co.uk/hclass</a>	from £90	Sep 2016							
Mk1 FO & BSO	<a href="http://hattons.co.uk/hornbymk1">hattons.co.uk/hornbymk1</a>	£31.50	Oct 2016							
Class 8P Princess Coronation 4-6-2	<a href="http://hattons.co.uk/duchess">hattons.co.uk/duchess</a>	from £171	Nov 2016							
Hitachi IEP Class 800	<a href="http://hattons.co.uk/IEP800">hattons.co.uk/IEP800</a>	from £229.50	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	<a href="http://hattons.co.uk/oxdg">hattons.co.uk/oxdg</a>	£95	Jan 2016							
YEC Janus 0-6-0 Shunter	<a href="http://hattons.co.uk/janus">hattons.co.uk/janus</a>	£74	Nov 2015							
60' Carflat Car Carrying Wagon	<a href="http://hattons.co.uk/oxcarflat">hattons.co.uk/oxcarflat</a>	£25	May 2016							
Mk3 Coaches	<a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>	£29	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.

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R3317 Class A4 4-6-2 4468 "Mallard" LNER Garter blue - Railroad range (Hor) (list £132.99) <b>BARGAIN</b> ....£95	35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (list £109.95) .... <b>BARGAIN</b> ....£80	32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) .... <b>BARGAIN</b> ....£140.21
R3397TS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS Sound - Railroad range (Hor) (list £132.99) <b>BARGAIN</b> ....£95	R3414 Class J15 0-6-0 5444 in LNER Black (Hor) (list £126.49) .... <b>BARGAIN</b> ....£79	R3500 The Sir Nigel Gresley Collection (Hor) .... <b>BARGAIN</b> ....£480
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R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) .... <b>BARGAIN</b> ....£136	R3466 Class J94 0-6-0ST 22 in United Steel Company (Hor) .... <b>BARGAIN</b> ....£75.50	R9267 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (list £43.99) .... <b>BARGAIN</b> ....£31
R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) .... <b>BARGAIN</b> ....£136	R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (list £129.99) .... <b>BARGAIN</b> ....£82	<b>Train packs</b>
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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

R3471 Class 50 50026 "Incomparable" in original Network SouthEast (Hor) £145



4D-003-006 Class 52 diesel D1065 "Western Consort" in BR maroon small yellow panels (Dap) £119

4D-003-012 Class 52 diesel loco D1026 "Western Consort" in BR blue full yellow ends - weathered (Dap) £113



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) £125



5312 Class 53 D1200 "Falcon" in BR blue - Ltd Ed (Hel) £125



32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) NEW £212.46



32-533 Class 55 Deltic D9001 'St. Paddy' in BR green full yellow ends - weathered (Bac) NEW £135.96



R3497 Class 55 Deltic D9016 in BR green - Railroad Range (Hor) (list £65.99) BARGAIN £41



32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle (Bac) NEW £131.71



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



32-756 Class 57/6 57603 "Tintagel Castle" in GWR (2015) green (Bac) NEW £131.71



32-725U Class 66 66111 in EWS Livery Highland Rail Slag - Ltd Ed (Bac) £132



R3486 Class 66 66185 "DP World London Gateway" in DB Schenker (Hor) (list £98.99) BARGAIN £59

32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46

R3268 Class 67 67003 in Amra Trans Wales (Hor) (list £139.99) BARGAIN £99

4D-022-005 Class 68 68006 "Daring" in Scotrail (Dap) NEW £123.72



4D-022-006 Class 68 68007 "Valiant" in Scotrail (Dap) NEW £123.72



4D-022-003 Class 68 68010 in Chiltern Railways (Dap) NEW £123.72

4D-022-004 Class 68 68014 in Chiltern Railways (Dap) NEW £123.72

4D-006-002 Class 73 electric-diesel 73124 in BR blue (Dap) £119.51

4D-006-007 Class 732 electric-diesel 73206 List GB Railfreight (Dap) £119.51

4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) £150



32-991 Type 27 Wickham Trolley and trailer B30W in BR Maroon (Bac) £67.96



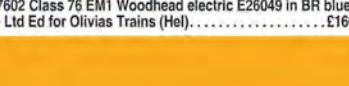
32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) £67.96



R3374 Class 71 71012 in BR Blue (Hor) £127.50



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160



7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel) £160

7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) £165

7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165

7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165

7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) BARGAIN £79

9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (Hel) £108

9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/Metropolitan (1990s preserved condition) (Hel) £108

9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) £108

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R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (Hor) (list £279.99) BARGAIN £165

R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (Hor) (list £279.99) BARGAIN £165

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R3390TTS Pair of Class 43 HST Power Cars in Virgin Trains East Coast - TTS sound fitted (



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco &amp; 4 wagons (Hor) £165



R1125 Somerset Belle train set Class 3F 0-6-0 S&amp;DJR 0-6-0 steam loco &amp; 3 wagons - DCC control (Hor) (list £199.99) BARGAIN... £115



30-049 The Permanent Way DCC train set Digital Sound (Bac) £233.70



## Coaches

39-576 BR Haworth Auto Trailer Maroon (Bac) £58.61  
39-321 BR Mk1 RSP Pullman 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN... £24

39-127B BR Mk1 CK Composite Crimson &amp; Cream (Bac) £33.56



39-026E BR Mk1 SK Corridor Maroon (Bac) £33.96



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN... £18



39-778 ex-LMS 50' inspection saloon M45029 EWS maroon and gold (Bac) £50.96



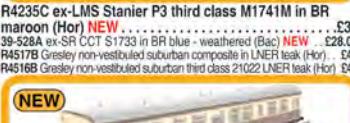
39-779 ex-LMS 50' inspection saloon M45035M in BR maroon (Bac) £50.96



R4236C ex-LMS Stanier P3 brake third M5806M in BR maroon (Hor) NEW... £38



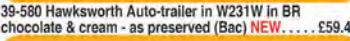
R4234B ex-LMS Stanier P3 corridor first M1080M in BR maroon (Hor) NEW... £38



R4235C ex-LMS Stanier P3 third class M1741M in BR maroon (Hor) NEW... £38



39-528A ex-SR CCT S1733 in BR blue - weathered (Bac) £28.01



R4517B Gresley non-vestibuled suburban composite in LNER teak (Hor) £40



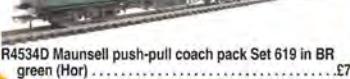
R4516B Gresley non-vestibuled suburban third class 21022 LNER teak (Hor) £40



39-580 Hawksworth Auto-trailer in W231W in BR crimson &amp; cream (Bac) £59.46



39-579 Hawksworth Auto-trailer W22BW BR unlined maroon (Bac) £59.46



R4696 K-Type Pullman First Class Kitchen Car 'Joan' (Hor) £44



R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) £70



39-032 Mk 1 SK Second Corridor SC24859 in Sealink (Bac) £33.96



39-413 Mk 2A BFK 35510 in Regional Railways - weathered passenger figures (Bac) £55.21



39-175E Mk1 BG full brake in BR blue &amp; grey (Bac) £33.96



39-421A Mk1 POS postal sorting van W80383 in Royal Mail red (with nets) (Bac) £50.96

39-251D Mk1 RFO Restaurant open M1 in BR maroon (Bac) £33.96

39-265 Mk1 RMB Restaurant Miniature Buffet 1865 Network SouthEast (Bac) £33.96



39-364 Mk2A TSO Tourist Second Open 5276 in Regional Railways - weathered passenger figures (Bac) £55.21

R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) £26

BARGAIN... £26



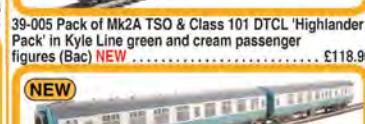
39-005 Pack of two Mk2A TSO &amp; Class 101 DTCL 'Highlander Pack' in Kyle Line green and cream passenger figures (Bac) £118.96



R4751 Mk3 TSO trailer second open 42322 in Virgin Trains East Coast (Hor) £29.69



39-003 Pack of two Mk1 coaches in BR blue &amp; grey Network SouthEast branding and passenger figures (Bac) £89.21



39-002 Pack of two Mk1 coaches in BR blue &amp; grey Network SouthEast branding and passenger figures (Bac) £89.21



R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) £49.99



R4664 Pullman First Class Parlour Car - K-Type Pullman Car (Hor) £49.99



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) £49.99



R6773 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack (Hor) £49.49



R6774 BR Ferry Van VIX 2380 251.5 in BR Railfreight (Hor) £19

BARGAIN... £19



R6775 BR Ferry Van VJX 87124 BR Railfreight grey - weathered (Hor) £19

BARGAIN... £19



39-529 SR CCT ADB975276 in BR departmental green (Bac) £25.46

BARGAIN... £25.46



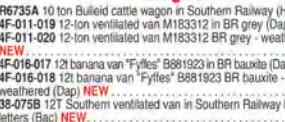
39-525 SR PLV luggage van 1061 in Southern Railway olive green (Bac) £25.46

BARGAIN... £25.46



39-530 SR PMV parcels van S1151S in BR green black ends (Bac) £25.46

BARGAIN... £25.46



39-176 SR CovHop in Soda Ash light grey - heavily weathered (Bac) £23.76

BARGAIN... £23.76



R6772 CTA 100 ton tank wagon 870010 in EWS maroon (Hor) £26

BARGAIN... £26



R6724 DRX 102 biomass hopper in Drax powering tomorrow - produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71

BARGAIN... £12.71



37-531 20 Ton coke wagon 8951024 in BR bauxite - weathered (Bac) £20.83

BARGAIN... £20.83



R6733 20 Ton Coke Wagon in BR (Hor) £19.79

BARGAIN... £19.79



R6731 20 Ton Coke Wagon in LMS (Hor) £19.79

BARGAIN... £19.79



38-600A 21T grain hopper B885053 in BR grey - heavily weathered (Bac) £23.76

BARGAIN... £23.76



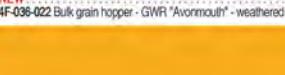
38-08C 34T 2KA Limpet 390312 BR departmental Dutch - weathered (Bac) £13.56

BARGAIN... £13.56



37-109A 4-wheel B tank 201 in Mobil Charlton fuel oil red (Hor) £20.50

BARGAIN... £20.50



37-110A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-110B Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-111A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-112A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-113A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-114A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-115A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-116A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-117A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-118A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-119A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-120A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-121A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-122A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-123A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-124A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-125A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-126A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-127A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-128A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-129A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-130A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-131A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-132A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-133A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-134A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-135A Pack of 4 (Hor) £19.80

BARGAIN... £19.80



37-136A Pack of 4 (Hor) £19.80&lt;/div

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Est. 1946

## Opening hours

Store: 09:00 - 17:00 Mon - Sun



07:30 - 18:00 Mon-Sat  
09:00 - 17:00 Sun



**BARGAIN**

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) ... £7.50

### Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) ... £9

### Lighting equipment

R8952 Bulbs for Skale Lighting system (x4) (Hor) ... £5

WJP5675 Modern UK working metal station lamps - Pack of 3 - Just Plug lighting system (Woo) ... **NEW** ... £17.50

CL2 Standard Coast Lighting Strips - Warm White (Tra) ... £17

WJP5677 UK working concrete street lamps - Pack of 3 - Just Plug lighting system (Woo) ... **NEW** ... £17.50

WJP5678 UK working concrete twin lamps - Pack of 3 - Just Plug lighting system (Woo) ... **NEW** ... £17.50

### Accessories

4F-028-005 Pack of two 45 containers 'Stobart - Less CO2' (Dap) ... **NEW** ... £13

4F-028-006 Pack of two 45' containers 'Stobart - Less CO2' - weathered (Dap) ... **NEW** ... £14

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) ... £37

### Spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) ... £2

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) ... £2

SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) ... £2

### Metal Conductive RAIL JOINERS

### HO/OO/O and 1/43

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline), For OO, HO & O gauge - Pack of 24 (Pec) ... £2.50

19KADEE M-362 Long Coupler - 10.61 mm (27647) (w/o Draft Gear Boxes) (2 pair) (Kad) ... £5

18KADEE M-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) ... £5

### Man-made scenic structure - railway-related

44-153 2 straight platforms - Great Central style (122 x 165 x 20mm) (Bac) ... £12.71

### Scenic structures

LK-55 76ft Well type turntable (Pec) ... £38

### Turntables

R083 Box of 6 Buffer Stop (Hor) ... £9.50

R083 Single (Hor) ... £1.80

44-0054 Depot mess room and toilet (Bac) ... £33.11

R334 Double-track station platform canopy (Hor) ... £19

### Scenic structures

R070 Electrically Operated Turntable (Hor) ... £64

R537 Limeside Fencing (Hor) ... £12

R514 Platform Canopy x 2 (Hor) ... £12

### Turntables

44-0053 Servicing Point (Bac) ... £49.26

R460 Straight Platform (Hor) ... £5

### Signals

4L-003-005 Signal - Lattice Type SR Home Platform Starter (Dap) ... £26

4L-001-003 Signal - Motorised, Round post GWR Home (Dap) ... £22

4L-003-003 Signal - motorised, SR ladder home (Dap) ... £22

### Buildings - general

44-040 Diesel fueling point - Scenecraft range (162 x 37 x 58mm) (Bac) ... £13

44-058 Dutch Barn (Bac) ... **NEW** ... £23.76

44-582 Musketeer Caravan (Bac) ... £22.91

44-081 Portable Offices (Bac) ... £31.41

44-049 Stone-built Incline winding house (Bac) ... £22.06

### Man-made scenic structure - non-railway

44-050 Security fences x 10 - Scenecraft range (Bac) ... £5

### Bridges, Tunnels & Walls

C003 Girder Bridge plastic kit (Dap) ... £6.65

R2008 Grand suspension bridge (Hor) ... £39

### Buildings

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) ... £14.41

P0244 Retaining Wall in Red Brick - 4 sections per kit (Met) ... £11

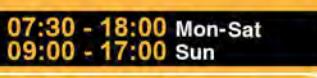
### People - civil

36-408 12 x Seated Coach Passengers (Bac) ... £10.16



SL-E196 Finescale left hand medium point electrofrog (Pec) ... £12

**NEW**



SL-E192 Finescale left hand small point electrofrog (Pec) ... £10

**NEW**



SL-E186 Finescale right hand curved point electrofrog (Pec) ... £12.50

**NEW**

**NEW**

36-404 1940/50s Station Staff (Bac) ... **NEW** ... £8.46

36-047 Locomotive staff x 6 (Bac) ... £5.21

**NEW**

36-411 Modern Street Scene Figures (Bac) ... **NEW** ... £8.76

36-081 Pack of Cows (Bac) ... £8.46

36-080 Pack of Horses (Bac) ... £8.46

36-410 Railside Technicians (Bac) ... £8.46

36-045 Station passengers sitting x 6 (Bac) ... £6.21

**NEW**

36-032 Pack of Pigs (Bac) ... £8.46

36-031 Pack of Sheep (Bac) ... £8.46

36-030 Pack of Cattle (Bac) ... £8.46

**NEW**

36-029 Pack of Cows (Bac) ... £8.46

36-028 Pack of Horses (Bac) ... £8.46

36-412 Railside Technicians (Bac) ... £8.46

36-046 Station passengers sitting x 6 (Bac) ... £6.21

**NEW**

36-027 Pack of Cows (Bac) ... £8.46

36-026 Pack of Horses (Bac) ... £8.46

36-413 Railside Technicians (Bac) ... £8.46

36-047 Station passengers sitting x 6 (Bac) ... £6.21

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**NEW**

## Want it DCC fitted?

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for more details

**BARGAIN**

371-635 Class 70 PowerHaul 70006 Freightliner (Gra) (list £119.95) £82.50

**DMUs**

371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46

371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46

371-329 Class 150/2 150/247 in BR Super Sprinter - weathered (Gra) £144.46

**EMUs****BARGAIN**

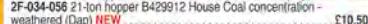
371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) £99

**Train sets - analogue**

370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.95

**Coaches****BARGAIN**

374-056E BR Mk1 SK Second Corridor M24032 in Blue &amp; Grey (Gra) £25.46

**Wagons**

2F-034-055 21-ton hopper B429912 House Coal concentration (Dap) NEW £9.50

2F-034-056 21-ton hopper B429912 House Coal concentration - weathered (Dap) NEW £10.50

373-217 24 Ton one hopper wagon "Richard Thomas" (Gra) £13.95

**BARGAIN**

2F-013-037 4-wheel Gunpowder van W105715 in GWR (Dap) NEW £9

2F-013-038 4-wheel Gunpowder van W105715 GWR - weathered (Dap) NEW £10

**DCC decoders****BARGAIN**

377-032 5 plank steel wagon steel floor in Helwith Bridge Road Stone Quarry (Gra) NEW £13.18

377-031 5 plank steel wagon steel floor in ICI Lime (Gra) NEW £13.18

377-062 5 plank wagon wooden floor in NE (Gra) NEW £13.18

377-206A 8-plank open wagon coke rails - "Suncote" - weathered (Gra) NEW £14.41

**DCC decoders****Lighting equipment**

NC040b Light Bar coach lighting unit for older coaches (Yellow) (Dap) £8

**Accessories**

2F-028-051 Pack of four 20' containers - 'Maersk and Triton' (Dap) NEW £13

2F-028-052 Pack of four 20' containers - 'Maersk and Triton' - weathered (Dap) NEW £14

**Spares**

SL-311 Insulated Rail Joiners/Fishplates for N &amp; 009 gauge (12 per pack) (Pec) £1.50

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18

SL-310 Rail Joiners/Fishplates for N &amp; 009 gauge (24 per pack) (Pec) £2

**Man-made scenic structure - non-railway**

42-564 Corner pavements and drop kerbs (Gra) NEW £8.46

42-558 Corrugated metal shed (Gra) NEW £5.91

42-541 Walls and gates (Gra) NEW £12.71

**People - civil**

379-317 1940/50's Station Staff (Gra) NEW £8.08

**Animals**

379-342 Pigs (Gra) NEW £8.08

**Track - Code 80 Setrack**

ST-11 Double straight track (Pec) £1.50

ST-17 1 Setrack N3 radius double curve (8 form a circle) 286.5mm 11.75" radius (Pec) £2

ST-15 1 Setrack N3 double curve (Pec) £1.50

ST-6 Setrack left hand point insulfrog (Pec) £8.50

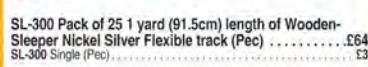
ST-5 Setrack right hand point insulfrog (Pec) £8.50

ST-300 Starter Track Set (Pec) £44

**Track - Code 80 Streamline**

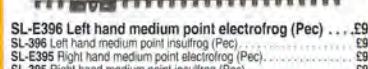
SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3

SL-302 Pack of 25 (Pec) £64

**Track - Code 55 Finescale**

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3

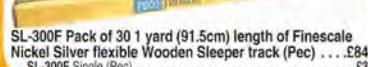
**Track - Code 55 Finescale**

SL-E396 Left hand medium point electrofrog (Pec) £9

SL-395 Left hand medium point insulfrog (Pec) £9

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R3423	Adams BR.....	£109.45
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R3229	BR British Monarch .....	£119.25
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**1:72**



DH104 Devon C1 VP975 -  
Royal Aircraft Establishment (RAE)  
72DVO03 1:72

**1:43**



Rolls-Royce Corniche  
Convertible MPW -  
Open Top, Indigo Blue  
43RRC001 1:43

**NEW  
Tooling!**

**1:76**



Ford Sierra Sapphire -  
Nottinghamshire Police  
76FS002 1:76



Commer Q25 -  
Lyons Ice Cream  
76CM009 1:76



Volvo FH 6-wheel Curtainside  
Lorry - Marstons Pedigree  
76VOL02CL 1:76



BSA Motorbike  
& Sidecar - NRMA  
76BSA009 1:76



Morris J2 - Scottish  
Ambulance Auxiliary Corps  
76JM023 1:76



Ford Transit LWB  
High Roof - City Link  
76FT025 1:76



Pallet/Loads - Spratts  
Dog Cakes \* 4  
76ACC003 1:76

Pallet/Loads - Welgar \* 4  
76ACC004 1:76



Volvo Amazon - Blue Green  
76VA003 1:76



5 Piece  
Ford Set  
76SET41 1:76  
**NEW  
SET!**

**1:87**



1955 Buick Century -  
Turquoise/Polo White  
87BC55001 1:87

**NEW  
Tooling!**

1936 Buick Special  
Convertible Coupe - Black  
87BS36001 1:87

**NEW  
Tooling!**

1957 Chevrolet Nomad -  
Dusk Pearl/Imperial Ivory  
87CN57001 1:87

**NEW  
Tooling!**

1965 Chevrolet Stepside  
Pick Up - Pale blue/white  
87CP65001 1:87

**NEW  
Tooling!**

**1:148**



VW Beetle - Anthracite  
NVWB004 1:148



Leyland Royal Tiger - W Alexander  
NLRT003 1:148



5 Piece Bus Set - London Transport  
NSET004 1:148



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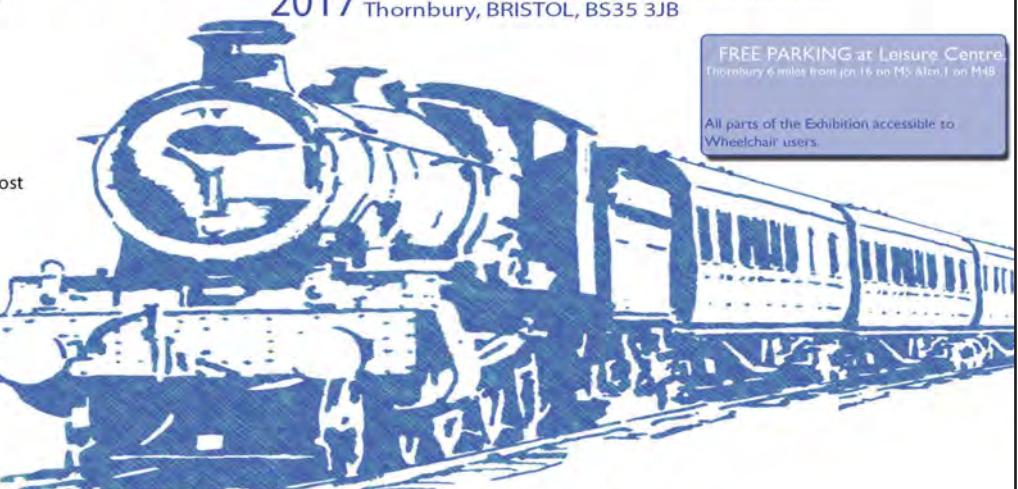
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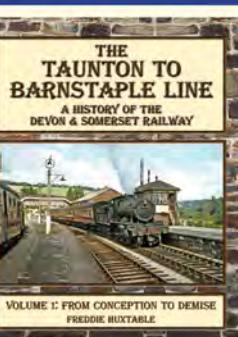
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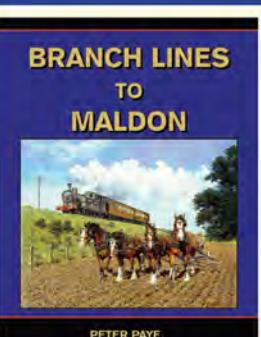
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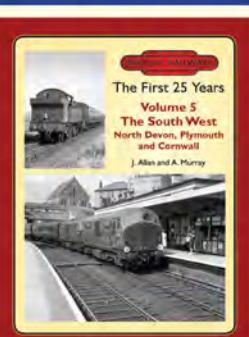
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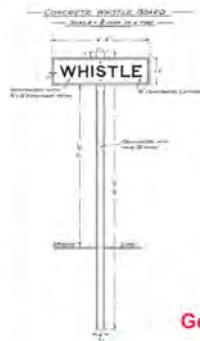
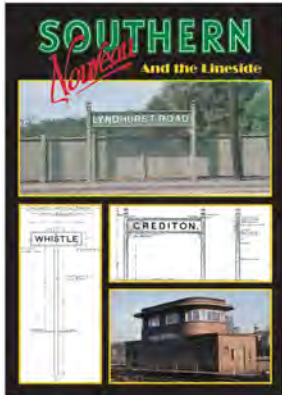
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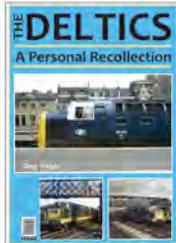
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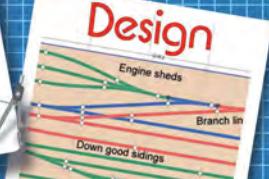


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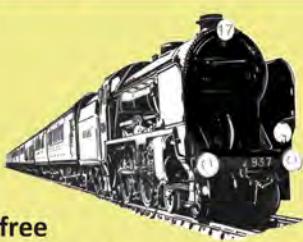
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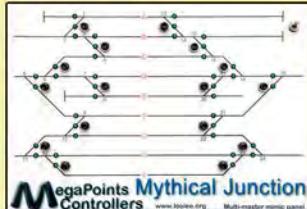
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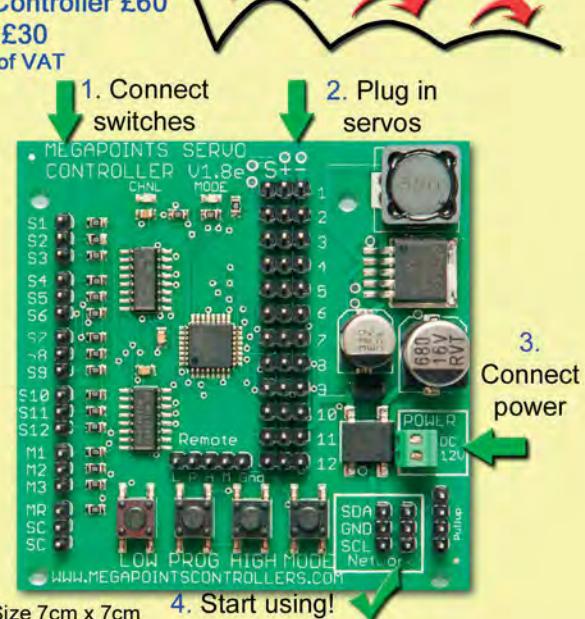
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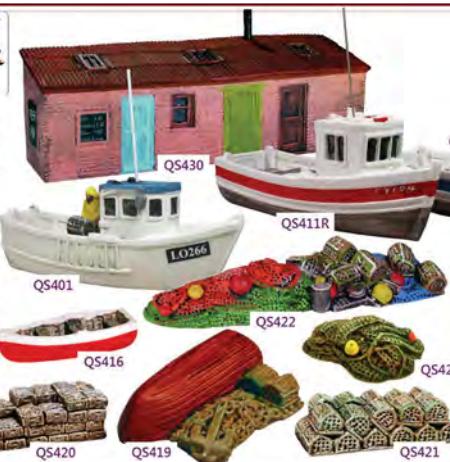
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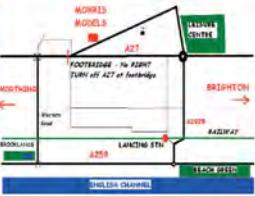
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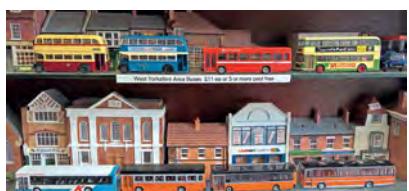
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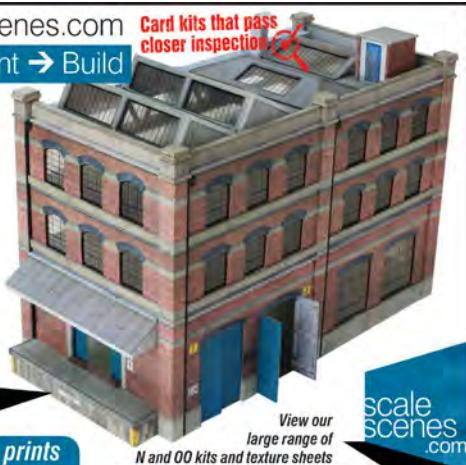
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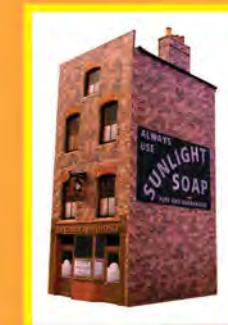
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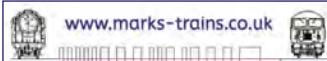
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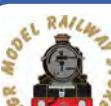
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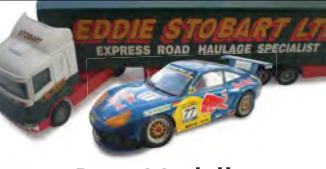
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Squires will be exhibiting at the following shows in 2017

Diary updated as bookings are confirmed

### EXHIBITIONS & SHOWS IN 2017

**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, Utley, Keighley, BD20 6EB. Sat/Sun 10-5.

**Mar 18 - ABINGDON ABRAIL** 2017 M/Railway Ex, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PJ.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 18/19 PERTH GREEN** Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.

**April 8 - NORWICH** M/Rail Exhibition, Helleston High School, Norwich **NR6 5SB**. Sat 10 - 4.30pm.

**April 8/9 CORSHAM** Trainwest 2017 M/Rail Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts **SN13 9DN** Sat/Sun 10 - 5 \*\*Modern NEW Venue - Plenty of FREE Parking\*\*

**April 15/16/17 - YORK** Model Railway Show, The Knavesmire Stand, Racecourse Road York, YO23 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!! :-)

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**April 22 LEIGH O SCALE NORTHWEST** Leigh Sports Village, Sale Way, Leigh, Lancs **WN7 4JY** 10-4.30

**April 22/23 - HORSHAM** Crawley MRS M/Railway Ex, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. \*\* PLENTY OF FREE PARKING \*\*

**April 22/23 - SUTTON COLDFIELD** M/Railway Exhibition, Bishop Walsh School, Wylde Green Rd, Sutton Coldfield, B76 1QT. Plenty of FREE Parking. Sat 10-5, Sun 10-4.30.

**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!! :-)

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**May 6 - READING ALSR** Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading, RG1 8EQ. 10-4.30

**May 6 BOGNOR REGIS** South Downs 7mm NGA Group SWING M/Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL. 10-4.30. [www.swing.model-railway.org.uk](http://www.swing.model-railway.org.uk).

**May 13 - PORTSMOUTH** Victory Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT. Sat 10-4. \*\*Plenty of FREE Parking\*\*

**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

**May 21/22 - MIDDLESBOROUGH** Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesborough, TS1 5NQ. Sat/Sun 10 - 5

**June 3 - DONCASTER** Gauge '0' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.

**June 3/4 - DONCASTER NORTHERN MODEL BOAT SHOW** Doncaster Deaf Trust, Leger Way, Doncaster. DN2 6AY. Sat 10-5/Sun 10-4. Free Parking - Camping on Site (Chargeable) & Restaurant

**June 3/4 - SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. "Free Car Parking & Free Entry to Museum & Exhibition - Yes that's Free Entry!!:-)

**June 10/11 - GLASGOW '0' Gauge Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE.** Sat 10-4, Sun 11-4. "Free Parking, Close to Railway Stations"

**June 24/25 - PERTH** Model Railway Exhibition, Dewars Ice Rink, Perth, PH2 0TH Sat 10-5.30, Sun 10-5

**July 29/30 - North Shields RAILEX NORTH EAST**, John Spence Community High School, Preston Rd, North Shields, Tyne & Wear, NE29 9PU Saturday 10 - 5, Sunday 10 - 4.30

**Aug 5/6 - SOUTHWOLD** Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Sat 10 - 5pm Sun 10-4.30pm. \*\*Plenty of FREE Parking.\*\*

**Aug 12 - BEXHILL** Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10-5. Plenty of FREE Parking on site.

**Sept 2/3 - TELFORD GUILDEX 2017**, 0 Gauge Exhibition & Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-5, Sun 10-4.

**Sept 16/17 - AYR** Model Railway Exhibition The Citadel Leisure Centre, Ayr. KA7 1JB. \*Modern

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**Oct 7/8 - SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm. "Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!!!:-)

**Oct 7/8 - FAREHAM** Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7JU. Saturday 10-5.30, Sunday 10.00 - 16.30.

**Oct 14/15 - ALDERSHOT** Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road,

**Oct 28/29 - STOCKPORT** Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 - 5, Sun 10-4.

**Nov 4/5 - ANGMERING** W.Sussex Area Group N Gauge Society Model Railway Exh., The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4 \*Now 2 Day Show

**Nov 11/12 - TELFORD IPMS SCALE MODEL WORLD 2017** The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10 - 6, Sun 10 - 4.00. Free Entry for IPMS Members

**Nov 25/26 - BIRMINGHAM** Warley National Model Railway Exhibition Hall 5, NEC Birmingham 40 1NT. Sat 9.45-6pm, Sun 9.45-5pm. \*\*50th Exhibition\*\* Advance Ticket Holders gain entry 9.15am both days.

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# NEXT ISSUE

# BILSTON ROAD

The West Midlands were the inspiration for Geoff Read's fabulous 'OO' gauge loft layout which includes full four-sided scenic modelling and two hidden storage yards too. We go behind the scenes to discover all that this home layout has to offer.

## TETLEY TO TWINING



Stephen Edwards developed this busy 'N' gauge shelf layout from experience gathered from his first continuous run 2mm scale layout, but this time he went for digital control. Next issue he shares his experiences of developing this attractive branch line scene.

## BULK FREIGHT

Freight traffic was once the backbone of the railway's income and it was used to move large quantities of goods in bulk trains. Tim Shackleton investigates how these popular freight flows can be modelled covering periods from the 1930s to the present day with readily available wagon and detailing products.



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## PLUS

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Showcase, 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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LHT - 605 - Suburban B 2 Coach Set BR Bristol Division 48 Maroon

LHT - 630 - Brake Composite Coach BR Maroon Diagram E140

LHT - 607 - Suburban B 2 Coach Set BR Cardiff Division 41 Maroon

LHT - 631 - Brake Third Coach BR Maroon Diagram D109

LHT - 632 - Composite Coach BR Maroon Diagram E141

7F-071-034W - 7 Plank - BR P73150 Weathered

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7F-051-035 - 5 Plank - LMS 24380

7F-051-035W - 5 Plank - LMS 24380 Weathered

All product release dates correct at time of going to press

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