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FIRST PICTURES
Hornby's decorated
'DUCHESS'



HORNBY

magazine

Issue 123 **September 2017** USA \$12.99 • CAD \$13.99 • AUS \$12.75 **UK £4.40**

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FIRST REVIEWS



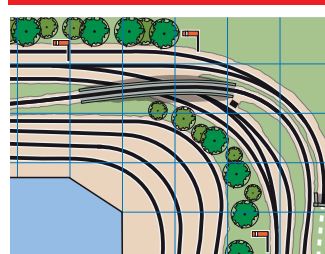
- Kernow 4-TC for '00'
- Hornby '00' TTS 31
- Bachmann 450 for '00'

THE CLASS 50 STORY



- Sound for Hornby's '50'
- Special edition model
- 'Hoover' development

FLYOVER TRACKPLANS



We show you how
to model junctions

LATEST NEWS

NORTH EAST STEAM

Exhibition giant in '00' scale



PLUS...

LITTLE ALLER

Hydraulic heaven in 'N' gauge

GOWERTON PARKWAY

Privatisation in the loft in '00' gauge

Bachmann works report: Class 90, all new 'J72', Mk 2F carriages, 'Birdcage' decoration and more...

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**HORNBY
HOBBIES**

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HORNBY magazine

September 2017

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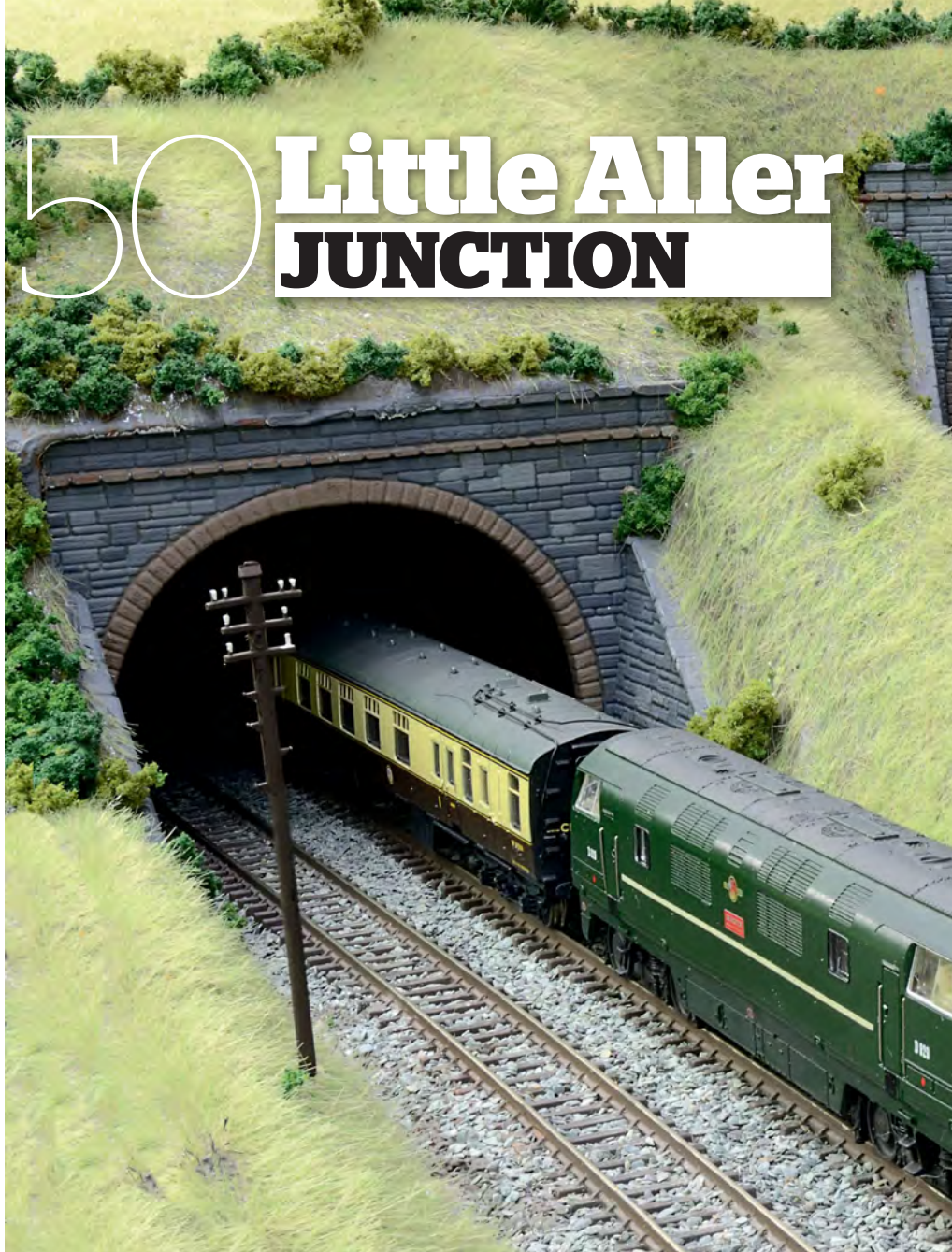
ISSUE
123

HORNBY magazine

LATEST OFFERS

See pages 58-59 for full details.

50 Little Aller JUNCTION



WE SHOW YOU HOW!



p28

28 WORKBENCH

Tim Shackleton demonstrates how to inject new life into an old kit, using a Wills 'OO' gauge GWR '94XX' 0-6-0PT as the basis.

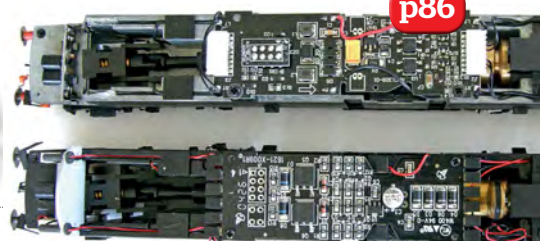
34 TRACKPLANS

Mark Chivers investigates grade-separated junctions for inspiration with his latest 'OO' gauge track plans.

86 DCC SOUND

Paul Chetter considers digital sound options in a pair of Hornby's 'OO' gauge Class 50s, from two different periods in the model's history.

p86





Inside...

7

EDITORIAL

Mike Wild reflects on another busy month of new releases.

8

UPDATE

The latest news from behind the scenes at Hornby HQ including the first pictures of the Stanier 'Duchess' in colour, a special four-page Bachmann works report, the latest on the Great Electric Train Show and much more. Plus, you could win a special edition Hornby 'OO' gauge Class 50 in our exclusive competition!



18

BILLINGHAM

Middlesbrough Model Railway Club remained close to home in the North East when developing its magnificent 40ft x 11ft exhibition layout based on Billingham, set in the 1950s and '60s.

42

EQUIPMENT GUIDE

Tim Shackleton presents his selection of affordable airbrush consumables and tools, ideal for the preparation, application and cleaning up stages.

48

HORNBY POST

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

50

LITTLE ALLER JUNCTION

It is summer 1963 and Devon is the setting for Chris Morris' busy 'N' gauge layout, based on the famous junction close to Newton Abbot.

64

REALITY CHECK

Built for the Southern Region's Bournemouth line electrification in the 1960s, British Rail's 4-TC units proved to be a useful, long-lived and well-travelled prototype, as Evan Green-Hughes discovers.

92

GOWERTON PARKWAY

Marcus Lambert's 'OO' gauge DCC controlled contemporary layout packs a lot into its 13ft x 8ft size, making for colourful and exciting operation.

102

RAILWAY REALISM

Evan Green-Hughes looks back on 50 years of English Electric's remarkable Class 50s.

106

SHOWCASE

Hornby Magazine presents another selection of your model railway images.

108

SHOW GUIDE

Hornby Magazine's comprehensive guide to forthcoming events.



60 Kernow '4TC' for 'OO'

70 Bachmann 'OO' Class 450 EMU

74 Hornby GWR 'Toad' brake van in 'OO'

76 Oxford Rail 'OO' 'Warwell' wagon

78 Hornby TTS Class 31 for 'OO'

ALSO REVIEWED...

Another busy month of releases from Bachmann, EFE, Graham Farish, Hornby, Kernow Model Rail Centre, Oxford Rail and more.

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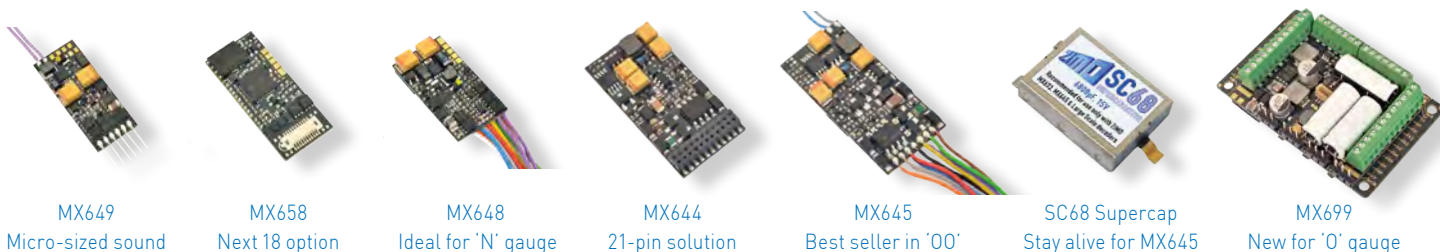
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Twin speaker 2W

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Welcome

THE EDITOR'S PAGE



THIS ISSUE multiple units are firmly in focus with the arrival of two four-car Southern Region units. Headlining the review section are the Kernow Model Rail Centre 4-TC unpowered

1966 introduced unit alongside Bachmann's long awaited model of the Class 450 'Desiro' which made their debut with South West Trains in 2003.

For those with a leaning for multiple units it is a very exciting time when the mundane are taking the lead in model form. The 4-TC and 450 come just two issues after we received Dapol's new Class 122 single-car DMU and head a list of nine more for 'OO' gauge, four in 'N' and three in 'O' gauge.

This take-up of multiple unit modelling means that we are more able to accurately recreate the real railway in miniature, but it is interesting to see the trends too. Diesel units are clearly firm favourites - and why wouldn't they be? They can go anywhere - but they are closely followed by the Southern Region's third-rail electric

units. It is only overhead electric units that haven't really taken off yet and, in 'N' gauge at least, that looks set to change with Revolution Trains Class 390 Pendolino currently in production and to be followed by the 320/321 from the same source and a dual-voltage Class 319 from Graham Farish.

Let's not forget Hornby's Class 800 too which is sure to be a highly popular release in its bi-mode format as they can be run on electrified and non-electrified routes.

This month we've got exciting new and exclusive content from Hornby including the first images of its decorated Stanier 'Duchess' 4-6-2s - you can't see these in any other magazine - plus a whole host of new product reviews which are also exclusive to *Hornby Magazine*. This issue you can read about Hornby's new GWR 'Toad' brake vans, which snuck in under the radar at the beginning of July, together with the new Twin Track Sound RailRoad Class 31, its special edition Class 50 and much more.

Mention of the Class 50 brings me neatly to this issue's theme which celebrates the 50th anniversary of the Class 50s. To mark the occasion we are showing you how to install digital sound in Hornby's model - new and old - as well as recalling the history of these impressive 2,400hp English Electric diesels

in Railway Realism. But don't worry, if 'Hoovers' aren't your thing we've got much more inside too including three fine layouts, hands on projects, extensive product reviews, a detailed works report from Bachmann's summer media day and more.

We are also building up towards the Great Electric Train Show on October 7/8 with announcement of eight more layouts for the show - that's 18 out of the 25 that will be there - with the final additions being revealed next issue. The *Hornby Magazine* team is also swinging into action to prepare our Southern Region exhibition layout Twelve Trees Junction for the show with a total rebuild of the storage yard and potential for expansion of the scenic area too - watch this space.

As always, it has been a fantastically busy month in the world of model railways and it quite clearly doesn't take a break for summer anymore. We hope you enjoy the latest issue.

Mike Wild
Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE THIS AUGUST

WIN A HORNBY CLASS 50

11

Your chance to win a special edition model of the first Class 50 D400 in our exclusive Hornby competition.

FIRST REVIEWS

60

Read all the latest model reviews including our first look at the Kernow 4-TC, Bachmann '450', Hornby 'Toad', Oxford 'Warwell' and more in 'OO' gauge.

CLASS 50 SOUND

86

Paul Chetter goes in search of the perfect sound solution for Hornby's impressive 'OO' gauge model of the Class 50.

FLYOVER TRACKPLANS

34

Mark Chiver's investigates the potential of grade separated junctions with a series of 'OO' scale track plans based on famous real locations from around the railway network.

FIRST PICTURES

All the latest news from Hornby including a first look at the Stanier 'Duchess', an exclusive model for Warley and more.

NORTH EAST STEAM

18

Billingham is Middlesbrough MRC's impressive 'OO' gauge exhibition layout which models the North East in a massive 40ft x 11ft space. Read the full story this issue and see it at the Great Electric Train Show in October.

LATEST NEWS

Read all the latest updates from Bachmann in our special four-page works report covering the Class 90, steam crane, 'J72', 'Birdcage' and Mk 2F carriages, wagon livery samples, new digital control features and much more.

DECORATED 'DUCHESS'



HORNBY has received the first decorated samples of its new Stanier 'Duchess' 4-6-2s encompassing the first three

locomotives for release in 2017. The new 'Duchess', announced at the 2016 Warley National Model Railway Exhibition, is being released in LMS lined crimson as 6231 *Duchess of Atholl* (Cat No.

R3553), BR lined maroon with late crests as 46256 *Sir William A. Stanier FRS* (R3555) and with Twin Track Sound (TTS) in BR lined green with late crests as 46235 *City of Birmingham* (R3509TTS). These first decorated samples will

be subject to revisions including correction of the axlebox printing on 46256. Release is planned for November 2017 with prices set at £189.99 for DCC ready versions and £219.99 for the TTS model of 46235.

The new 'Duchess' features a locomotive drive mechanism, an 8-pin DCC decoder socket and space for a 28mm round speaker in the tender, a semi-permanent coupling between locomotive and tender and a highly detailed body which includes the first ready-to-run version of the final Ivatt 'Duchesses' 46255/46256.

● Visit www.hornby.com for more information.



46235 City of Birmingham will be fitted with Hornby's Twin Track Sound decoder (R3509TTS).

1450 marks Warley 50th exhibition



To mark the 50th Warley Model Railway Club exhibition, Hornby is producing an exclusive limited edition model of GWR '14XX' 0-4-2T 1450. The full-size locomotive, currently resident at the nearby Severn Valley Railway, is to be the centrepiece



at this year's Warley show.

The Hornby model will be a limited edition of 250 pieces and will only be available from participating Hornby stockists at the Warley show on November 25/26. The '14XX' will use the revived product in the RailRoad range as its basis and it will

be decorated in BR lined green with late crests as per the real locomotive.

1450 will be delivered in unique RailRoad packaging with a Warley 50th birthday flash and a certificate of authenticity priced at £44.99. Details of participating retailers will be announced prior to the show.

DEBUTS



Southern 'H' arrives



The third version of Hornby's South Eastern and Chatham Railway Wainwright 'H' 0-4-4T has arrived as a decorated sample, this time turned out in Southern Railway olive green as 1324 (Cat No. R3540).

This version suits the Maunsell era of the 1920s and 1930s and will be DCC ready with an 8-pin socket provided and features detail differences to the SECR version (HM121) and BR black version (HM122).

Differences include later large shank buffers and no air-pump for use with push-pull trains.

All versions of the Wainwright 'H' are currently scheduled for release November 2017 priced at £109.99 per locomotive. The push-pull train pack containing 31551 in BR black livery and a Maunsell push-pull set is priced at £184.99 and due for release with the solo locomotives.

● Visit www.hornby.com for more information.

INSIDE HORNBY®

The latest from Hornby HQ

PECKETT IS FIRST



The first item from Hornby's 2018 range has been revealed as Peckett 'W4' 0-4-0ST 560 in Peckett's works green livery with additional builder lettering along its footplating. Full details of this 2018 item can be found in Hornby's Engine Shed blog on August 10.

SOUTHERN 'Q1' APPROVED

Hornby has received and approved the final sample of its reintroduced Bulleid 'Q1' 0-6-0 as C24 in Southern Railway black livery (Cat No. R3559). The 0-6-0 is due for release in the first quarter of 2018 priced at £109.99.



ETCHED CRESTS FOR GWR HST

Hornby's GWR HST power cars (Cat No. R3510) will be released with etched metal lettering for optional fitting after purchase. The self-adhesive letters have been designed to fit over the printed versions to add a finishing touch.



JUNIOR LINE VIDEO

Hornby is creating a new video to support the launch of its battery powered Junior range and showcase all the features of this new range of products. Check it out at www.hornby.com during August.



COMING UP IN...

THE ENGINE SHED

■ Keep up with the latest from the Hornby development team in the fortnightly online Engine Shed blog. The next blogs will be live on August 10 - the 60th Engine Shed - featuring the first announcements for 2018 followed by a second blog on August 25 with more news from Hornby. Visit www.hornby.com to read the latest blogs.

8 NEW LAYOUTS REVEALED!

THE GREAT ELECTRIC TRAIN SHOW

A S THIS ISSUE GOES ON sale there are just eight weeks to go until the annual *Hornby Magazine* sponsored Great Electric Train Show takes place on the weekend of October 7/8 at the British Motor Museum in Warwickshire. Advance tickets are on sale now offering a discount over on-the-day prices - see page 144 for prices.

Eight new layouts have been announced this month for the show consisting of this issue's cover layout, Billingham - see



Low Hill O Gauge Group's Wick End will be attending this year's show.



Coventry MRC's Anderby Creek will be one of several pre-nationalisation layouts at the show.

GREAT ELECTRIC TRAIN SHOW 2017 LAYOUTS

LAYOUT	PERIOD	SCALE	FEATURED
Anderby Creek	Eastern/1930s	'OO'	Coming soon
Ashdan Junction	Western/1970s	'OO'	HM121
Bere Banks	Western/1970s	'OO'	HM110
Billingham	Eastern/1960s	'OO'	HM123
Chilcompton	S&DJR/1950s	'OO'	HM8
Dydley	Western/1940s	'N'	HM117
Elmfield	Western/1950s	'N'	HM122
Gold Lane	Midland/1990s	'OO'	Coming soon
Kilve	Western/1950s	'OO'	HM113
Kingsbury	Western/1930s	'O'	HM114
Leicester (Belgrave Road)	Eastern/1950s	'OO'	HM121
Much Murkle	Western/1930s	'OO'	HM61
Porth Eithin	Western/1950s	'OO'	HM116
Rannoch	Scottish/2000s	'OO'	HM112
Seven Ash	Western/1970s	'OO'	Coming soon
Tedburn St Mary	Western/1930s	'OO'	HM97
Twelve Trees Junction	Southern/1960s	'OO'	HM97
Wick End	Scottish/1970s	'O'	Coming soon

pages 18-25 - together with Dave Westwood's Elmfield in 'N' gauge (HM122), Redditch MRC's 'OO' Somerset and Dorset Railway model of Chilcompton (HM8) and Darren Berry's Western Region branch line Kilve in 'OO' (HM113). In addition, future *Hornby Magazine* feature layouts consisting of Steve Pike's Western Region 'OO' depot Seven Ash, Peter Griffiths' extended 'OO' 1990s period layout Gold Lane, Low Hill O Gauge Group's Wick End modelling the 1970s in 'O' gauge and Coventry MRC's 'OO' gauge LNER seaside terminus Anderby Creek are confirmed too. The final layouts for the show will be revealed next issue.

This group of new joins the 10 previously revealed layouts

for the show (see panel) which include Leicester (Belgrave Road) from HM121, Kingsbury from HM114 and the return of *Hornby Magazine's* Twelve Trees Junction.

Four demonstrations are confirmed for the event with Alan Buttler's 3D laser scanning stand as well as the 82G Loco Clinic for rolling stock construction, Mick Bonwick for weathering and David Wright for building construction techniques.

Trade stand spaces are full with a list of 30 booked to attend the event including a welcome return to the Great Electric Train Show for Hornby Hobbies. A full list of attending trade stands can be found at www.greatelectrictainshow.com together with venue location, discount advance ticket sales and more.

Steve Pike's Seven Ash is amongst the latest announcements for the 2017 Great Electric Train Show.



Heljan shows Class 07 decoration samples



Heljan has revealed the first decorated samples of its new 'OO' gauge model of the BR Class 07 diesel shunter.

Heljan's 'OO' gauge model will feature an 8-pin DCC decoder socket and be available in eight versions plus a ninth as an exclusive limited edition for Hatton's together with original and air brake fitted locomotives.



Original condition locomotives consist of D2985 in BR green with 'wasp stripes' (Cat No. 2900), D2990 in BR green with 'wasp stripes' (2901), D2992 in BR blue with 'wasp stripes' (2903) and 07010 in BR blue with 'wasp stripes' (2904). Air brake fitted models cover 2993 in BR blue with 'wasp stripes' (2910), 07005 in BR blue with 'wasp stripes' (2911), 07001

in Peakstone yellow (2912), and 07003 in British Industrial Sand white (2913). The Hatton's limited edition version models 07001 with airbrakes in Harry Needle Railroad Company colours (2930).

Prices are set at £139.00 per locomotive with release anticipated in the fourth quarter of 2017.

● Visit www.heljan.dk for more information.

Magiclip coupling family

M&M Models and Dorset Kits has released two further versions of its MagClic couplings for 'O' gauge rolling stock consisting of a pair of swing couplings, which allow hands-free coupling of locomotives to rolling stock, and a pair of adapter

couplings which can be added to three-link wagon couplings to offer magnetic operation. The adapter couplings are priced at £5 per pair and the swing couplings at £8 per pair.

● For full details and videos visit www.modelrailwaywagons.co.uk



COMPETITION

WIN HORNBY'S CLASS 50 SPECIAL EDITION!

HORNBY MAGAZINE'S latest exclusive competition with Hornby offers a superb prize of the manufacturer's special edition Class 50 to mark the 50th anniversary of the English Electric designed Type 4s (Cat No. R3571 - see Reviews, p68-69). It is finished as D400, the first of the class of 50 locomotives, in original BR blue and even has the same headcode as the locomotive carried when it was released from works in 1967. The model is DCC ready with an 8-pin socket and features working

WORTH £170



directional lighting. All you have to do to enter the competition is answer the following simple question by September 25 2017. Even if you don't win, the Class 50 special edition is available from Hornby retailers now.

● Visit www.hornby.com for more information.

How many Class 50s were built? a. 50 b. 60 c. 70

HOW TO ENTER

For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine Class 50 Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Or, visit www.hornbymagazine.com and fill in the entry form or e-mail the same information to

competitions@keypublishing.com with 'Hornby Magazine Class 50 Competition' in the subject field. The closing date for entries is September 25 2017 at 12:00 GMT and winners will be notified no later than October 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.

CONGRATULATIONS TO THE WINNERS OF HORNBY MAGAZINE'S COMPETITIONS:

HM118 - Pair of Hornby Twin Track Sound Railroad Class 20s: James Allen from Bishops Stortford.

HM119 - A Hornby 'K1' 2-6-0 and a rake of 12 21 ton hoppers: John Cherry from Chatham.

HM120 - Hornby TTS 'Castle' and five BR maroon Collett carriages: A Cleaver from Radford Semele.

HM120 - Hatton's GWR '14XX' 0-4-2T and Bachmann autococh: J Woodward from Highbridge.

NEWS IN BRIEF

■ Rapido Trains has announced its movement into 1:76 scale (4mm:1ft) bus models with a scanning event for a Birmingham City Transport (BCT) Guy Arab IV double decker at the Transport Museum in Wythall on July 16. Rapido's specification calls for plastic and metal construction, full interior detail, steerable front wheels with rubber tyres, flush glazing, accurate paint finish and route/destination options. Prices start from £39.95 and release is expected in summer/autumn 2018.

● www.rapidouk.com

■ Huddersfield Railway Modellers Club celebrates its 50th anniversary next month with a special open day on Saturday September 9 at its club rooms in Milnsbridge, West Yorkshire. It has 50 active members, a large area for layout construction and operation, a digital audio visual lounge and a library. The club's 50th annual exhibition is also planned for October 28/29 at Holmfirth Civic Hall.

● huddersfieldrailwaymodellers.weebly.com

■ Dart Castings has added a 1:76 scale vintage tram crew to its range of Monty's Models cast metal figures. Supplied unpainted, the two figures (Cat No. MSV67) represent a motorman and conductor. Priced at £3.20 per pack, they are available now.

● www.dartcastings.com

■ Lumsdale Model Club is a new society for the Matlock district in Derbyshire and is currently seeking new members and suitable premises to meet. The club is holding an open day at St Giles Church, Church Street, Starkholmes, Matlock on September 23/24.

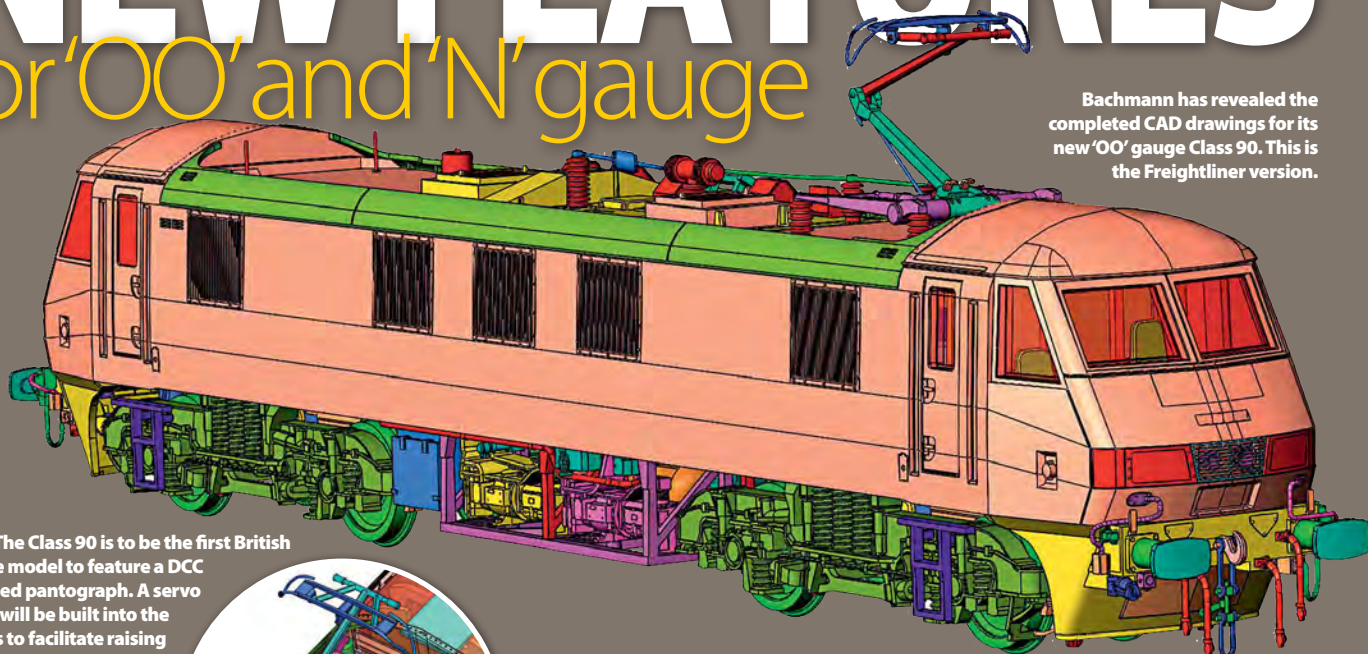
● Call 07733 386194

■ Hatton's has commissioned a pair of limited edition 'O' gauge disc headcode Class 20s from Heljan to mark 60 years since the English Electric Type 1s entered traffic with BR in 1957. The two models will be based on Heljan's 2010-released disc headcode version of the Class 20 in a choice of BR Railfreight 'red stripe' and BR blue liveries. Priced at £599 per locomotive only 100 of each are being made for release at the end of 2017.

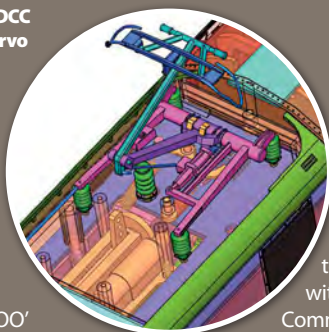
● www.hattons.co.uk

Bachmann reveals NEW FEATURES for 'OO' and 'N' gauge

Bachmann has revealed the completed CAD drawings for its new 'OO' gauge Class 90. This is the Freightliner version.



Circle: The Class 90 is to be the first British outline model to feature a DCC operated pantograph. A servo motor will be built into the chassis to facilitate raising and lowering of the arm at the touch of a button.



locomotive to be fitted with a Digital Command Control (DCC)

operated pantograph consisting of a servo motor built into the chassis which will raise and lower the arm as required.

The Class 90 will also have a removable roof panel for access to the 21-pin decoder socket together with a second removable panel within that for access to switches to control lighting manually. The Class 90 is set to enter the toolroom next.

The long awaited 'OO' gauge BR Mk 2F carriages made their debut as fully operational samples at the media day where Bachmann showcased the inbuilt DCC capabilities for the DCC fitted versions of the vehicles. This includes working tail lamps with a choice of battery operated flashing lamp or permanent oil lamp with the option for DCC control, function operated interior lighting with the ability to turn the guard's compartment lights on independently, cab lighting for the Driving Brake Second Open (DBSO) together with directional head and tail lights.

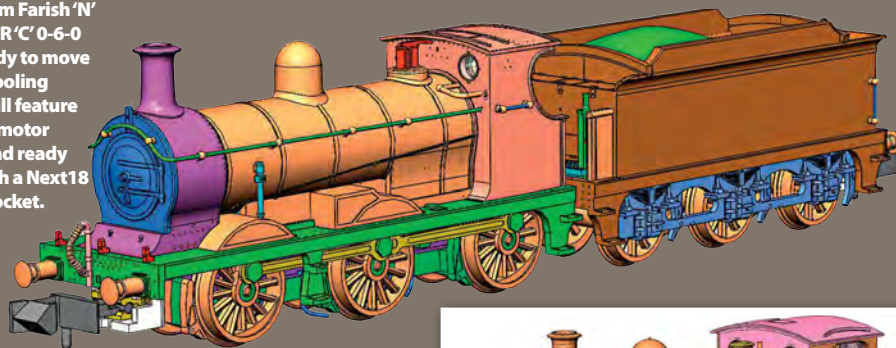
The built-in decoder system

has six functions and will accept four-digit addressing. Vehicles can be programmed individually or in rakes through the multi-function arrangement of the decoder and what each function operates. All the lighting features will operate on analogue, but only the tail lamp can be controlled manually – all other lights will be permanently illuminated on analogue. Work has also now started on the 'N' gauge Mk 2F carriages.

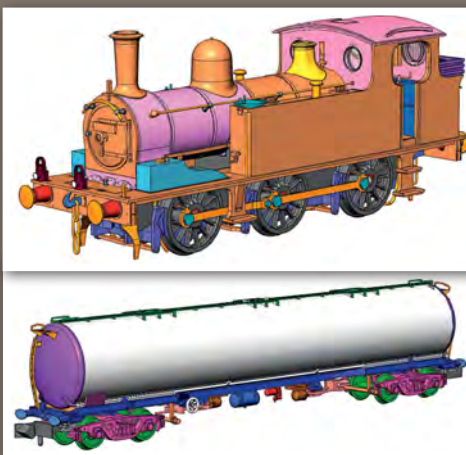
Bachmann's new chassis project for the Worsdell J72 0-6-0T has now been confirmed as a full re-tool which will see a brand new model of the North Eastern Railway tank engine produced for 'OO' gauge.



The Graham Farish 'N' gauge SECR 'C' 0-6-0 is now ready to move onto the tooling stage. It will feature a coreless motor and a sound ready tender with a Next18 decoder socket.



Right: The LNER 'J72' 0-6-0T has been confirmed as a complete re-tool by Bachmann. This is the latest CAD drawing for the early BR period version.



Below: CAD drawing work is approaching the closing stages for the Ransomes and Rapier 45ton steam crane in 'OO' gauge.



Above: The new 'N' gauge TEA bogie tanker has progressed through the CAD drawing stage and is ready for tooling to start.



The new model will cater for North Eastern Railway, London North Eastern Railway and early and late BR period locomotives including different chimneys, cab window guards, smokebox darts, buffer styles and more. It will also be equipped with a Next18 decoder socket and a glowing firebox which, under DCC control, will replicate the draw on the fire from the exhaust.

The London Brighton & South Coast Railway (LBSCR) 'Atlantic' project has been delayed by a revision to the tooling to correct the rear driving wheel splasher profile, meaning that Bachmann now expects this model to arrive in the first quarter of 2018.

For 'N' gauge Bachmann showcased the latest sample of its Class 40 with DCC sound on board. This model will feature 28 sound functions including cold and warm start options, horns, braking, speed lock – to allow the speed to be maintained and the engine sound adjusted on the throttle to simulate changes in engine sound without speed changes – and, a first for British outline 'N' gauge, independent operation of the taillights. The latter means that the locomotive can be coupled up to a train with head and taillights illuminated, and once coupled up the taillights can be extinguished via the decoder.

During the media event, Bachmann also showcased the current CAD drawings for its SECR 'C' 0-6-0 and 100ton TEA tanker for 'N' gauge together with new drawings for its in-development 'OO' gauge models covering the 75ton Ransomes and Rapier steam crane and Speedfreight BA container. Also revealed were the final drawings for the Cromwell tank which will be available as a load for the Bachmann 'OO' gauge 'Warflat' wagon. This will be produced in plastic and will feature magnets inside to hold it in place on the 'Warflat' deck.

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



The first engineering samples of Bachmann's new Mk 2F stock showcased the vehicle's lighting features, all of which can be controlled using built in DCC decoder boards.

EFE rebrand and revival



BACHMANN will be launching a new packaging design for its Exclusive First Editions (EFE) 1:76 ('OO') scale range of road vehicles following acquisition of the brand, tooling and stock in October 2016.

The new packaging style will incorporate a 1960s era map of the Hinckley area to support the brand's new Leicestershire base together with a change to the background colour of the EFE logo.

Bachmann has confirmed its strategy for the business which will consist of releasing one new die-cast bus model per month whilst also examining revisions of existing tooling and considering new tool products for the future.

The initial wave of releases covers a Bristol VRT II in British Rail Engineering and Training vehicle livery (Cat No. E38119), a Ribble maroon Leyland Atlantean with Metro-Cammell body (E16540) and a twin pack of London Transport Leyland Titans to commemorate the 1983 Aldenham Works open day (E99938).

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



'OO' GAUGE BR MK 2F CARRIAGES



IN THE WORKS

Bachmann products in pictures

'N' GAUGE 'BIRDCAGE' FIRST SAMPLES



Bachmann has received the first full samples of its new Graham Farish 'N' gauge 'Birdcage' carriages to offer a three-car set.

A side profile of the 'N' gauge 'Birdcage' Brake Third engineering sample.



63FT CARFLAT SAMPLES FOR 'OO'



Above: First samples of the new 'OO' 63ft Carflats encompass detail differences between vehicles including B1 and B4 bogies. This version is fitted with B1 bogies.

Below: In profile, the sample shows the underframe trusses and brake fittings.





These are the first engineering samples of the new 'OO' gauge BR Mk 2F carriages including the First Open (FO), Restaurant First Open (RFO), Brake Second Open (BSO), Tourist Second Open (TSO) and Driving Brake Second Open (DBSO). All feature working lighting functions including optional working tail lamps - both oil and battery types.



Side profile of the Mk 2F Brake Second Open for 'OO'.

Each Mk 2 will come with a choice of oil or battery powered tail lamps which can be fitted after purchase. On board circuits will allow correct lighting configuration for the two lamp types.



'OO' GAUGE 'BIRDCAGE' DECORATED SAMPLES

Southern Railway lined green 'Birdcage' Brake Third 3446 shows the detail finish of the livery to be applied to these new 'OO' gauge carriages.

The South Eastern & Chatham Railway fully lined dark lake livery is applied with digital and tampo printing on the new 'Birdcage' stock for greater accuracy.



A close-up of the guard's compartment on the SECR 'Birdcage' Brake Third for 'OO'.

DECORATED 'OO' FREIGHTLINER FLATS



Left: The eagerly awaited Freightliner flats have debuted in fully decorated condition with Bachmann. This is an FGA outer vehicle twin pack (Cat No. 38-625) loaded with Freightliner liveried 20ft containers.

Right: Centre vehicles are being sold separately to allow accurate five-car sets to be formed. This is the FFA (38-628) loaded with Freightliner 30ft containers.



'OO' POT STOWAGE VANS



Decorated samples of the POT Stowage vans have been received covering BR blue and grey and later Royal Mail liveries. This is the BR blue and grey version (39-755) suitable for the late 1960s and 1970s era.

TEAK EFFECT 'OO' THOMPSONS STEP FORWARD



Bachmann has received samples of the faux teak steel panelled Thompson carriages which have a highly detailed version of the fake wood effects applied to the real vehicles. This is the Corridor Brake Third (34-460).

This sample of Thompson Corridor Third shows the panelling and wood grain effects (34-385).

GAUGEMASTER.com

The Online Home of The Engine Shed



DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95



DCC02 Prodigy Advanced2 System £299.95

DCC04 Prodigy Advanced2 Wireless System £479.95

DECODERS

DCC18 OMNI Next18 Decoder £19.95

DCC22 CLASSIC 2 Function Micro £26.95

DCC23 CLASSIC 6 Pin Plug-in Decoder £26.95

DCC26 Compact 8 Pin Decoder w/Harness £15.95

DCC27 OMNI 21 & 8 Pin Decoder £19.95

DCC28 OMNI 6 Pin Decoder with Harness £22.95

DCC29 OMNI Direct Plug Decoder £20.95

BPDC27 OMNI 21 & 8 Pin Decoder (5) £99.95

BPDC28 OMNI 6 Pin with Harness (5) £99.95

BPDC29 OMNI Direct Plug Decoder (5) £94.95

DCC30 Accessory Decoder 4 Accessories £64.95

DCC ACCESSORIES

DCC11 Prodigy Extension Plate £42.95

DCC13 Prodigy Adv2 Wireless Walkaround £189.95

DCC14 Prodigy Adv2 Backlit Walkaround £139.95

DCC15 "Decoder Doctor" Decoder Tester £89.95

DCC40 Auto Reverse Module £44.95

DCC49 Prodigy DCC Booster Unit 8 Amp £199.95

DCC50 Prodigy Wireless Conversion Set £269.95

DCC55 Prodigy Wired Computer Interface £64.95

DCC60 Spare plug for Prodigy £3.95

DCC61 Medium NEM 652 Socket (5) £3.95

DCC62 Prodigy Universal Lead (2m) £5.95

DCC63 Prodigy Adv Power Supply Unit £27.95

DCC64 Prodigy Power Pack Lead £7.25

DCC65 Prodigy Express Power Supply Unit £27.95

DCC66 Controller Caddy £6.95

DCC70 Prodigy Decoder Tester £10.50

DCC72 8 to 21 Pin Adaptor £4.75

DCC77 Prodigy Walkaround Adapter £9.95

DCC AUTOFROG

DCC80 DCC Autofrog £5.95

BPDC80 DCC Autofrog (3) £14.95

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 extra 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-EM1 N Electro Magnetic Uncoupler £9.95

GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES

GMC-COMBI Single Track Controller £42.95

GMC-100M Single Track £89.95

GMC-100MD Single Track O Scale £89.95

GMC-101LGB Single Track G Scale £104.95

GMC-101LGBSF Single Track G Scale Fan £179.95

GMC-P Single Track Simulation £99.95

GMC-PO Single Track Simulation O Scale £109.95



GMC-D Twin Track £99.95

GMC-DO Twin Track O Scale £179.95

GMC-DS Twin Track Simulation £179.95

GMC-TS Three Track Simulation £179.95



GMC-Q Four Track £189.95

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £37.95

GMC-100-O Single Track O Scale £47.95

GMC-100LGB Single Track G Scale £57.95

GMC-U Single Track Simulation £47.95

GMC-UF Single Track Feedback £62.95

GMC-UO Single Track Simulation O Scale £57.95

GMC-UO Twin Track £57.95

GMC-UDF Twin Track Feedback £62.95

GMC-UDS Twin Track Simulation £72.95

GMC-UTS Three Track Controller Sim. £82.95

GMC-UQ Four Track £87.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95

GMC-HH Single Track Feedback £39.95

GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16v AC £49.95

GMC-M1DC Output 2 x 12v DC £54.95

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

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

GMC-M4 Output 2 x 12v AC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

GMC-WM1 Output 1 x 16v AC or 12v DC £20.95

GMC-WM2 Output 1 x 9v DC (0.6a) £15.95

GMC-WM3 Kato Unitrack UK Power Supply £15.95

GMC-WM4 Output 12v DC (Regulated) £15.95

OPEN TRANSFORMERS

GMC-T1 Output 2 x 16v AC (1a) £27.95

GMC-T2 Output 1 x 18v AC (2.5a) £27.95

GMC-T3 Output 1 x 24v AC (1.25a) £27.95

GMC-T4 Output 2 x 12v AC (1a) £27.95

MODULES

GMC-SS1 Super Shuttle Unit £34.95

GMC-SS1LGB Super Shuttle Unit G Scale £44.95

GMC-SS2 Station Stop Unit £39.95



GMC-CDU Capacitor Discharge Unit £13.95

UNCOUPLERS

GMC-EM1 N Electro Magnetic Uncoupler £9.95

GMC-EM2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES

GMC-PM50 Connection Boxes (3) £3.95

GMC-PM51 Tripled Point Motor Wire 10m £7.95

GMC-PM52 Point Motor Accessory Pack £2.95

GMC-PM53 Harnesses for PM100 (2) £3.95

GMC12 Hole Saw & Arbor for Motor Fitting £3.50

POINT MOTORS



GMC-PM1 SEEP Motor with Built-In Switch £5.75

GMC-PM2 SEEP Motor No Switch £5.25

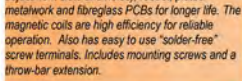
GMC-PM3 SEEP Motor Latching Mechanism £6.50



GMC-PM10 Solenoid Point Motor £6.95

GMC-BPMM10 Solenoid Point Motor (5) £29.95

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



GMC-PM100 Digital Solenoid Point Motor £18.95

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



GMC-PM20 Surface Mount Point Motor £9.95

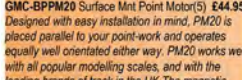
GMC-BPMM20 Surface Mnt Point Motor(5) £44.95

Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high-efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



PM20 Digital Surface Mount Point Motor £22.95

All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



TRACK

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

GMC-HF1 Single Track Unit £39.95

GMC-HF2 Double Track Unit £49.95



PM20 Digital Surface Mount Point Motor £22.95

All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



AXLE-HUNG TRACK CLEANING PADS

GM37 OO/HO Track Cleaning Pads (3) £5.95

GM39 N Track Cleaning Pads (3) £5.95

TRACK TESTER

GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Bk Flexi Track (100) £315

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

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

GM97 900mm N/Silver Bk Flexi Track (100) £315

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

OO SCALE TRACK ACCESSORIES

GM45 OO/HO Re-Railer £5.50

GM54 OO Buffer Stop £1.95

BPGM54 OO Buffer Stop (5 Pack) £8.75



MEADOW MATS

GM140 Meadow Mat - Spring 6mm Grass £9.75

GM141 Meadow Mat - Meadow 6mm Grass £9.75

GM142 Meadow Mat - Spring 12mm Grass £12.75

GM143 Meadow Mat-Meadow 12mm Grass £12.75

GM147 Meadow Mat - Beige 6mm Grass £9.75

GM148 Meadow Mat - Beige 12mm Grass £12.75

N SCALE FLEXIBLE TRACK

GM96 900mm N/Silver Bk Flexi Track (24) £64.95

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

N SCALE TRACK ACCESSORIES

GM46 N Re-Railer £2.95

GM53 N Scale Buffer Stop £4.95

BPGM53 N Scale Buffer Stop (Pack of 5) £22.50

GM57 N Lit Buffer Stop on Track £9.25

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

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

OO GREY BALLASTED UNDERLAY SYSTEM



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

GM117 OO/HO Granite Ballast (200g) £2.65

GM200 Flexible Ballasted Underlay (5m) £23.95

GM204 Point & Crossing Ballasting Kit £8.25

OO BROWN BALLASTED UNDERLAY SYSTEM

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

GM120 Flexible Ballasted Underlay (5m) £23.95

GM214 Point & Crossing Ballasting Kit £8.25

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g) £3.75

GM118 N Granite Ballast (200g) £2.65

GM201 N Flexible Ballasted Underlay (5m) £23.95

GM205 N Point & Crossing Ballasting Kit £8.25

N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75

GM211 N Flexible Ballasted Underlay (5m) £23.95

GM215 Point & Crossing Ballasting Kit £8.25

OO SCALE CORK TRACKBED SYSTEM

GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25

GM252 3mm Cork Plates 15 x 50cm (2) £4.75

GM240 For RH Sectional Points (2) £4.50

GM241 For LH Sectional Points (2) £4.50

GM244 For RH Sectional Curved Points (2) £4.50

GM245 For LH Sectional Curved Points (2) £4.50

GM247 For Y Sectional Points (2) £4.50

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25

GM232 2mm Cork Plates 15 x 50cm (2) £4.75

GM225 For RH Sectional Points (2) £4.25

GM226 For LH Sectional Points (2) £4.25



STARTER PACK

GM-SS1 Super Shuttle Unit £34.95

GM-SS1LGB Super Shuttle Unit G Scale £44.95

GM-SS2 Station Stop Unit £39.95



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.75

GM119 Fine Plaster of Paris (1kg) £3.95

GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £7.75

GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £11.75

GM167 Balsa Bundle 50 x 76 x 229mm £2.95

GM168 Balsa Bundle 75 x 150 x 450mm £11.95

GRASS & GRAVEL MATS

GM20 Spring Grass Mat 100cm x 75cm £7.95

GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass Mat 100cm x 75cm £7.95

GM23 Gravel Mat 100cm x 75cm £5.95

GM38 Spring Grass Mat 240cm x 120cm £34.95



PLANTS

GM140 Meadow Mat - Spring 6mm Grass £9.75

GM141 Meadow Mat - Meadow 6mm Grass £9.75

GM142 Meadow Mat - Spring 12mm Grass £12.75

GM143 Meadow Mat-Meadow 12mm Grass £12.75

GM147 Meadow Mat - Beige 6mm Grass £9.75

GM148 Meadow Mat - Beige 12mm Grass £12.75

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.95

GM169 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.45

GM171 Summer Grass Flock (30g) £3.45

GM172 Moorland Grass Flock (30g) £3.45

GM173 Meadow Grass Flock (30g) £3.45

GM174 Woodland Floor Grass Flock (30g) £3.65

BUDGET SCATTERS

GM181 Meadow Scatter (50g) £1.95

GM182 Mid Green Scatter (50g) £1.95

GM183 Dark Green Scatter (50g) £1.95

GM185 Spring Green Scatter (50g) £1.95

GM186 Earth Brown Scatter (50g) £1.95

GM189 Black Scatter (



STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95
GM414 Fordhampton Bridge £12.95

KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House £4.75
GMKD02 Shop £4.75
GMKD03 Bungalow £4.00
GMKD04 Church with Porch £6.50
GMKD05 House/Shop Unit with Glazing £7.25
GMKD06 Two Shop Unit with Glazing £7.25
GMKD07 Four House Unit £7.25
GMKD08 Country Station £9.50
GMKD09 Station Buildings £9.50
GMKD10 Island Platform with Flat Canopy £9.00
GMKD11 Flat Canopy £6.50
GMKD12 Small Signal Box £7.00
GMKD13B Farm Rail Fencing Brown £3.50
GMKD13W Farm Rail Fencing White £3.50
GMKD14 Telegraph Poles £3.50
GMKD15 Windows Doors & Gutters £4.75
GMKD16 Platforms (2) £3.25
GMKD17 Platform Ramps (2) £2.75
GMKD18 Station Yard Huts £3.75
GMKD19 Weighbridge & Office £4.75
GMKD20 Coal Office £3.75
GMKD21 Level Crossing/Keepers Cottage £6.50
GMKD22 Four Greenhouses £3.50
GMKD23 Two Domestic Garages £3.50
GMKD24 Water Tower £4.25
GMKD25 Corner Shop £5.00
GMKD26 Corner Pub £5.00
GMKD27 Three Storey Townhouse £6.50
GMKD28 Three Storey Town Shop £6.50
GMKD29 Modern Station £8.75
GMKD30 Modern Station Waiting Room £6.25
GMKD31 Station Masters House £7.00
GMKD32 Pair Pre War Semi Det. Houses £8.00
GMKD33 Boilerhouse & Chimney £7.00
GMKD34 Stable Block £4.25
GMKD35 Cow Shed £4.00
GMKD36 Barn £6.50
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £8.25
GMKD39 Modern Industrial Unit £6.50
GMKD40 Modern Fire Station £8.00
GMKD41 Platforms Wide (2) £3.75
GMKD42 Platform Ramps Wide (2) £3.25
GMKD43 Goods Shed £6.50
GMKD1000 Town Station £17.95
GMKD1001 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/GM452/GM453) - pack sizes vary from the 4mm versions though
GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.75
GMKD53 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95

LIGHTING

OO SCALE LAMPS & LIGHTING

Fine detail scale lamps with prototype post extensions and light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Gm (3) £13.95
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
GM809 T/Post Gas Lamps GWR Stone (3) £13.95
GM810 T/Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Black (2) £13.95
GM821 W/Mounted Swan Neck SR/BR Gm (2) £13.95
GM822 W/Mounted Swan Neck LMS Mm (2) £13.95
GM823 W/Mounted Swan Neck GWR Stone (2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Green (2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon (2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone (2) £13.95
GM829 Modern Sgl Head Adjustable Lamp (4) £15.95
GM830 Modern Oil Head Adjustable Lamp (3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two matching wall lamps with prototype post extensions as well as 6 prototype white LEDs for building interiors and all required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp SR/BR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
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GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp SR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM870 Modern Sgl Head Adjustable Height £32.95
GM880 Modern Oil Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £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) £4.95

TOOLS

MODEL RAILWAY MAINTENANCE

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



GAUGE LASER CUT KITS

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GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.75
GMKD53 Garden Sheds (2) £6.00

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TRACK RUBBERS

GM26 Track Rubber £32.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £10.95
GM610 Double Ended Pin Vice £3.95
GM611 Sawset 1 w/ Scalpel Handle £5.50
GM612 Trim-away Knife £5.95
GM613 Stainless Steel Scalpel & Blades £1.95
GM614 Disposable Knife Set (3) £6.95
GM617 Pick-Up Tool £4.25
GM618 Magnifier Tweezers £4.25



GM620 Flexible Model Sanders (3) £2.95
GM621 Locking forceps Curved £7.50
GM622 Hot Wire Cutter for Scenic Modelling £19.95
GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Tap Pin Vices £6.95
GM625 Curved Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £3.95
GM628 Mini Hobby Hammer £3.95
GM629 Cutting Discs (10) £5.50
GM630 Screw Top Mandrels (3) £5.50
GM631 Slicing Discs (10) & Mandrel £6.25
GM632 Budget Needle File Set £4.75

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GM633 Glass Fibre Pencil 4mm £7.50
GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £6.95
GM636 2mm G/Fibre Refills (5) £6.95
GM637 Modelling Scissors £16.50
GM638 Cutting Brushes 0.6-2.0 £6.95
GM639 150mm (5") Steel Rule £6.95
GM640 Archimedian Drill Stock £6.95
GM641 HSS Jobbers Drills 0.5 (5) £3.95
GM642 HSS Jobbers Drills 0.8 (5) £3.95
GM643 HSS Jobbers Drills 1.0 (5) £3.95
GM644 HSS Jobbers Drills 1.2 (5) £3.95
GM645 HSS Jobbers Drills 1.5 (5) £3.95
GM646 HSS Jobbers Drills 1.8 (5) £3.95
GM647 HSS Jobbers Drills 2.0 (5) £3.95
GM648 Microbox Drills 0.3-1.8 £10.95
GM649 Microbox HSS Twist Drill Bits 61-80 £3.95
GM650 HSS Jobbers Drills 0.3 (5) £3.95
GM651 HSS Jobbers Drills 0.4 (5) £3.95
GM652 HSS Jobbers Drills 0.6 (5) £3.95
GM653 HSS Jobbers Drills 0.7 (5) £3.95
GM654 HSS Jobbers Drills 0.9 (5) £3.95

WIRE

GM09RB Twinned Wire Red/Black (10m) £5.95
GM10 Wire Red/Black/Green (10m of each) £5.95
GM11BK Wire Black 7 x 0.2mm (10m) £2.15
GM11BL Wire Blue 7 x 0.2mm (10m) £2.15
GM11BN Wire Brown 7 x 0.2mm (10m) £2.15
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GM11W Wire White 7 x 0.2mm (10m) £2.15
GM11Y Wire Yellow 7 x 0.2mm (10m) £2.15
BPGM11BK Black Wire 7 x 0.2mm (100m) £7.95
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GM12 Pair Connecting Leads (Pin/Bare Wire) £4.95
GM14 Crimped Pin Terminals (6) £2.95
GM15 Ring Terminals (6) £1.95
GM16 Pair Connecting Leads (Pin/Pin) £4.95
GM28 Crocodile Clips Red/Black Pair £1.75
GM29 Knob for Rotary Switches & Pots £2.85
GM40 1.5a Rectifier £4.95
GM41 Thermal Cut-Out 1 Amp £3.95
GM42 Thermal Cut-Out 2.5 Amp £3.95
GM74 1a Diodes for PCU/SS1 (20) £2.45
GM75 PS5-5-Way Din Plug/Socket £1.95
GM77 12-Way Poly Terminal Block £1.95
GM79 2.1mm Socket for WM1 Transformer £1.95
GM89 Pack of 5 Amp Fuses (5) £2.75

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SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron £16.95
GM681 25W 230V Soldering Iron £17.95
GM682 40W 230V Soldering Iron £19.95
GM685 15W No.6 Tip £3.95
GM686 15W No.8 Tip £3.95
GM687 25W No.6 Tip £3.95
GM688 25W No.7 Tip £3.95
GM689 25W No.8 Tip £3.95
GM690 40W No.6 Tip £3.95
GM691 40W No.7 Tip £3.95
GM692 40W No.8 Tip £3.95

SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g) £4.45
GM02 Solder 180 degrees (20g) £4.45
GM03 White Metal Flux £6.25
GM04 Brass Flux £6.25
GM05 Non Acid Safety Flux £6.50
GM06 Solder Wire 145 Degrees £4.95
GM09 Desoldering Pump £3.95

ELECTRICS

SWITCHES

GM501 Slide Switch DPDT £1.70
GM502 Slide Switch DPDT (C/Off) £1.70
GM503 Toggle Switch SPST £2.35
GM504 Toggle Switch DPST £2.65
GM505 Mini-Toggle DPDT (C/Off) £3.15
GM506 Mini-Toggle SPST £2.75
GM507 Mini-Toggle SPST £2.45
GM508 Mini-Toggle SPST £2.45
GM509 Mini-Toggle SPDT (C/Off) £2.45
GM510 Mini-Toggle for Point Motors £2.70
GM511 Mini-Toggle for G Point Motors £2.70
GM512 Push to Break Black (5) £2.85
GM513 Push to Make Black (5) £2.85
GM514 Push to Make Blue (5) £2.85
GM515 Push to Make Green (5) £2.85
GM516 Push to Make Red (5) £2.85
GM517 Push to Make White (5) £2.85
GM518 Push to Make Yellow (5) £2.85
GM519 Rotary Switch 1 Pole 12 Way £2.85
GM520 Rotary Switch 2 Pole 6 Way £3.75
GM521 Rotary Switch 3 Pole 4 Way £3.75
GM522 Rotary Switch 4 Pole 3 Way £3.75
BPGM501 Slide Switch DPDT (25) £12.95
BPGM502 Slide Switch DPDT (C/Off) (25) £12.95
BPGM503 Toggle Switch SPST (25) £34.95
BPGM504 Toggle Switch DPST (25) £42.95
BPGM505 Mini-Toggle DPDT (C/Off) (25) £44.95
BPGM506 Mini-Toggle SPST (25) £42.95
BPGM507 Mini-Toggle SPST (25) £34.95
BPGM508 Mini-Toggle SPST (25) £34.95
BPGM509 Mini-Toggle SPDT (C/Off) (25) £34.95
BPGM510 Mini-Toggle for Point Motors (25) £44.95
BPGM511 Push to Make Black (25) £9.95
BPGM512 Push to Make Blue (25) £9.95
BPGM513 Push to Make Green (25) £9.95
BPGM514 Push to Make Red (25) £9.95
BPGM515 Push to Make White (25) £9.95
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GM79 2.1mm Socket for WM1 Transformer £1.95
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LIGHTING

GM61 Micro LED White (4) £7.95
GM62 Micro LED Red (4) £7.95
GM63 Micro LED Blue (4) £7.95
GM64 Micro LED Orange (4) £7.95
GM69 Grain of Wheat Bulb 12v Yellow (5) £3.95
GM70 Grain of Wheat Bulb 12v Red (5) £3.95
GM71 Grain of Wheat Bulb 12v Clear (5) £3.95
GM72 Grain of Wheat Bulb 12v Green (5) £3.95

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Billingham

BILL STEPHENSON describes Middlesbrough MRC's 'OO' gauge exhibition layout depicting Billingham station and its approaches from 1955 to 1963 – which is soon to be seen at the Hornby Magazine Great Electric Train Show in October.

PHOTOGRAPHY, MIKE WILD



'WD' 2-8-0
90445

clanks past the
distinctive signalbox
at Billingham with a
mixed rake of pipe
carrying wagons.



SCALE
'OO'SIZE
40ft x 11ftPERIOD
1955-1963CONTROL
ANALOGUE

BILLINGHAM was a small station on the line between Stockton and Newcastle using the route up the Durham coast via Hartlepool. Whilst this only provided a

limited passenger service, a wide range of freight trains passed through Billingham. Some of these were travelling to and from the Durham coalfields and other mineral extraction areas, whilst others were using the Haverton Hill branch line to access the shipyards, chemical plants and the coal fired power station on the north bank of the River Tees.

The layout is a representation of Billingham station and the immediate area in the period 1955 to 1963 prior to the station being moved to a new location further to the north of the town. The usual restrictions in length of baseboard meant there had to be a significant shortening of the actual track formation to get all the points of interest onto the layout.

However, in view of the short length of the station platforms it was found possible to model the section between the very prominent Davis Bridge and the level crossing, which included the station almost to scale. The section to the south represents the track on the embankment towards Norton while to the north we have a short section of the built-up area which included the junction to Haverton Hill.

The layout was planned by members of the Middlesbrough Model Railway Club during the early 1990s. Building commenced in its clubroom located »



at the Newport Settlement Centre in Middlesbrough. Work on the layout progressed quite quickly at first but interest waned and the layout was put to one side. Work recommenced in the early 2000s when several new members joined the club and were keen to develop their modelling skills and see the layout completed.

The layout, which measures 40ft x 11ft, is made up of 18 baseboards each 5ft x 3ft. The size alone made it difficult to work on, as it was only possible to erect a maximum of three boards at any one time in the clubroom. That's the outline of the layout, so before we continue with details of its construction, a journey down the line might be helpful.

On a warm summer's afternoon in the late 1950s, a tired looking 'WD' 2-8-0 moves slowly down the Durham coast line. Behind the locomotive is a long line of 16ton mineral wagons loaded with coal from the Durham coalfields destined for the Midlands. The train is heading through Hartlepool, Billingham and Stockton as it makes its way towards the East Coast Main Line at Northallerton.

Leaving Hartlepool, we join the train as it enters the outskirts of Billingham, passing under the Marsh House Avenue road bridge. Turning right towards Billingham station we pass a row of pigeon lofts (or crees as they are called



The row of pre-fabricated houses are highly detailed and each has a different finish to its garden.

in these parts) on the right-hand side. A row of empty bogie bolsters fills the siding on the left between us and the buildings of Pond House. In the distance beyond Pond House we can see a goods train standing on the branch line from Haverton Hill, waiting its turn to pass through Billingham Junction. Our train has clearance so we proceed through the junction and on to Billingham station.

As we leave the junction, the train

passes a row of prefabricated bungalows on the left. (These prefabricated bungalows were built just after the Second World War, and albeit heavily modernised they are still in use today). On the right-hand side, the terraced houses making up Cotswold Crescent fill the skyline. At this time of year, the gardens of both the prefabs and the terraced houses are a remarkable sight. Flowers and vegetables grow



**LNER 'A3' 4-6-2
60035 Windsor**

**Lad speeds through
Billingham with an
express working formed
of Mk 1 stock.**





Billingham's station buildings are fabulously detailed with period signage and aged brickwork.

in abundance, although one or two of the gardens are in need of attention.

We move steadily forward, passing over the level crossing with the usual traffic standing on both sides and enter the station. The tall signal cabin looms over us on our left whilst to our right we can see the Station Hotel. Along with a number of parked cars, a sports car towing a caravan is receiving attention from the AA. The station platforms are quiet this

time of day; however, the usual group of trainspotters are in their favourite spot at the end of the down platform. They give us a wave as we proceed past the goods and coal yard on the right.

Up ahead looms the impressive Davis Bridge, recently opened as part of a new bypass to take the A19 across the railway. As we pass under the bridge, the land falls away on both sides and we proceed along a high embankment

across the Billingham Beck valley.

Turning right towards Norton and Stockton, we end our part of the journey, leaving the train to continue on its way to join the East Coast Main Line.

CONSTRUCTION

Back to the layout. Baseboards are of all plywood construction. These are fitted with location dowels to ensure accurate track alignment when bolted together. Four of the boards within the scenic section are double level to allow the track to run along a substantial embankment. These boards had to be specially adapted to meet this requirement.

The track in the scenic section is C&L code 75 flexible track with Peco code 75 points and crossings, whereas the track in the storage yards is all Peco code 100. All points are operated by Tortoise slow action point motors located under the baseboards.

Once the track was laid and the wiring complete, the layout was extensively tested prior to any ballasting being carried out. Once we were satisfied that all problems had been identified and corrected, the ballasting commenced. Fine granite chippings were carefully positioned within the track area and along the shoulders. In a variation to the standard method of using dilute PVA, the club followed its normal »



procedure of using French polish to fix the ballast in place. This method allows damaged track to be easily removed by just adding methylated spirit to the affected area. The ballast can then be removed to allow track or points to be replaced. Once ballasted, the track sides and ballast were painted with suitable colours to fit in with the steam era.

The storage yard is made up of 14 tracks allowing the storage of 28 separate train formations. As one train leaves the yard to enter the scenic section the one behind it automatically moves up making space for its return.

The layout is wired for analogue control using eight KPC handheld controllers. These control both the scenic section and the automatic shuffle system in the storage yard. Three separate transformer

units provide power to the three control positions on the layout. Two of these panels control movement in and out of the storage yard and around the scenic section. The other acting as the signalbox sets the route and selects the colour coded controller for that route. Multi-pin D connectors are used to both connect boards together and transfer power from the control boxes.

ROLLING STOCK

All stock on the layout is owned by members of the model railway club. A typical sequence of trains passing through the station has been developed using records from the signalbox in the late 1950s. Members were then invited to provide one or more trains for use on the layout based on the list. Sadly

the number of members supplying stock has fallen over the years and we now rely on just three members to provide the complete layout stock.

The train formations are mainly freight with a small number of passenger trains, both suburban and express depending upon their destination. The type of freight trains depended upon their source and destination, from the humble pick-up goods to the raw materials and specialised products being transported to and from the various industries on Teesside. We have endeavoured to cover as wide a range as possible. The Darlington depot engineer's train (including crane) together with a ballast train also feature.

The locomotives that were seen at Billingham were predominately freight engines but various 'Pacifics' and other »





This scratchbuilt cottage is modelled on the real structure flanked by the railway on both sides.



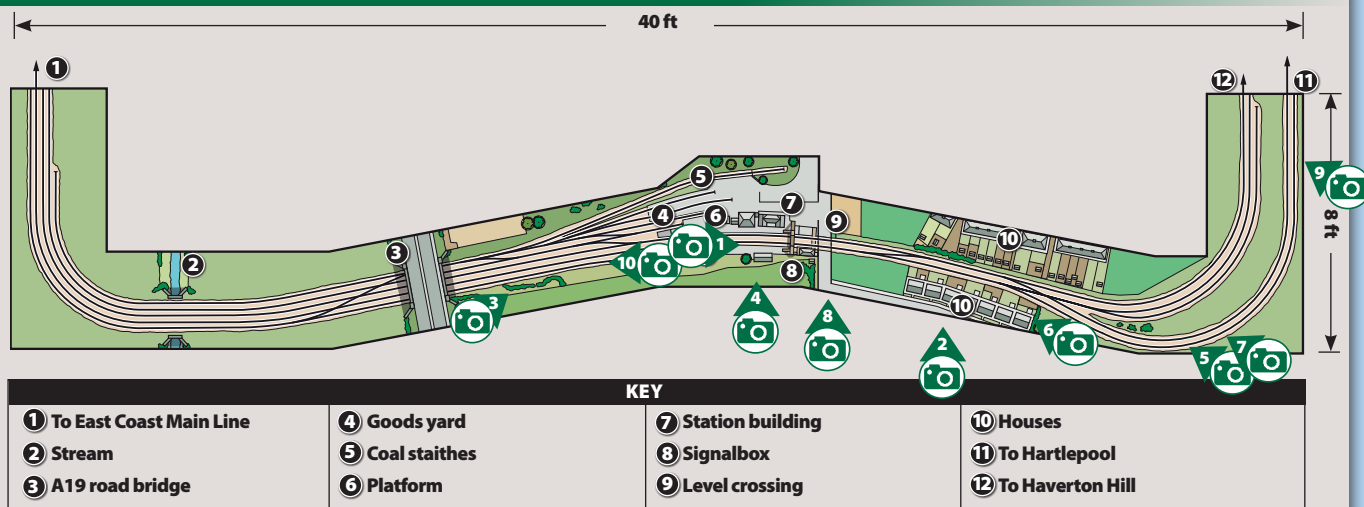
Garden detailing is outstanding on all of the houses with each having a unique finish.



A Thompson 'B1' 4-6-0 leads a block working of dolomite containers through the junction at Billingham.



BILLINGHAM TRACK DIAGRAM (Not to scale)



mixed traffic locomotives along with the early diesels could also be spotted. Therefore, with some research and the availability of many photographs the selection made has included a good mixture of types, including 4-6-2 tender and tank locomotives, 4-4-0s, 'Moguls', the aforementioned 'WD' 2-8-0s, 2-6-2s, a Diesel Multiple Unit and Type 2-4 diesels. These are a mixture of off-the-shelf models (some modified) and kits.

BUILDINGS AND SCENERY

Almost all the buildings on the layout are scratchbuilt using a mix of materials from timber to the modern plastic construction materials now available. Exceptions to this are a couple of the garden buildings, which are Wills/Ratio kits, and the Station Hotel. A detailed model based on the existing/original building was planned for the hotel. However, other projects and work have delayed its completion. While we waited, a Metcalfe Swan Inn kit has been heavily modified and extended using brick plasticard

and Wills roofing to build a reasonable representation of the hotel. All the other buildings are based on photographs and drawings of the original buildings on the site. Fortunately, although changed over the years, many still exist today.

A significant structure is the Davis Bridge located to the left of the station. This was built by one of our members using photographs of the original and current bridge, together with drawings supplied by the local authority.

No North Eastern layout would be complete without the obligatory row of pigeon lofts alongside the railway. These can be seen at the end of the layout as the line turns to enter the storage yard.

The scenics wrap around both ends of the layout so that 10 of the 18 boards are fully scenic. A lot of this is rough grassland and undergrowth. Whilst some of this is purchased grass mat, it has all been modified and improved to produce variation. The scenic covering on the embankment and other rough areas were produced using over 7m

of hanging basket liner obtained from the local garden centre. Once glued down, the material can be plucked or teased out to give different surface effects. It is then enhanced with paint and Woodland Scenic materials.

Of particular interest to the viewing public are the gardens associated with the houses. In general, these have been depicted as neatly laid out with a variety of flowers and vegetables. One householder seems determined



to make his garden stand out from the rest - although some of the occupants have not maintained their gardens to the same standard as their neighbours.

Woodland Scenics material was used to produce flowers, plants and vegetables for the gardens. The various bushes and the hundreds of potato plants were all produced using thin multi-strand electrical wire. This was twisted to shape, painted and covered in scenic leaves or turf depending upon the desired effect.

Every board on the layout required fencing to be erected. The type and length varied depending upon its location. Most of this fencing was post and three-rail lineside fencing. This was constructed using metal components. Square brass tube cut to the appropriate length was used to form the posts. These were glued in place and nickel silver strips soldered on to produce the rails. Whilst expensive to produce, the quality and robustness of the fence makes it all worthwhile.

THE FUTURE

The layout has three more scheduled appearances over the next two years. We have been invited to exhibit it at the Great Electric Train Show on October 7/8 this year. It can then be seen (possibly for the last time in the North East) at our own Middlesbrough MRC exhibition in May 2018.

Finally we have been invited to



A BR '9F' 2-10-0 heads a rake of insulated containers on Conflat wagons as a Thompson 'L1' 2-6-4T takes charge of a parcels working on the branch.



exhibit it at Wigan in October 2018.

Unless we receive further invitations, a decision will be taken in 2019 about the future of the layout. One possibility under discussion is to shorten the layout, strip some (or all) of the scenic boards and rebuild it as an engine shed with a main line circuit for operational interest. The aim is to reduce the weight and workload involved in erecting what is a very large layout. Most of the current operational team

are all getting older and unfortunately the younger members all want to play with Digital Command Control or have little interest in the steam era.

Billingham has given us considerable enjoyment over the last ten years, and we have had the opportunity to exhibit it at several major shows across the country. We really appreciate all the positive comments about the layout made by the viewers at these shows and look forward to the upcoming shows. [Return](#)



With the Darlington breakdown train behind, Peppercorn 'K1' 2-6-0 62027 heads towards the station.



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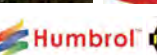
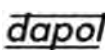


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NEW LIFE FOR AN OLD 'PANNIER'

Thinking of building your first locomotive kit? On the grounds of cost, many beginners go for older models – but they can be difficult to assemble. **TIM SHACKLETON** looks at how you can bring elderly kits into line with present-day expectations and explains the potential pitfalls.



I'VE WATCHED A LOT OF PEOPLE TAKING their first steps in locomotive construction. A high proportion of them were using kits that were anything up to 40 years old, and this is where the problems start.

Most modern kits are incredibly user-friendly, but that's not always been the case. Even within the well-established ranges with which I grew up, there could be major differences in quality – some kits were basically fine, while others (even from the same manufacturer) could be a bit hit and miss. A few, alas, were so badly designed as to be almost unbuildable. Nevertheless, lots of people had a go at them and some are still trying, either because they got the kit cheap, or because it's been lying in a drawer for decades, or because they feel a modern product will be beyond them (quite the reverse is true, in fact).

Whatever the reason, the dice can be heavily loaded against you from the start. So, what makes a kit difficult? I can tell as soon as I open the box – and it has nothing to do with how

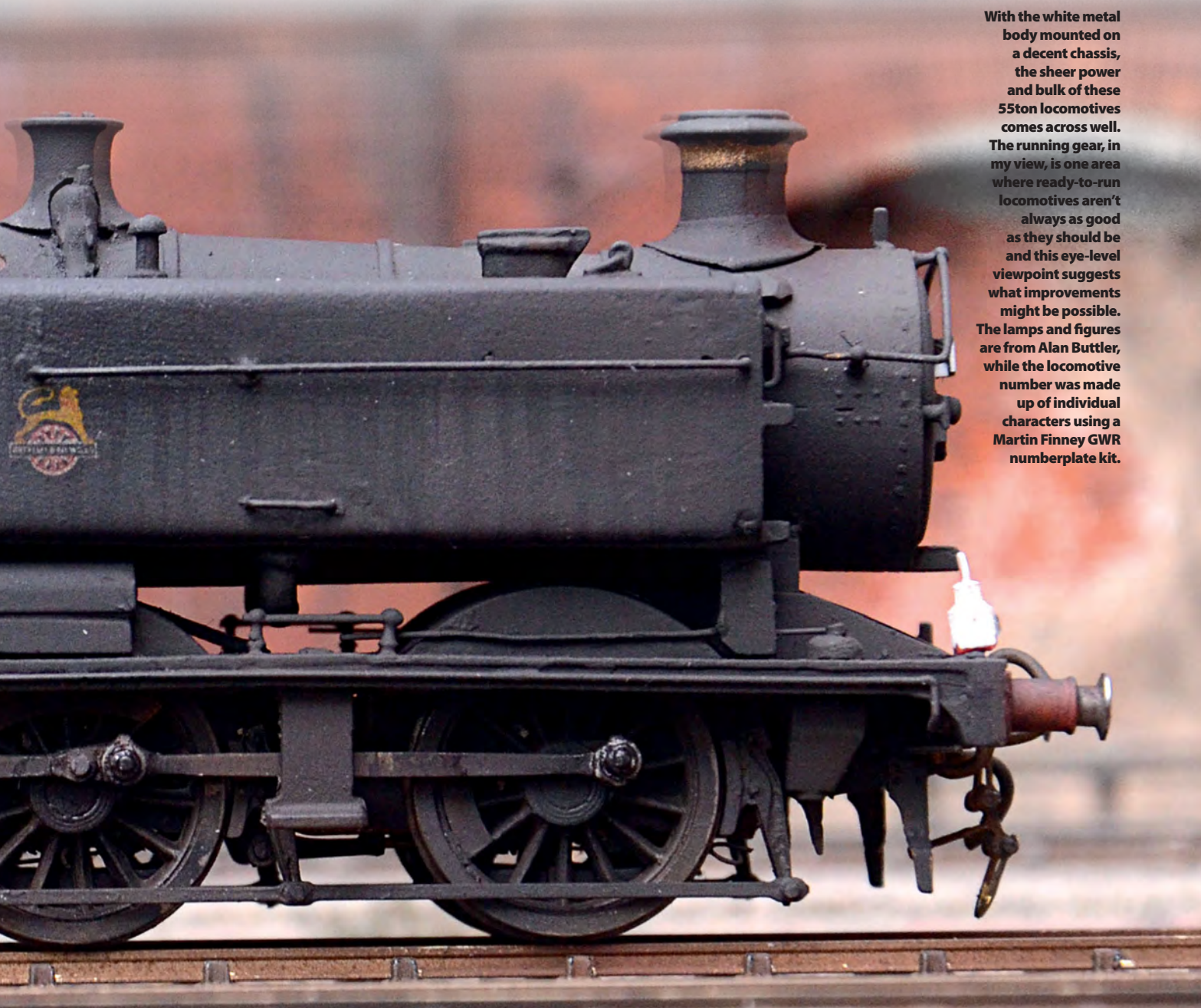
complicated the assembly sequence appears to be, or how many parts there are. Misshapen components, heavy mould part lines and lots of flash are the first danger signals – the design and manufacturing processes that were employed 30-odd years ago didn't automatically guarantee accuracy and precision.

Expectations were different, and accepted standards far lower than they are now. And so, you'd find parts didn't go together well, even when cleaned up, while dimensional accuracy could be debatable – this is something we perhaps lived with back then, but isn't acceptable nowadays. The chassis that came with these old-timers tended to be crude and oversimplified – as often as not a big lump of white metal or some screw-together brass stampings designed to take motors that have been out of production since the days of the Bay City Rollers.

Detailing, meanwhile, could be basic in the extreme, while handrail wire came in coils that were impossible to straighten. Instructions

would be terse, smudgy and single-spaced, assuming all kinds of prior knowledge on the part of the builder – and you can forget about detailed isometric drawings!

Is this the kind of kit you're hoping to build? You may have gotten it for buttons but my goodness, could you be making work for yourself! Many such kits, understandably, tend to end up back in their boxes, part-built. What I thought I might do here is to take precisely the kind of first-generation locomotive kit that many people will have stashed away in a cupboard and to see what we can do to bring it into line with expectations of what a 21st century model locomotive should look like. I chose a Wills Finecast '94XX' 0-6-0PT as I happened to have one and it's typical of the breed. Whether you enjoy this kind of wholesale upgrade is entirely down to personal preference but, for those who like a challenge, I thought I'd use this article to give you an idea of what's involved – and the potential old kits can hold. 



With the white metal body mounted on a decent chassis, the sheer power and bulk of these 55ton locomotives comes across well. The running gear, in my view, is one area where ready-to-run locomotives aren't always as good as they should be and this eye-level viewpoint suggests what improvements might be possible. The lamps and figures are from Alan Buttler, while the locomotive number was made up of individual characters using a Martin Finney GWR numberplate kit.

STEP BY STEP REVIVING OLD KITS

1

The Wills '94XX' has been continuously available since the early 1960s – nowadays it's produced by South Eastern Finecast, one of the few manufacturers from the early days who are still in business. My kit came part-built, as second-hand examples often do, and its previous owner had carefully soldered together the main components. If the bodysell hadn't been quite so tidy, dropping it in hot water would turn it back into a kit of parts. If a model's been assembled with glue, a soak in strong paint stripper such as Nitromors will have the same effect – just ensure you take the correct precautions when using chemicals like this.



2

On the assumption that modellers would struggle to build their own chassis, many kits from the 1960s and '70s were designed to take ready-to-run mechanisms.



The faithful Tri-ang R52 chassis was a popular and reliable choice for kits such as the '94XX', even though in many instances its wheel diameter and wheelbase might not have been particularly accurate. Missing brake gear, flangeless centre drivers and cabs full of motor were the norm in those days.

3

The first step along the remedial path was to file away the overscale rivets, fill in the bunker steps on the driver's side and generally clean up and smooth all the surfaces. As so often with these old kits, a touch of filler was necessary here and there – I like Squadron green putty as it sets very hard very quickly. At a pinch, you can rub down and continue after half an hour. I used a cyano gel adhesive throughout – with modern adhesives, there's no need to solder white metal or brass detail parts. A full etched kit, on the other hand, should be soldered together – this is a skill well worth acquiring.



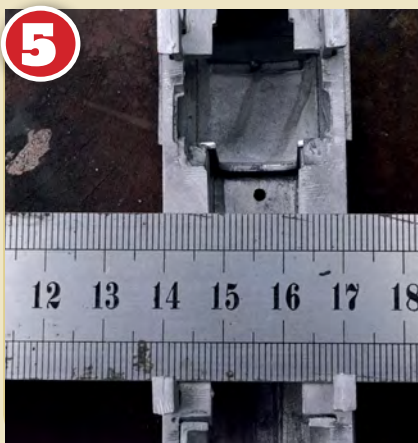
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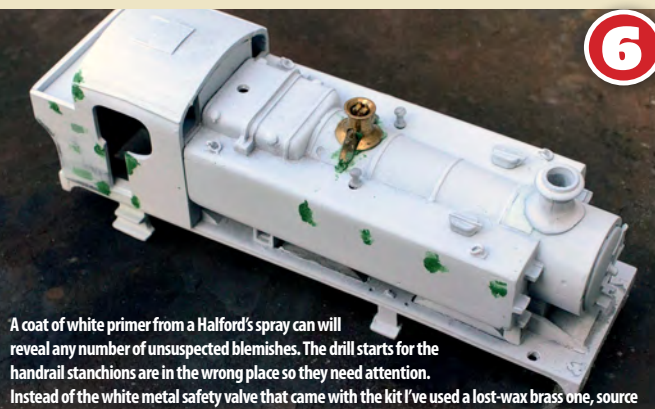
Checking the measurements of the incomplete bodysell to ensure there's sufficient space for the scale-length chassis I planned to fit. Older kits were often designed around long-obsolete mechanisms and this could entail some severe dimensional compromises. Putting things right can involve major surgery so it's always best to check first what might be involved.

5

Don't automatically assume, simply because it's the same class of engine, that chassis A will fit bodysell B. The wheels could be too big for the splashers, for instance, or the motor won't fit in the firebox. In this instance, I'd got to quite an advanced stage of construction before I found that the front and rear footsteps needed a considerable amount of thinning down before they'd clear the coupling rods.

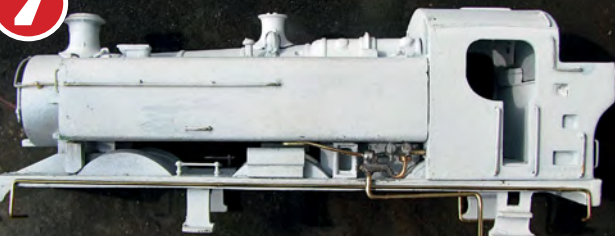


6



A coat of white primer from a Halford's spray can will reveal any number of unsuspected blemishes. The drill starts for the handrail stanchions are in the wrong place so they need attention. Instead of the white metal safety valve that came with the kit I've used a lost-wax brass one, source unknown (it could have been Springside), as the first step in the upgrading exercise.

7

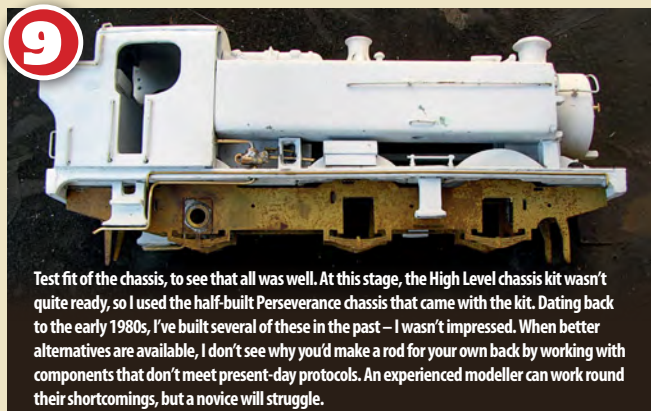


With the new handrails in place, more detail starts to go on, such as the injectors and associated pipework on either side of the firebox, carefully bent to shape from different thickness of the Alan Gibson wire that also furnished the vacuum and steam-heating pipes along the running plate. You may not get the shapes exactly right at first but it's quite fun to do and after two or three attempts you'll have what you wanted.

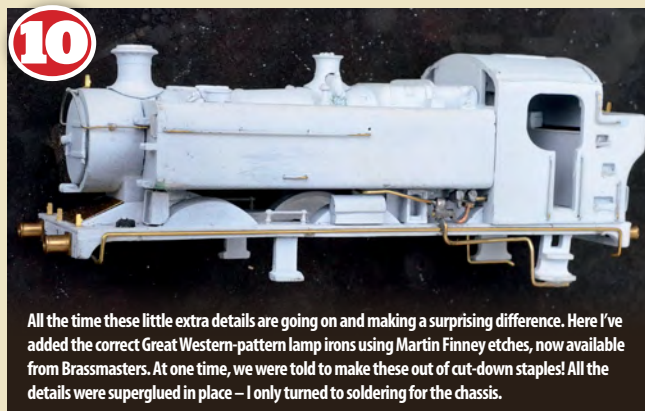
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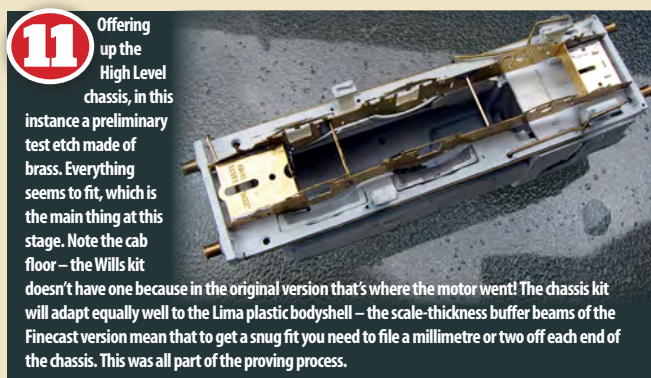
Another thin coat of primer helps me see how well these latest additions have blended in. I like handrails to be prototypically delicate – nothing looks worse than clumsy, overscale details. Even if you don't consider yourself much of a finescale modeller, these little refinements make a huge difference to any model. As usual, I used Alan Gibson handrail stanchions for extra refinement.



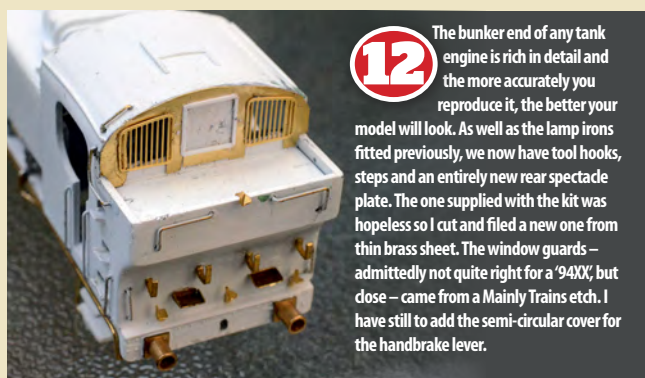
9 Test fit of the chassis, to see that all was well. At this stage, the High Level chassis kit wasn't quite ready, so I used the half-built Perseverance chassis that came with the kit. Dating back to the early 1980s, I've built several of these in the past – I wasn't impressed. When better alternatives are available, I don't see why you'd make a rod for your own back by working with components that don't meet present-day protocols. An experienced modeller can work round their shortcomings, but a novice will struggle.



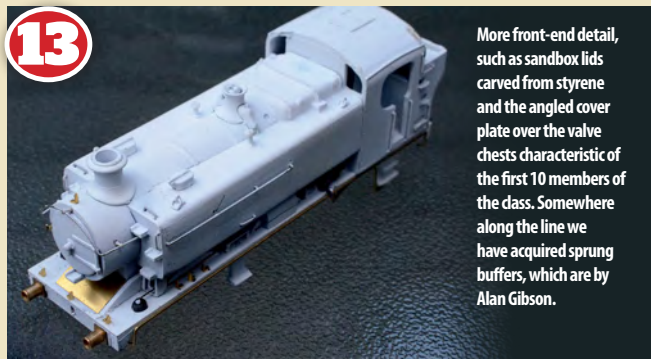
10 All the time these little extra details are going on and making a surprising difference. Here I've added the correct Great Western-pattern lamp irons using Martin Finney etches, now available from Brassmasters. At one time, we were told to make these out of cut-down staples! All the details were superglued in place – I only turned to soldering for the chassis.



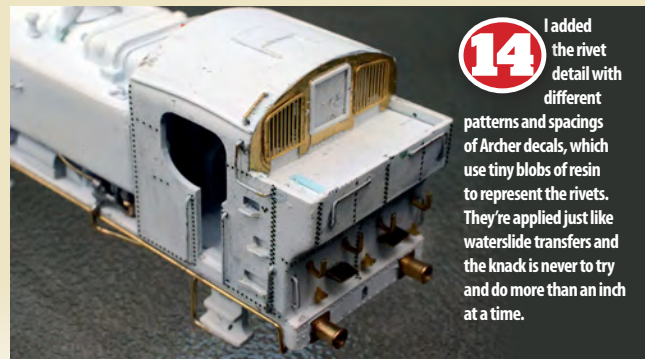
11 Offering up the High Level chassis, in this instance a preliminary test etch made of brass. Everything seems to fit, which is the main thing at this stage. Note the cab floor – the Wills kit doesn't have one because in the original version that's where the motor went! The chassis kit will adapt equally well to the Lima plastic bodyshell – the scale-thickness buffer beams of the Finecast version mean that to get a snug fit you need to file a millimetre or two off each end of the chassis. This was all part of the proving process.



12 The bunker end of any tank engine is rich in detail and the more accurately you reproduce it, the better your model will look. As well as the lamp irons fitted previously, we now have tool hooks, steps and an entirely new rear spectacle plate. The one supplied with the kit was hopeless so I cut and filed a new one from thin brass sheet. The window guards – admittedly not quite right for a '94XX', but close – came from a Mainly Trains etch. I have still to add the semi-circular cover for the handbrake lever.

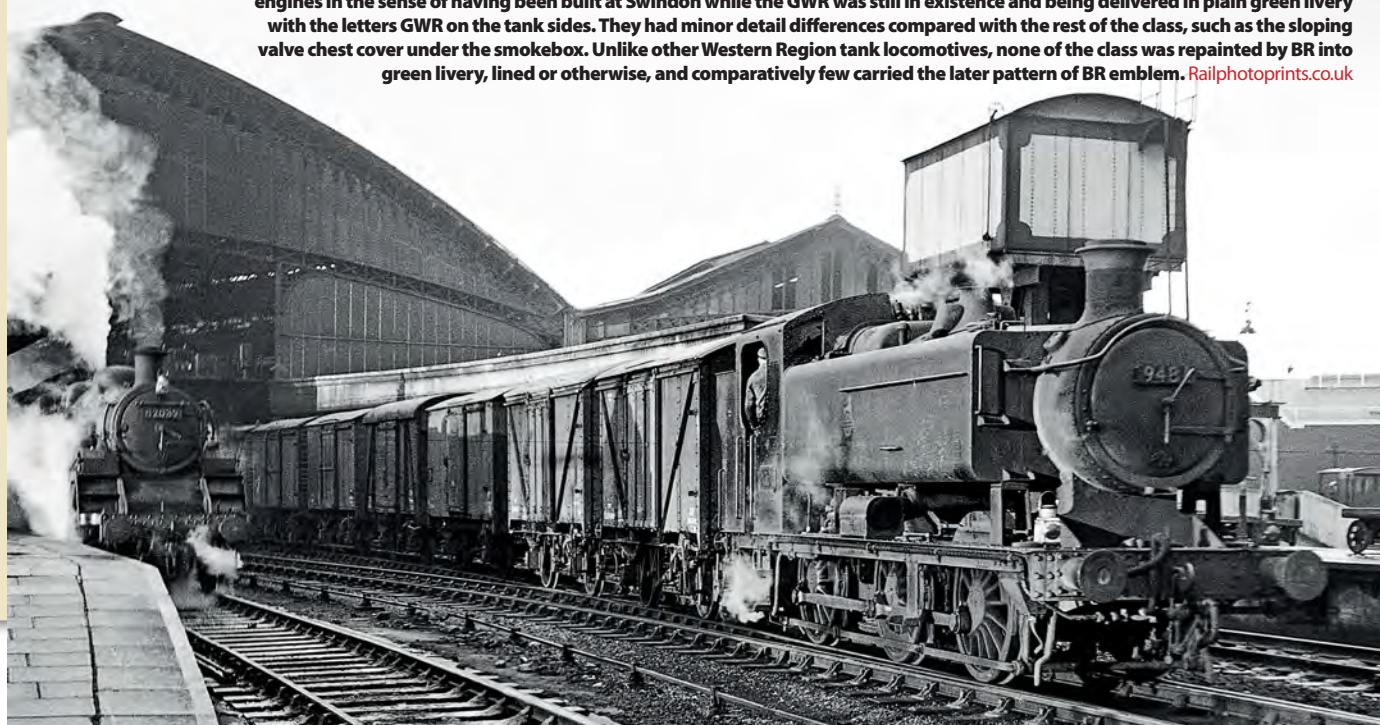


13 More front-end detail, such as sandbox lids carved from styrene and the angled cover plate over the valve chests characteristic of the first 10 members of the class. Somewhere along the line we have acquired sprung buffers, which are by Alan Gibson.



14 I added the rivet detail with different patterns and spacings of Archer decals, which use tiny blobs of resin to represent the rivets. They're applied just like waterslide transfers and the knack is never to try and do more than an inch at a time.

Hawksworth '94XX' 0-6-0PT 9481 waits in the centre road at Bristol Temple Meads with a rake of vans as BR '3MT' 2-6-2T 82039 leaves with a local service on October 5 1959. Only the first ten members of the class – 9400-9409 – were true Great Western engines in the sense of having been built at Swindon while the GWR was still in existence and being delivered in plain green livery with the letters GWR on the tank sides. They had minor detail differences compared with the rest of the class, such as the sloping valve chest cover under the smokebox. Unlike other Western Region tank locomotives, none of the class was repainted by BR into green livery, lined or otherwise, and comparatively few carried the later pattern of BR emblem. Railphotoprints.co.uk



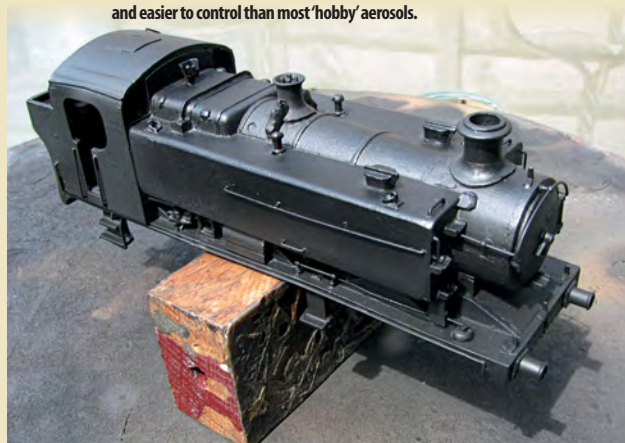
15



I made a simple interior to fit on to the cab floor using a white metal backhead casting from the Alan Gibson range (4M903). Various GWR types are available in the range – this is the correct pattern for a Belpaire firebox tank engine. Fitting cab doors and/or crew figures is a good way of hiding the lack of fine detail in this area. It wasn't until the 1980s that cab fittings became standard on kits and ready-to-run locomotives, and even then, there were many that lacked even a cab floor.

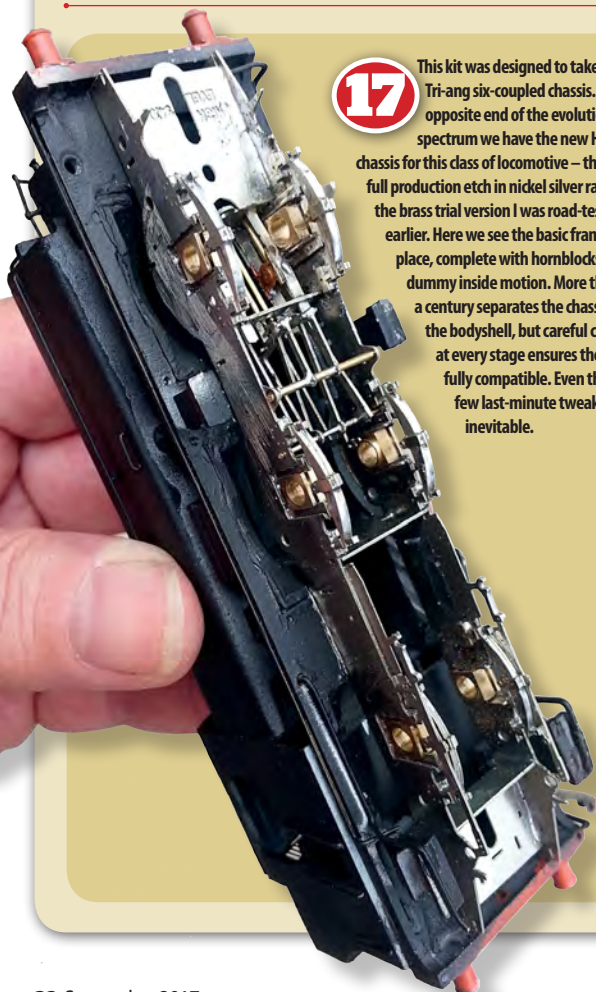
16

At this stage I felt sufficiently confident of how things were progressing to spray the body with Halford's satin black in aerosol form. For this kind of work spray cans can give just as good a coverage and finish as an expensive airbrush. I far prefer the ones made for the automotive industry – they seem smoother and easier to control than most 'hobby' aerosols.



17

This kit was designed to take a generic Tri-ang six-coupled chassis. At the opposite end of the evolutionary spectrum we have the new High Level chassis for this class of locomotive – this is the full production etch in nickel silver rather than the brass trial version I was road-testing earlier. Here we see the basic frames in place, complete with hornblocks and dummy inside motion. More than half a century separates the chassis from the bodysell, but careful checking at every stage ensures the two are fully compatible. Even then, a few last-minute tweaks will be inevitable.



18



Complete apart from the pick-ups (which I always put on last) we now have the unpainted High Level chassis in place and showing the level of detail that's now taken for granted. You don't need to go quite this far if you don't want to! Even without compensation, dummy inside motion, finescale wheels, fully adjustable brake gear and other refinements you'll still have a solid working chassis with the all-important correct profile.

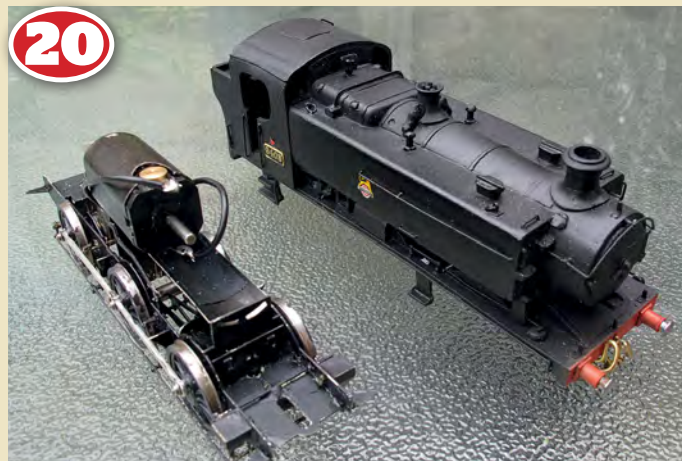
19

Whatever the origins of a hand-built model – a thoroughbred etched kit or a mongrel such as this – a last little bit of fiddling and optimisation is always called for, especially when fitting the chassis to the body.



You'll also need to find a way of joining the two in perfect harmony. Here you can see the captive nuts for the chassis mounting bolts and the marks of some last-minute filing to gain clearance around the firebox area and steps.

20



Some prefer to build the chassis first, while others start with the bodywork. Either approach is legitimate, remembering it's a lot easier to modify the bodysell to fit the chassis than the other way around. My approach is to get the chassis well under way, put the basic bodywork together, see how it fits and then proceed accordingly.

21



The weathering of 9405 followed conventional lines – an initial airbrushed coat of Lifecolor acrylics followed by assorted fine washes from the AK Interactive range and finally some MIG powders. If you read this magazine regularly you'll know which colours I use.

22

White metal isn't good for reproducing crisp edges but it does an excellent job with big, heavy, rounded components such as boilers, bunkers and side tanks. Notice how small, delicate details offset the basic heft of this powerful shunting tank such as the sandbox operating rods and the lifting rings on top of the tanks. At the end of the day you shouldn't be able to tell whether a painted model is made of plastic, white metal, brass, resin or any other combination of materials.



USEFUL LINKS

Alan Gibson Workshop	www.alangibsonworkshop.com
Archer Decals	www.archertransfers.com
Brassmasters	www.brassmasters.co.uk
High Level Kits	www.highlevelkits.co.uk
South Eastern Finecast	www.sefinecast.co.uk

The Lima alternative



This, perhaps surprisingly, is a totally unmodified Lima body sitting on a High Level chassis designed with the ready-to-run model very much in mind. Dating back a good 40 years, Lima's '94XX' has largely been disregarded by modellers, mostly because of its poor chassis. In fact, the bodysell is surprisingly accurate and only needs a scale chassis and a bit of cosmetic titivation to produce

a highly acceptable result.

There's nothing here that cannot be improved by careful detailing work. In my view, the main shortcomings of the Lima model are a lack of cab interior, over-wide firebox, lack of lamp irons, poor bufferbeam detail, crude whistle, overscale handrail knobs, incorrect cab roof detail, lack of sandbox fillers and inappropriate details for the main production locomotives.

Only two '94XXs' survive in preservation, so close-up detail photographs such as these are invaluable in deciding what should go where. You don't have to incorporate everything you can see in these views, though I did my best! If you prefer printed sources, Vol 1 of Richard Derry's invaluable *Pannier Papers* from Irwell Press gives comprehensive visual coverage. Mike Wild.



GRADE-SEPARATED

JUNCTIONS ARE INTEGRAL to railway operations, enabling routes to combine or separate at strategic locations, but they can also be restrictive in terms of capacity. They take many forms from simple single lead junctions accessing branch lines to quite complicated affairs featuring multiple turnouts and crossings. While most are on the level, there are also dive-unders and flyovers – known more correctly as grade-separated junctions – which enable trains to operate at higher speeds through the junction and remove potentially conflicting movements.

This in turn improves capacity and reduces the risk of delays.

Grade-separated junctions are impressive affairs as they usually incorporate an elevated track formation together with a flyover or dive-under, carrying one or more lines over those below. Essentially the separating/merging lines rise or fall gradually to allow a higher speed to be maintained on all lines through the junction. Prototype examples include Weaver Junction on the West Coast Main Line, Cogload Junction in Somerset and the recent Hitchin flyover on the East Coast Main Line (ECML) in Hertfordshire.

Creating a grade-separated junction in model form is quite straightforward, although consideration should be given to the space you have available as this will have a direct bearing on how steep the incline becomes. In real-life this form of junction can be spread over several miles, so there will clearly be a few compromises, with the aim of capturing the essence of the prototype in the space available. In turn, bear in mind the capabilities of your motive power and rolling stock, otherwise excitement may soon turn to frustration if locomotives struggle or slip on the

Stanier 'Duchess' 4-6-2 46236
City of Bradford threads under
the flyover at Birdwood –
carrying the Liverpool line
over that to Preston and
Carlisle – while heading the
'Royal Scot' towards London
on April 30 1960.

R A Whitfield/Railphotoprints.co.uk.



JUNCTIONS

Junctions which eliminate conflicting movements are vital on the real railway. **MARK CHIVERS** presents a series of track plans showing how they can be arranged and modelled.

incline. The following track plans are based on 1-in-30 gradients – effectively 1in rise per 30in – but if you have more space available then that would be beneficial.

For this issue, we have included a selection of simplified junction schematics inspired by real-life locations which you can recreate in 'OO' gauge, together with two larger continuous loop plans, each of which has been created utilising Peco Streamline code 75 turnouts and flexible track. Code 100 products could also be used, together with sectional track pieces too. As always, they can be tweaked further to suit individual needs.

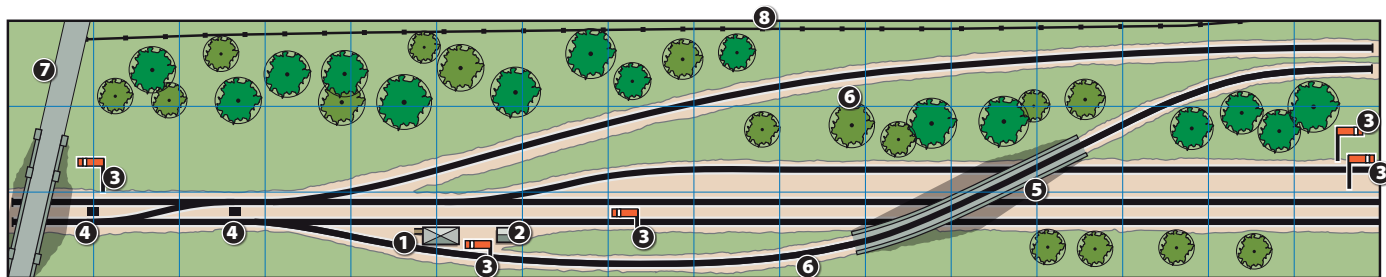


'Western' 1058
Western Nobleman
curves under the
flyover at Cogload at
the head of a London
Paddington-West
of England express
on May 15 1976.

Railphotoprints.co.uk



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KEY

- | | |
|-----------------|---------------|
| ① Signalbox | ⑤ Flyover |
| ② Hut | ⑥ Embankment |
| ③ Signal | ⑦ Farm bridge |
| ④ Ground signal | ⑧ Fence |

AYNHO JUNCTION on the Northamptonshire/Oxfordshire border is the point where the routes from London Marylebone via High Wycombe and Oxford/Reading-London Paddington converge. Located close to Banbury on the line to Leamington Spa and Birmingham, it features a distinctive flyover where the line from London Marylebone skews over the Oxford lines before descending the bank and continuing to King's Sutton and Banbury.

Whilst the Oxford lines are 'on the flat' in the centre of the plan, the Up and Down lines to/from the Bicester direction are inclined and set outside these. The flying junction here enables trains to/from London

Marylebone to operate at speed with minimal impact to the Oxford lines. A loop for freight services is provided on the Up line to Oxford.

Until the early 1990s, the junction was controlled by a signalbox which sat close to the junction between the two down lines.

In reality, the junction is on a gradual curve, while this plan adopts a straighter alignment, but nevertheless still captures the basics of the prototype, and could be further extended if additional space is available.

At 16ft x 3ft, the layout could be utilised as an end-to-end operation with storage yards at each end or incorporated into a larger continuous loop operation,

although the elevated lines will need to be accommodated accordingly. The plan utilises 22 lengths of Peco code 75 flexible track, three large radius and two medium radius points, while Hornby's Girder Bridge (Cat No. R657) or Peco's Girder Bridge Kit (LK-11) could be used to represent the flyover. Other scenic details include a farm bridge to the left of the scheme together with embankments, woodland and even the nearby canal could be represented.

In terms of operation, passenger services to and from London Marylebone would use the elevated section, while services to/from the South Coast and London

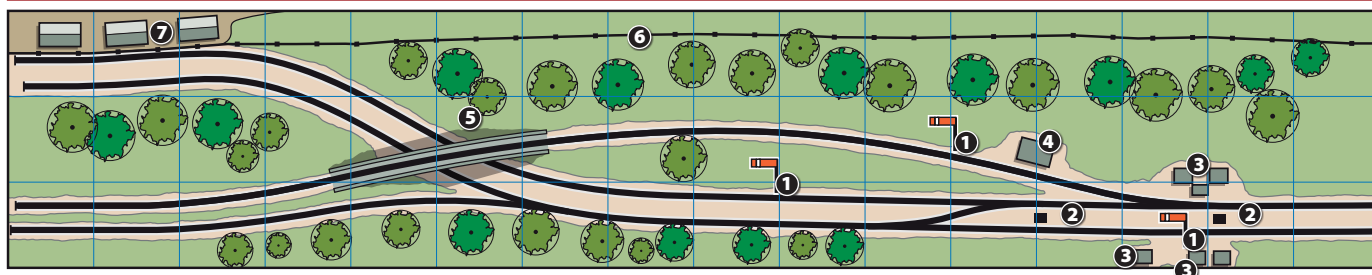
Paddington via Oxford would be routed through the lower lines that run beneath the flyover. A good mix of steam or diesel-hauled engines, freight and parcels trains could operate along both routes, with additional automotive, coal and military services via Oxford.

Today, the Marylebone route is primarily used by Chiltern Railways' Diesel Multiple Unit (DMU) and Class 68 locomotive-hauled passenger services, while the Oxford route sees a wider variety of operations including Cross Country and Great Western Railway passenger services, maritime container traffic, departmental services, military movements, automotive traffic, aggregates and more.

Rebuilt Bulleid 'Battle of Britain'
4-6-2 34090 Sir Eustace Missenden
crosses Battledown flyover at
Worting with a Weymouth-Waterloo
working on May 30 1964.

Hugh Ballantyne/Railphotoprints.co.uk.



PLAN B


COGLOAD 16ft x 3ft

COGLOAD JUNCTION is east of Taunton, Somerset, where the 'Berks and Hants' route from Newbury combines with the Bristol and Exeter main line.

Both routes are formed of an Up and Down line with four lines feeding to and from the east, reducing to a pair from the west. The Down main line from Bristol forms the flying junction as it is elevated above the lines from Castle Cary by

means of a flyover. The line rises and falls either side of the bridge. In the opposite direction, the Up main line splits in two just before the flyover utilising a 'Y' turnout with one line continuing to Bristol and the other curving beneath the flyover on its route towards Westbury.

Measuring 16ft x 3ft, this scheme uses 17 lengths of Peco code 75 flexible track and just four large radius turnouts. Simple

in appearance, it would suit a continuous loop operation to provide plenty of movement. Consideration will be required for storage yard provision, as one of the lines is immediately elevated from the left of the plan.

Signalling could be kept simple too, with just three conventional signals and two ground signal required – the latter for the emergency crossover towards the

centre of the plan. Hornby's Girder Bridge (Cat No. R659) and Peco's Truss Girder Bridge kit (LK-11) could be used to represent the bridge.

Both routes would benefit from a wide range of steam or diesel hauled express and secondary passenger services, holiday traffic, engineers' ballast trains, aggregates, coal, fuel and china clay operations together with parcels and more to/from the West Country.

WHAT WE USED

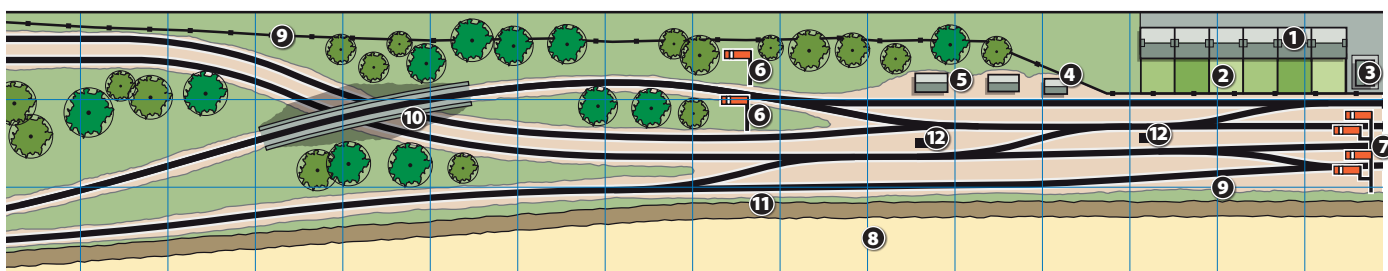
Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100F	17
Large radius right point	Peco	SL-E188	1
Large radius left point	Peco	SL-E189	2
Large radius 'Y' point	Peco	SL-E198	1

KEY

- ① Signal
- ② Ground signal
- ③ Equipment cabinets
- ④ Equipment building
- ⑤ Flyover
- ⑥ Fence
- ⑦ Farm buildings

PLAN C

WORTING 16ft x 3ft


WHAT WE USED

Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100F	21
Large radius right point	Peco	SL-E188	2
Large radius left point	Peco	SL-E189	4
Large radius 'Y' point	Peco	SL-E198	4

KEY

- ① Terrace cottages
- ② Gardens
- ③ Shed
- ④ Platelayers hut
- ⑤ Equipment buildings
- ⑥ Signal
- ⑦ Signal gantry
- ⑧ Fields
- ⑨ Fence
- ⑩ Flyover
- ⑪ Farm Track
- ⑫ Ground signal

WORTING JUNCTION is just to the west of Basingstoke in Hampshire where the routes to Bournemouth/Weymouth and Salisbury/Exeter split.

The junction comprises four tracks at the London end which divide for the South Coast and West of England respectively. At the country end, the Up line is elevated and forms the flying junction as it crosses the West of England Main Line. As the single line descends

the bank, a set of points enables it to continue on the Up main or be routed on to the Up slow line. From the West of England, the line passes beneath the flyover and continues along the Up main, where another set of points allow services to cross to the Up slow line, if required, for the approach to Basingstoke.

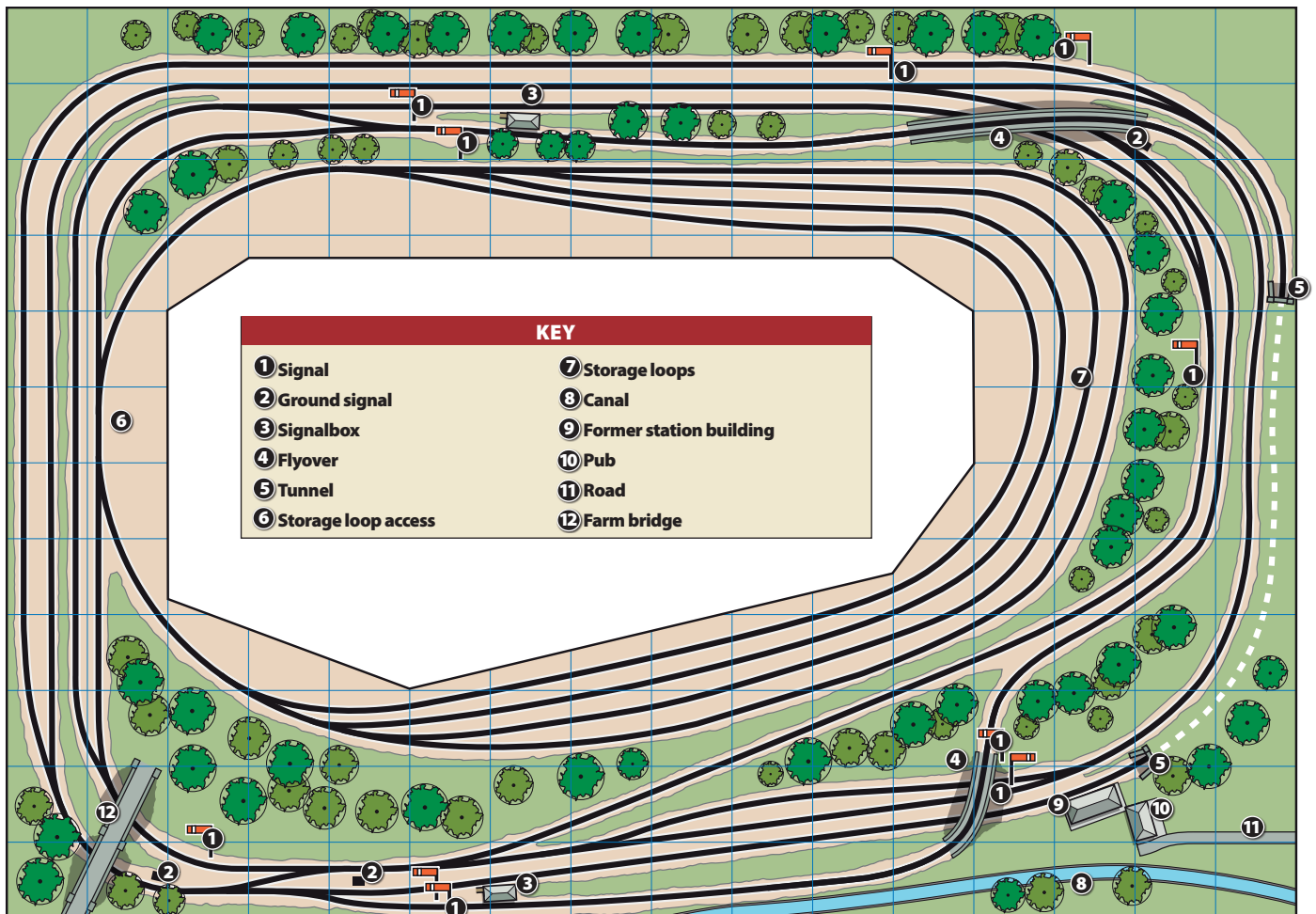
In the opposite direction, trains routed along the Down main and Down slow lines will either continue under Battledown flyover

to the West of England Main Line or be routed towards Winchester/Southampton. Photographic evidence also suggests a set of points connecting the Up and Down lines, which appeared to be for emergency use.

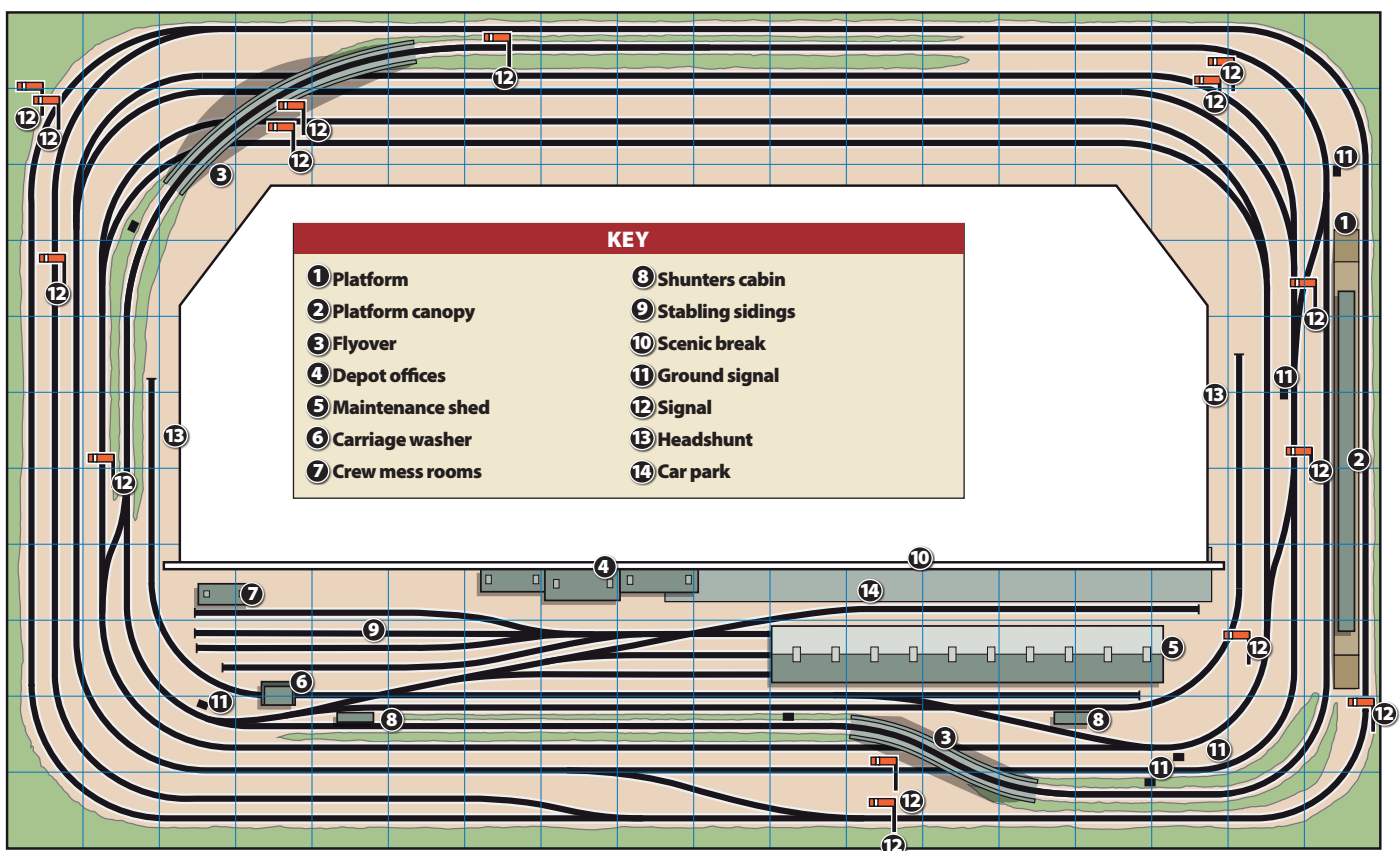
In reality, Worting Junction is rather large, and in 'OO' our simplified scheme is set within a restricted 16ft x 3ft footprint, so it

has been designed to represent rather than replicate the junction. 21 lengths of Peco code 75 flexible track and ten large radius turnouts form the basis of the junction while the previously mentioned girder bridge kits would be a useful starting point to replicate the flyover. Other details to consider are a set of terrace cottages and a footbridge.

PLAN D



PLANE



COGLOAD MEETS AYNHO 16ft x 12ft

PLAN D is an amalgam of two locations, inspired by the prototypes at Aynho Junction (Plan A) and Cogload Junction (Plan B). Measuring 16ft x 12ft, the plan features a continuous loop design that also offers plenty of storage space - and plenty of constructional challenges too.

For the purposes of our plan, the lower lines that pass beneath the flyover at Cogload Junction (top right) become the elevated lines at Aynho Junction (lower right), while one of the level lines at Aynho Junction (lower left) becomes the upper line at Cogload Junction (top right). This does present something of a challenge as the lines need to rise and fall accordingly to allow sufficient clearance beneath the flyovers on both sides of the plan. Typically, a 2.5in-3in clearance is needed beneath the flyovers, which should be ample, but will require

a minimum of a 7ft run to achieve sufficient rise/fall. Depending on the length of trains and your rolling stock, you may find a more gradual gradient is required. If you have more space available then this may help or alternatively you could choose to both raise the upper tracks and lower base level lines on the approach to the junctions to reduce their respective gradients.

Another worthy consideration for gradients is DCC Concepts Powerbase system which consists of stainless steel plates laid under the track and magnets which can be fitted to the underside of locomotives. This improves adhesion considerably (HM112).

The four lines to the right of the scheme will be the most complex to achieve as the inner two circuits must descend sufficiently to pass under the Cogload Junction flyover, while the adjacent line

WHAT WE USED			
Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100F	85
Curved double radius right point	Peco	SL-E186	4
Curved double radius left point	Peco	SL-E187	5
Large radius left point	Peco	SL-E189	1
Medium radius right point	Peco	SL-E195	5
Medium radius left point	Peco	SL-E196	4
Large radius 'Y' point	Peco	SL-E198	3

must climb to the required height so it can pass over the flyover. The outer loop enters a tunnel which also helps the process of creating an incline for the flyover line.

A series of storage loops is also included to enable a variety of train formations to be stabled between use and could also be utilised to lengthen the journey around the layout by diverting trains through these loops. Access to the storage area is from the inner circuit, but it is designed in

such a way that trains can access it from either direction (albeit running 'wrong line' in some cases) with crossover connections providing access to both the Up and Down lines. An additional large outer storage loop has also been included for extra flexibility.

In total, 85 lengths of code 75 flexible track are required, together with nine curved double-radius turnouts, nine medium radius points and four large radius turnouts.

DURNSFORD (SR) 18ft x 11ft

PLAN E was inspired by the flying junction situated on BR's Southern Region alongside Wimbledon Park Traincare Depot in South London, where the Up slow line rises over the main lines before descending to Earlsfield station. Not only does this prevent conflicting moves at this particularly busy location but it also acts to change the orientation of the Up and Down lines on the approaches to/from London Waterloo.

At 18ft x 11ft, the scheme is pure freelance, but aims to reflect the flyover and adjacent depot complex. Our fictitious depot features two reception lines with headshunts, three covered lines and a few additional stabling sidings. If you have more available space,

extra tracks could be added to further enhance the feel of the busy carriage sidings at this location.

Two Up and two Down lines are included within the plan and all except the Up slow line feature an extra loop which can be used for staging more trains, reflecting the busy nature of the location. Each of the four circuits can be operated independently or you could create routes between the Up and Down for further variety. The Up slow line features two elevated sections on opposite sides of the scheme, the second iteration in the upper left enabling the line to remain fully independent.

A modest suburban platform is situated to the far right of the plan, between the Up and Down slow

WHAT WE USED			
Product	Manufacturer	Cat No.	Quantity
Flexible track, yard length	Peco	SL-100F	105
Curved double radius right point	Peco	SL-E186	3
Curved double radius left point	Peco	SL-E187	4
Large radius right point	Peco	SL-E188	6
Double slip crossing	Peco	SL-E190	3
Medium radius right point	Peco	SL-E195	7
Medium radius left point	Peco	SL-E196	1
Medium radius three-way point	Peco	SL-E199	1

lines, while access to and from the depot is through the two turnouts at the extreme lower left and right of the inner loop, with headshunts available for trains approaching in either direction. This allows some trains to approach 'wrong line' from the 'London' direction. For conventional steam or diesel-hauled trains, the two depot reception lines could also be used as run-rounds.

This plan is particularly track intensive, requiring 105 lengths of Peco code 75 flexible track, eight medium radius points, seven curved

double radius turnouts, six large radius points, three double slip crossings and a three-way turnout.

Digital Command Control (DCC) operation would suit this scheme, particularly with DCC controlled signalling and point operation and would work well with a mix of locomotive-hauled and Electric Multiple Unit (EMU) operated passenger services, together with a few freight services too. You could even, perhaps, add a modest goods depot to the upper section of the scheme for added variety.

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EQUIPMENT
GUIDE

Airbrush ACCESSORIES

In this 12-point survey
TIM SHACKLETON looks
at a range of affordable
products designed to
make airbrushing and
airbrush maintenance a
whole lot easier.



WE'VE ALREADY LOOKED at airbrushes (*Hornby Magazine Skills Guide: Weathering Vol 2*), spray booths (HM113) and compressors (HM117),

so the next step is to survey some of the bits and pieces you can buy to go with them. All of them are products which we find useful on a day to day basis – we're far more interested in using airbrushes than in buying accessories that we don't really need but look like they might be useful at some point. However, there are some accessories which are well worth adding to your workbench.

There's no denying that, if you want a decent airbrush such as an Iwata, you're going to have to pay for it and it needs looking after too – but there's nothing

we're recommending here that costs more than a ready-to-run wagon and some are a lot cheaper than this.

So what do you actually need to support an airbrush? Airbrush work breaks down into three stages – preparation, application and cleaning up. All, to my way of thinking, are interdependent, and all can and do have an impact on the end result. The prime concern is keeping your airbrush in tip-top condition from the moment you pour paint into the colour cup until you put it away at the end of the session, restored once more to a state of perfection.

There's a direct correlation between performance and the amount of time and effort you put into care and maintenance, so cleaning tools and equipment feature prominently in this must-have list. Paint

preparation is another all-important factor, so we need to look at ways in which to mix and dilute paint so you get a better finish on your model and, just as importantly, don't block up your airbrush. You need to be able to handle your airbrush comfortably, especially when you put it down, and you have to be able to move the model around without unnecessary handling.

Convenience and safety also figure – you don't want to work in a fug of paint fumes, surrounded by spilled paint and soggy paper towels. Lastly, do bear in mind that buying high-quality airbrush equipment of any kind is never going to hold you back but it's not, on its own, going to transform your abilities in any significant way. The only way to improve your skills is to work hard and put in a lot of practice. *John*

Three more weathering projects get underway – two Hornby 'Q6s' and a 'K1'. The spray booth – like the painting turntable – shows signs of intensive use but what you don't see here is the mass of ancillary equipment laid out on either side. In its own small way, each item enables me to reach a higher standard in my work – the key ones are a paint stirrer to make sure my paint media are thoroughly prepared, a cleaning station where I can safely get rid of surplus paint, an airbrush stand so nothing gets knocked over and the all-important cleaning fluids with which I flush through my airbrushes at regular intervals.



1. Preparation

BOTTLE IT UP

You wouldn't think so, but these plastic dropper bottles are fantastically useful for holding all kinds of liquids we use in painting and weathering models. The size I find most convenient holds 125ml – I tend to buy thinners and cleaning fluids in bulk so it makes sense to decant them into more manageable containers. Using the dropper bottles, I can add small quantities of thinners to the colour cup, gradually blending it in so I can be sure the paint is exactly at the consistency I need. You can do this with disposable plastic pipettes but you'll still need somewhere to keep your liquids between uses!

● **Dropper bottles from www.airbrushes.com, Pipettes from eBay.**



STIRRING STUFF

The easiest way to gum up an airbrush is to use lumpy, inadequately stirred paint. To prepare paint adequately you need to do more than give it a quick whizz with a matchstick. Coffee stirrers work fine but whether you're using acrylics or enamels a good five minutes of careful, even mixing is necessary to break down any small lumps that may have formed.

For thorough blending of pigments and carrier fluid, I use a battery-powered paint mixer, run for a couple of minutes at a time. Make sure the paddle is fully immersed in the paint before switching on – everyone fails to do this at least once, and the consequences are too awful to contemplate. Move the stirrer around the pot, gradually working deeper into the thicker paint that has coagulated lower down. When the paint's been sufficiently stirred, give the paddle a quick whizz in a jar of thinners. Once your paint has been let down with thinners in the colour cup, use the mixer to blend it into a sprayable consistency.

● **Paint stirrer from www.emodels.com.**



MASKING UP

To stop paint going where you don't want it to, you may need to mask off those areas that will remain as they are for now. Always use proper modellers' masking tape for this – it has much lower tack

than the kind of masking tape you might use for painting jobs around the house or on your car. If you use parcel tape or similar on a surface you've just painted, it will probably rip away what's underneath. Always remove the masking tape as soon as the paint is touch dry. Allow paint to harden for at least 48hrs before masking over a freshly painted surface.

● **Tamiya masking tape is available from most model shops in a variety of widths.**



GLOVE COMPARTMENT

I can be quite a messy painter when the mood takes me but there are occasions when you have no option but to hold the workpiece while you spray it. Wearing a plastic glove helps keep paint off your hands – just like petrol, mildly toxic fluids such as white spirit can easily be absorbed by the skin and passed directly into the bloodstream. At the very least it might make you feel a bit queasy or give you a headache, so take precautions.

● **Disposable rubber gloves are available from most chemists.**



2. Using your airbrush

QUICK GETAWAY

These quick-release valves were originally unique to the Iwata range, but they're now available for other makes such as Badger and Paasche. They enable you to switch easily between different airbrushes without having to unscrew them from the air hose. To fit the airbrush, you simply insert the plug into the connector and push it home. To release it, you slide back the spring-loaded sleeve and pull the airbrush free. Unscrewing an airbrush with a colour cup full of paint is always going to be hazardous, but the quick-disconnect allows you to do it in safety, with little risk of spillage.



● **Quick release valves from www.airbrushes.com.**

GOING FOR A SPIN

A painting turntable is a must. You don't need to handle the model while you're painting it and you can spin the turntable round to work on each side in turn. Fortunately, they're widely available and inexpensive. They come in different sizes – at 12in diameter (250mm), the one I mostly use can easily accommodate a 4mm scale 'Pacific'. If you work in 'N' gauge, then a smaller one will be more than adequate. I always go for the flat-on-the-deck type seen here – I've seen people using turntables designed for cake icing with the disc mounted on a tall central column but they've never looked entirely stable to me.



● **Available online or from model shops.**

STAND EASY

An airbrush stand gives you somewhere to park your airbrush when you're not using it, or while you're charging it with paint. Various types are available – I use a simple design that clamps on to the workbench beside me. It has two hangers, which allows me to switch between airbrushes when I'm painting a model. In this shot, one of the airlines from the compressor is set to 80psi which is great for airbrush cleaning, especially when (as happens to everyone from time to time) you get a bit of a blockage. I can simply swap hoses, give my airbrushes a quick sluicing-through and then carry on as before.

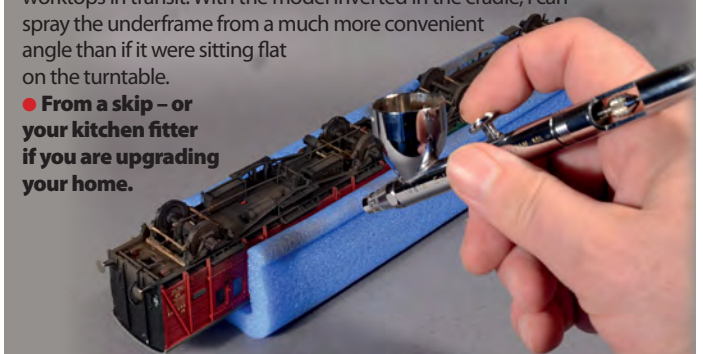


● **Airbrush stand from a selection at www.airbrushes.com.**

FIRMLY CRADLED

Apart from my fingers, the other main holding device I use – often in conjunction with a turntable – is a length of foam packing that had originally been used to protect the edges of kitchen worktops in transit. With the model inverted in the cradle, I can spray the underframe from a much more convenient angle than if it were sitting flat on the turntable.

● **From a skip – or your kitchen fitter if you are upgrading your home.**



3. Cleaning and maintenance

KEEP IT CLEAN

An airbrush cleaning station is one of those must-have accessories that make painting models much simpler, tidier and safer. It comes into its own when flushing through your airbrush to clean it or simply getting rid of surplus paint. Having part-filled the pot with water and screwed the lid on tightly, you simply push the airbrush nozzle through the rubber sleeve and fire away. This will prevent the overspray everywhere as well as containing the paint and thinners within the cleaning station.



● **Visit www.airbrushes.com or www.graphicair.co.uk**

SCRUBBING UP

Square-ended, stiff-bristled brushes are just the thing for cleaning out your airbrush's colour cup. Half-fill it with the appropriate thinner and give it a good hard scrub. For probing around the airbrush's sensitive internals I use pipe cleaner style brushes of different sizes, designed to get to those hard to reach areas inside the airbrush and tubing. The bristles are made of durable nylon so they won't damage anything.



● **Visit www.airbrushes.com or www.graphicair.co.uk**

FLUSH WITH SUCCESS

Cleanliness goes way beyond godliness whenever airbrushes are involved and there's no point stinting for the sake of a few drops of the cleaning fluid. If I've been using enamel-based paints and washes, I clean out my airbrush using nothing more advanced than the same ordinary DIY-store white spirit that I use as a thinner. Premi-air's Liquid Reamer is useful in case you get a stubborn build-up of enamel paint that needs to be dissolved. For acrylic products, I use an isopropyl alcohol based cleaning fluid – it's stronger and more effective than ordinary acrylic paint thinners. Bulk purchase offers a considerable saving and, more importantly, it encourages me to be liberal with amount of fluid I'm using. Again, Premi-air's water-based Foaming Airbrush Cleaner will in difficult cases help break down hardened paint deposits.



● **Visit www.airbrushes.com or www.graphicair.co.uk**

SAFETY MAT

Airbrushes need to be dismantled from time to time so they can be deep-cleaned. Once you've dropped the needle on the floor and bent it, or spent ten minutes looking for your missing paint tip, you'll realise the value of a cleaning mat such as this. The raised border stops tiny components rolling away while the heavy wipe-clean material and non-stick backing ensure everything stays put.



● **Visit www.airbrushes.com or www.graphicair.co.uk**

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3916 TANGO 02 Steam No. 63936 BR E/E with flush tender.	£156.95
3917 TANGO 02 Steam No. 63937 BR E/E with flush tender.	£156.95
3918 TANGO 02 Steam No. 63938 BR E/E with flush tender.	£156.95
8801 AC Cars Railbus W79796 BR Green with whip skinders.	£104.95
8802 AC Cars Railbus W79797 BR Green with whip skinders.	£104.95
8803 AC Cars Railbus W79798 BR Green with whip skinders.	£104.95
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R3430 Holden B12 Class No. 61573 LNER Green.	£139.95
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R3432 Holden B12 Class No. 61580 BR Black L/C.	£139.95
R3433 D16/3 Class No. 2900 'Claud Hamilton' LNER Green.	£118.95
R3437 A3 Class No.	

'Merchant' cylinders need extending

CONGRATULATIONS to Tim Shackleton for his excellent article in August's HM122 on detailing the Hornby rebuilt 'Merchant Navy'.

Another modification is to extend the short cylinders provided. This involves removing the cylinder block saddle and cutting the assembly crossways through

the middle of the cylinders. A 2.5mm thick piece of Plasticard can then be grafted in. Once the glue has cured, this can be shaped to the cylinder profile. A new cover panel can be made from paper with the rivet detail lightly embossed. It's a small change, but it makes a difference.

Dave Townley, by e-mail.

HOW DO I MAKE A WEATHER SHEET?

I am writing in relation to the 'Merchant Navy' detailing feature in HM122 which had one omission from the parts list. The model after completion of detailing shows a weather sheet between the cab and tender. However, there is no

information given as to materials used or how it is fixed. Would it be possible to provide information on this in a future issue? This might be applicable to a detailing project for other models.

Colin Fishwick, by e-mail.

■ *Tim's weather sheet was made from 5thou plastic sheet, cut to size and glued to the inner face of the cab roof. You can use paper if you prefer, but the actual size comes down to the radius of the curves on your layout. HM.*

Waterloo Sunset 50

Hornby's new 2012 Class 45000 is one of the best of its class in traffic on July 19th 1962. The 45000 was built to replace the 45000s which were used on the Great Western in their early days using Hornby's 100 gauge model.



£50 STAR LETTER



MAIL FROM THE...

HORNBY

MATCHING CARRIAGES TO ENGINES

FORUM

Read more at: www.hornby.com/uk-en/forum/matching-carriages-to-engines/

I play with trains - I don't model but I want my engines to pull the correct coaches. Currently I just put any coach with any engine depending on my tastes. But of late I felt I would like to be more correct with what pulls what. Is there an easy way to find which engine pulled what? I know that LNER 'A4s' pulled Teak coaches sometimes but what did others pull? Nothing too complicated please! *Hornby forum user debe45*

IN RESPONSE:

■ *Hornby Magazine* has train formations articles with carriages in including the August edition. See if you can find previous copies over the last six months or so and the

answer will most likely be there. *Hornby forum user tyneside emu*

■ Matching locomotives and coaches is a complex topic, mainly because there are very many possible permutations and combinations and will also change depending upon which era you are trying to represent. As already said the preservation era is perhaps the easiest because you can usually find a good excuse to run anything with anything else.

Properly matched trains can look smart, but then if there is a colour combination that takes your fancy, it is your layout, go for it!

Matching the type of locomotive to a train is also something worth considering.

Big locomotives look better on a long train of corridor coaches but a little tank engine better matches a couple of non-corridor coaches. Goods locomotives with eight or ten coupled driving wheels were used mostly on freight trains but could occasionally be called on to work a passenger train in an emergency.

Hornby forum user LC&DR

■ This is actually quite an interesting area because, while I don't take the hobby terribly seriously I have my own 'rules'. We all do, from those who strive for absolute accuracy right across the spectrum to where the only 'rule' is that there are no 'rules'!

Hornby forum user Rule 1 Applies

CROSSINGS CONTROLLED FROM HOUSES

In the article on crossings in HM122 you mention all level crossings except one type which is probably now user worked, but until at least the late 1960s some of these were indeed manned not by a regular box but from a house beside the line.

As a child, I lived in a former keeper's bungalow which had been originally built too low to see the line and the road. I do not know if it was the LNER or BR but

they had built a new house on the opposite side of the line for the keeper who kept in touch with the nearest signalboxes in both directions by a telephone connected only to them. The line was somewhere in East Yorkshire – I cannot remember the exact line as I was very young at the time, and only remember it through the fact of watching the trains go by.

Graham Reid, by e-mail.



SIMPLIFYING SPEED CALCULATIONS

In Hornby Post (HM121) there are admirably accurate calculations for scale speeds, but I suspect that answers to two decimal places is a precision somewhat better than the speedometer on a steam engine. All you need to know is that 60mph is 88ft per second, and scale accordingly. In 'OO', 4mm is a foot, so 60mph is 88 x 4mm per second, or 352mm, which is conveniently near enough the length of an R601 double straight (335mm). Better still, 50mph is just a tad under a foot per second at scale speed, so a steam-hauled goods train probably shouldn't be going at more than one foot every two seconds, about 25mph. To put it another way, an 8ft x 4ft oval is around 20ft of track, so if a steam hauled goods is going around it more than twice a minute (about 35mph) it's probably going too fast.

Daniel Goodrich, by e-mail.

CAN WE HAVE WRAPAROUND WINDOWS FOR THE '28'?

I see from HM121 that Heljan is to reintroduce the Class 28 Co-Bo diesel. I hope that this time they will model the all-green version with the correct windows. In the original model specification, it was stated that the all-green versions would have the correct wraparound windows, but when released they had the modified windows only.

When introduced, the Co-Bos had quite distinctive front windows which wrapped round the corners. Unfortunately, they had a tendency to fall out when on the move! When the entire class was withdrawn in 1961 to improve the engines, the opportunity was taken to modify the windows too. When the class was reintroduced to service they had also gained small yellow warning panels - certainly this is the case in all the photographs I have seen.

From 1958-1960, they were all-green with wraparound windows; from 1962 onwards, small yellow panels with modified windows. Incidentally, I have also never seen a photograph of a green Co-Bo with full yellow ends, so this may be another error in the original model. The only full yellow end I have seen is on the solitary example to gain blue livery.

As I model the late 1950s, a Co-Bo would be a nice addition to my fleet, but I would really want to see it with original pattern windows. Finally, I notice that the previous rendition of this class, the old Hornby-Dublo model, also had modified windows with all-green livery, and all the kits I have seen had modified windows. It is about time this situation was corrected!

Dave Kitson, by e-mail.

WHY AREN'T ALL HORNBY LOCOMOTIVES DCC READY?

Read more at: www.hornby.com/uk-en/forum/why-hornby-locos-dont-all-come-dcc-ready/

This is directed towards Hornby, but could anyone explain why all its new locomotives are not supplied DCC ready? I've seen the new 'Terrier' that is being released at £84.99 and I was surprised to find that it's not DCC ready. *Hornby forum user Lardenr*

IN RESPONSE:

■ The Terrier is a relatively old model and therefore to make it DCC ready a certain amount of re-tooling would be needed. Hornby has demonstrated that it can and will make small locomotives DCC ready. I presume that in time it may get an upgrade but in the meantime the conversion is possible by hardwiring one of the very small

decoders now available. It can be done by just unsoldering the motor wires and with no body modifications needed it would be simple and invisible to go back to DC control if needed in the future. *Hornby forum user SteveM6*

■ You make a good point, Lardenr - it is understandable that a few small 0-4-0Ts at a low price point will not be DCC ready but the Sentinel is DCC ready at £65 while the 'Terrier' has no provision for a DCC socket and a decoder. You can only just wire in the 4-pin X9659. *Hornby forum user bowman*

■ As has already been said, the 'Terrier' is an old model and it is re-released

periodically in a different livery. Many decoders can be hard wired, so whether it is 4, 6 or 8-pin doesn't really matter as you will not be using the plug/socket. If you remove the body, which takes a couple of minutes, Hornby's R8249 decoder can be fixed in place to the side of the motor and the body replaced. *Hornby forum user bulleidboy*

■ I would expect that if the 'Terrier' needs to be re-tooled it will be reissued DCC ready. *Hornby forum user ellocoloco*

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

Little Aller JUNCTION

*Aller Junction, near Newton Abbot, was the inspiration for **CHRIS MORRIS'** 'N' gauge layout, set firmly in the diesel-hydraulic era in the summer of 1963.*

PHOTOGRAPHY, MIKE WILD



A maroon liveried
'Western' D1065
Western Consort thunders
through the junction with a
London-bound express as a
parcels takes the Torbay line.

SOMETIMES things just come together and take you where you don't expect them to. My main railway is a 'G' scale layout running around my garden but I found that it gets too cold to play outside in the winter - at my age I should have realised this - so I built a small 'N' gauge branch line layout to keep me occupied in the colder months. This is a nice compact layout which handles half a dozen short trains and provides lots of operational interest in a very small space. I was very happy, but then one day at an exhibition I saw the Osborn's Models limited edition of the first 'Western' diesel-hydraulic D1000 *Western Enterprise* in its striking desert sand livery. The next thing I knew I had bought one even though it was totally unsuitable for my little branch line.

At around the same time, I was working on new club layout ideas with fellow members and as part of my planning I

worked out a scheme to allow trains to go from quadruple track through a junction to two double tracks and then back to the storage road they started from.

Eventually, *Western Enterprise* and this drawing came together in the shape of a plan to build a representation of Aller Junction in Devon - a well-known location near Newton Abbot on the Great Western main line forming the junction where the Torbay line leaves that to Plymouth and Penzance. The plan was created using the dimensions of the load space in my car and the geometry of Peco pointwork as governing factors. It was clear that I didn't have space to make a scale model of Aller Junction so I decided to make it a caricature and call it Little Aller Junction.

The layout has the correct pointwork for the actual junction with quadruple track from Newton Abbot splitting into two double tracks to Torbay and to Plymouth. To the right of the junction there was a farm

overbridge to form a scenic break. To the left of the junction I had to build two tunnels that did not exist in the real location and there was not room on the layout to include the freight loop just past the junction.

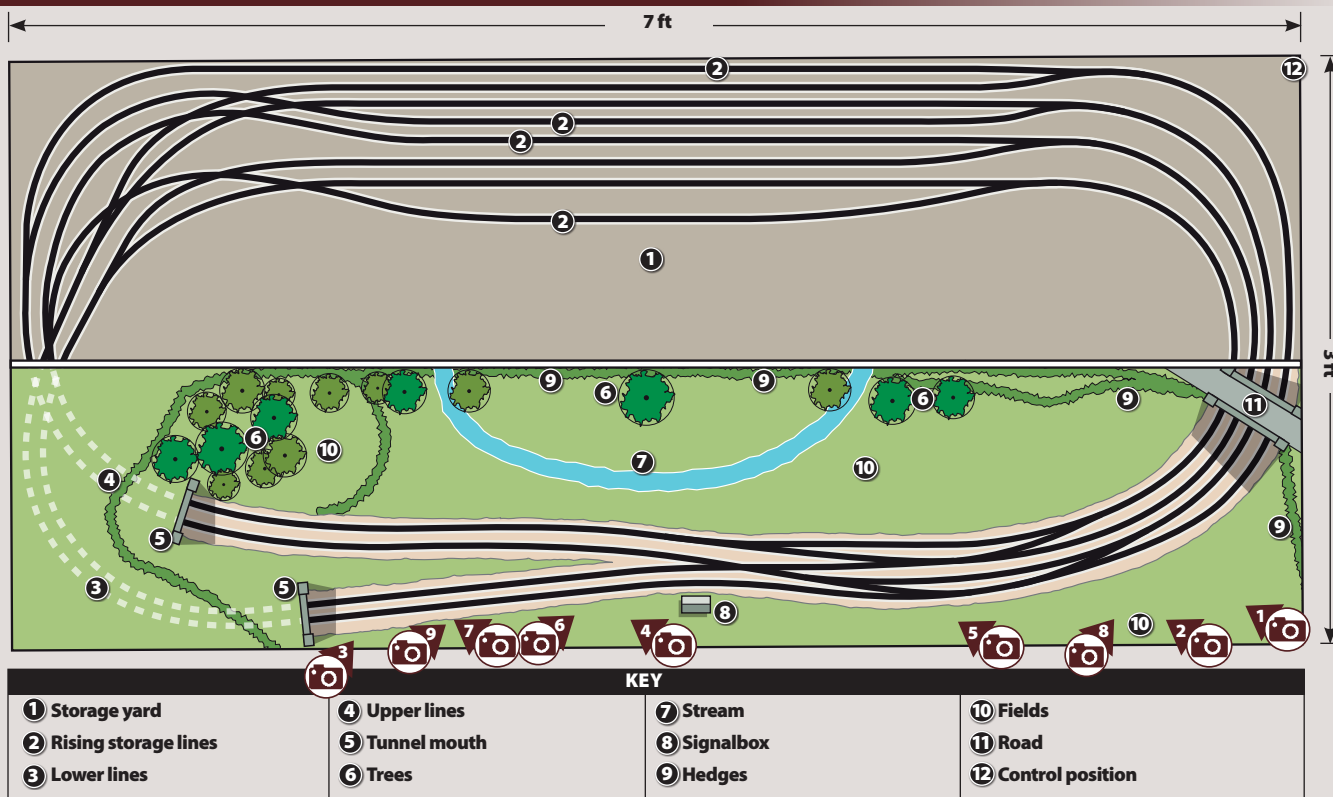
CONSTRUCTION

I used open baseboards when building this layout. I made an interlocking grid from plywood but did not attach the traditional baseboard top. The plywood was shaped so that it supported the trackbed where required and also formed the basic shape of the scenery. Plywood was then cut to the shape required to make just the trackbed - the rest of the baseboard being left open to form the scenic area.

This allowed the countryside surrounding the railway to flow and be below or above the height of the track as required. The aim was to create the look of a railway having been forged through the landscape. Construction then followed the usual »



LITTLE ALLER JUNCTION TRACK DIAGRAM (Not to scale)



pattern of laying track, wiring, testing, ballasting, testing and then building the scenery. I made some more plywood scenery formers and covered these in a metal mesh to form the rolling hill shape. This was then covered in plaster bandages followed by a thin layer of household filler. The filler was then painted over with PVA adhesive to seal it and two coats of earth coloured paint. The reason for two coats is that the first colour I chose didn't look right so I had to use a different one.

The open baseboard method also allowed greater flexibility of track levels. My layout is only 7ft long and to get the trains back to the right place in the storage sidings, some of the storage tracks on the Plymouth line had to go over some of the storage tracks on the Torbay line. The quadruple track and junction pointwork were set at a mid-height and after the junction the Torbay tracks drop while the Plymouth tracks rise. This allowed me to achieve the height difference between the two sets of tracks in half the distance that would have been required if I had used a traditional baseboard and wasn't able to lower the tracks for Torbay after the junction.

Right from the start, this was planned to be an exhibition layout so a lot of attention was given to how it would pack together for transportation at the planning stage. I also knew that I would require lighting for the layout as exhibition halls can have indifferent lighting. To keep this as easy to transport as possible I built a header board and attached a strip of super bright LED tape to the back. I built the lighting before I started the scenery so that I could build the scenery in the same lighting conditions as would exist when at an exhibition.

TESTING

Proper testing is really important at each stage of building a layout. When I wired this layout up and put a locomotive on, it worked fine and I was pleased with myself for doing a good job. I then carried out a full test with trains on every storage road and found that I had issues to resolve which only showed up with all tracks occupied. It took a couple of attempts to get everything working as I wanted. Fixing the problem was simple before ballast or scenery was added but would have been difficult if the problem had not been found until later.

RUNNING TRAINS

There are nine storage roads, one each for seven routes through the junction and two roads for the eighth route. Three of the storage sidings have been split into two so the layout can hold 12 trains but we usually exhibit with eleven trains.

The trains are correct for the summer of 1963 in South Devon except for a couple of interlopers in the shape of a maroon 'Warship' (1965 onwards) and a maroon Western with full yellow ends (1967) which make an occasional appearance. I prefer to run one train through the junction at »



 A Graham Farish Class 42 'Warship' leads a short freight through the junction as a 'Western' catches up with a fast for London.



A Class 22 has just been given the road after a 'Hymek' has crossed the junction with a long rake of vans.





04 Left: **D1038 Western Sovereign** leads a rake of loaded china clay wagons towards Newton Abbot.

05 Right: **D1015 Western Champion** passes through Little Aller Junction with a London-bound milk working.

06 Below: **The one which started it all: D1000 Western Enterprise** takes the route for Plymouth at Little Aller Junction. It is a Dapol model produced as a limited edition for Osbourn's Models.



a time as this provides a nice procession of the trains that would have been seen. Sometimes it is nice to run two through at the same time in the same direction either converging or diverging. This would have happened at the real junction and makes for an unusual sight on a model.

This type of operation was expected at the planning stage and the layout uses analogue power with two Gaugemaster controllers. It wasn't until the layout was nearly complete that we found it was possible to run four trains at once continuously going round and round. In reality, there would have to be a gap of some minutes between trains passing through the crossing in different directions so running four at once complete with near misses is "playing trains" but it is somehow entertaining to watch.

ADDED GIMMICKS

I have worked as well as I can to make this model a serious attempt at capturing the feel of the specific location at a certain point in time. It must however be acknowledged that model railway exhibitions need to entertain the paying visitors and so I have added a few gimmicks to provide a bit of fun.

So far, I have not been greatly impressed with sound fitted into 'N' gauge models. Yes it is improving and I think it works well if you have in your mind that you are the driver but this is a long way from what you hear if you are standing by the track watching trains go by. My low cost alternative (which works for this layout but is not suitable for all) is to use sound taken from recordings. I timed my various trains running through the scenic section of the layout. I then went through my videos of 'Westerns' and a few other preserved locomotives to find a suitable soundtrack.

I used software to create an mp3 file from the video and another to edit the sound file to fit the requirements of the layout by chopping it around and fading in and out to create a soundtrack of the correct length. »



107 Left: A BR green Graham Farish 'Warship' approaches from Torbay with a rake of Western Region chocolate and cream Mk 1s as unique Golden Ochre liveried 'Western' D1015 Western Champion – a repainted Dapol model – slows for a signal check with six-wheel milk tankers.

108 Right: A Brush Type 4 leads a parcels working towards Torbay as a freshly painted maroon 'Warship' heads east towards the capital.

109 Below: 'Grange' and 'Manor' 4-6-0s take charge of a heavily loaded summer Saturday express at Little Aller Junction in steam's final years.



These files are downloaded to my phone and then played through a reasonably powerful speaker under the layout. This gives a representation of a train passing and with the right speaker I can even make the ground vibrate as the train passes! You could use videos from YouTube as a start point for the sound files but I suggest you would need to obtain the video owner's permission to use it at exhibitions.

My second gimmick is the installation of a Broadway Limited thunderstorm module. This module controls two LED light strips which flash to create the effect of sheet lightning and also creates a lightning crack followed by a thunder sound effect. At the push of a button I can have just one lightning flash or a full thunderstorm complete with wind howling, gates slamming and dogs barking. I have installed a dimmer on the main layout lighting so I can dim the 'bright sunlight' when the storm starts. There is no actual rain, but in 'N' gauge it would be too small to see anyway. The thunder and lightning has proved to be popular with visitors and we see lots of smiles when we go through the storm sequence; especially from youngsters.

We have made one or two jump a bit so we let them press the button for the



thunder and they are then happy. The thunder does tend to reverberate around exhibition halls and it is possible that some fellow exhibitors aren't amused.

Building and exhibiting the layout

has been a good experience for me. I hope visitors enjoy it as well. That one spur of the moment decision to buy *Western Enterprise* has ended up being quite a big investment! 



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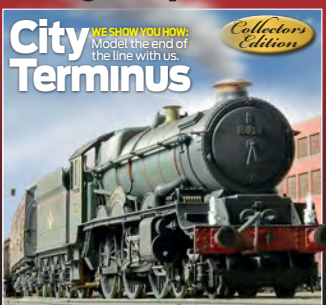
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Kernow's 4-TC debuts

**FIRST
REVIEW**

Southern Region multiple units have gained much popularity since the introduction of the Bachmann 4-CEP in 2009, but now we have a go-anywhere unpowered 4-TC unit too. **MIKE WILD** takes a closer look at this surprisingly enticing and versatile offering.

SOUTHERN REGION multiple units have one major drawback – without the third-rail power system they can't go anywhere – but there is one type of unit which breaks the rules: the unpowered 4-TC (Trailer Control) units. Formed of four vehicles converted from locomotive hauled BR Mk 1 coaching stock, they were designed for the specific purpose during the Bournemouth electrification of allowing electric powered trains from London to be split at Bournemouth and for a portion to continue to Weymouth with a push-pull equipped Class 33/1 diesel locomotive to reach their final destination which wasn't electrified at the time.

On the outside they matched the profile of the second range of BR built electric multiple units for the Southern with Glass Reinforced Plastic (GRP) cab fronts as well as matching control gear which allowed them to be propelled from London by the powerful 4-REP units. In addition, they could be paired with Class 73s and Class 33/1s to operate in push-pull mode, such was their flexibility. Reality Check has the full story on the 4-TCs.

To see these unpowered units delivered as a ready-to-run model is nothing short of extraordinary. It was announced by Kernow

Model Rail Centre as an exclusive product in June 2016 at the Great Central Railway Model Event (HM110) and, as you might expect with our Southern interests in the *Hornby Magazine* office, we've been itching to get our hands on the final production model.

THE MODEL

First to arrive – six versions are being produced in total covering BR blue and grey, Network SouthEast and RTC liveries - is original condition unit 416 in the fleet's debut livery of plain BR blue with small yellow warning panels as applied for their 1967 introduction. This is just early enough to have been seen alongside the final steam services on the Southern (HM122) but equally suitable to operate with the very first of the BR blue locomotives including Class 73s in BR blue with grey solebars and small yellow warning panels.

Decoration of our sample is nothing short of superb throughout. The plain BR blue colour scheme is smoothly applied across all four vehicles, offset with subtle details such as unit numbers, BR double arrow crests, small yellow panels, handrails picked out in silver and black and finely finished door handles. Not so subtle, but equally accurate, are the orange curtains

modelled in the windows which add a welcome splash of colour. Importantly, the BR blue base colour wraps over the cab roof dome and around the outer gangway sides, just as it should. Also worthy of note is that the interior features colouring to the seats, tables and plain white partitions to complete the 'look' of these units.

Detailing is excellent too with the four-vehicle set reflecting those assembling the real trains accurately. In the box you get two Driving Trailer Second Opens (DTSO), a Trailer First Corridor (TFK) and a Trailer Brake Second Corridor (TBSK) to assemble the unit. These are fitted with four-pin power connecting couplings between vehicles which means it is difficult to get the order wrong. These couplings also mean the full train only requires a single 21-pin decoder to operate all of its lighting functions and, intriguingly, it is prepared for digital sound too with space for a 15mm x 10mm Zimo cube speaker designed into the seating of the TBSK.

Moving back to the details and you get superbly done jumper cables on the cab fronts, neat but unsprung oval buffers, plastic windscreen wipers and what is an impressively well done handrail under the cab windows - even though it is moulded. However, the vertical cab door handrails would, in our view, have benefitted from being separate rather than moulded items – as would those on the guard's door on the TBSK.

Still, there is much more to appreciate including separately fitted air horns on the roof, an elaborately detailed and complete underframe set between correct B4 pattern bogies together with intricate items such as metal footsteps hanging from one corner at each end and the step ladder below the guard's door. All in all this adds up to a highly realistic and detailed picture of a 4-TC for 'OO' gauge. »





The 4-TC is a multiple unit like no other - it has no onboard power systems and requires a locomotive or another unit to provide propulsion.

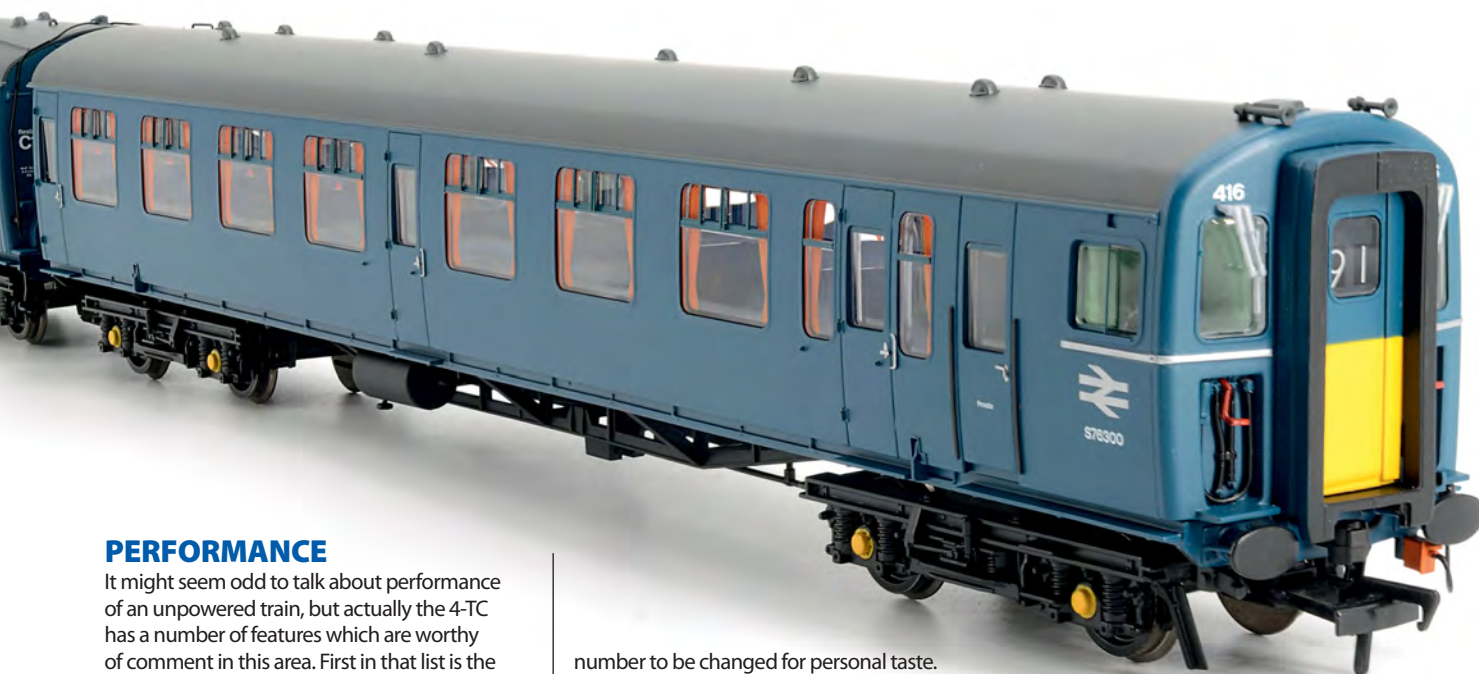
"We've been itching to get our hands on the final production model of the 4-TC."

MIKE WILD



Guard's compartment wall detailing is printed.

Power connecting couplings between vehicles.



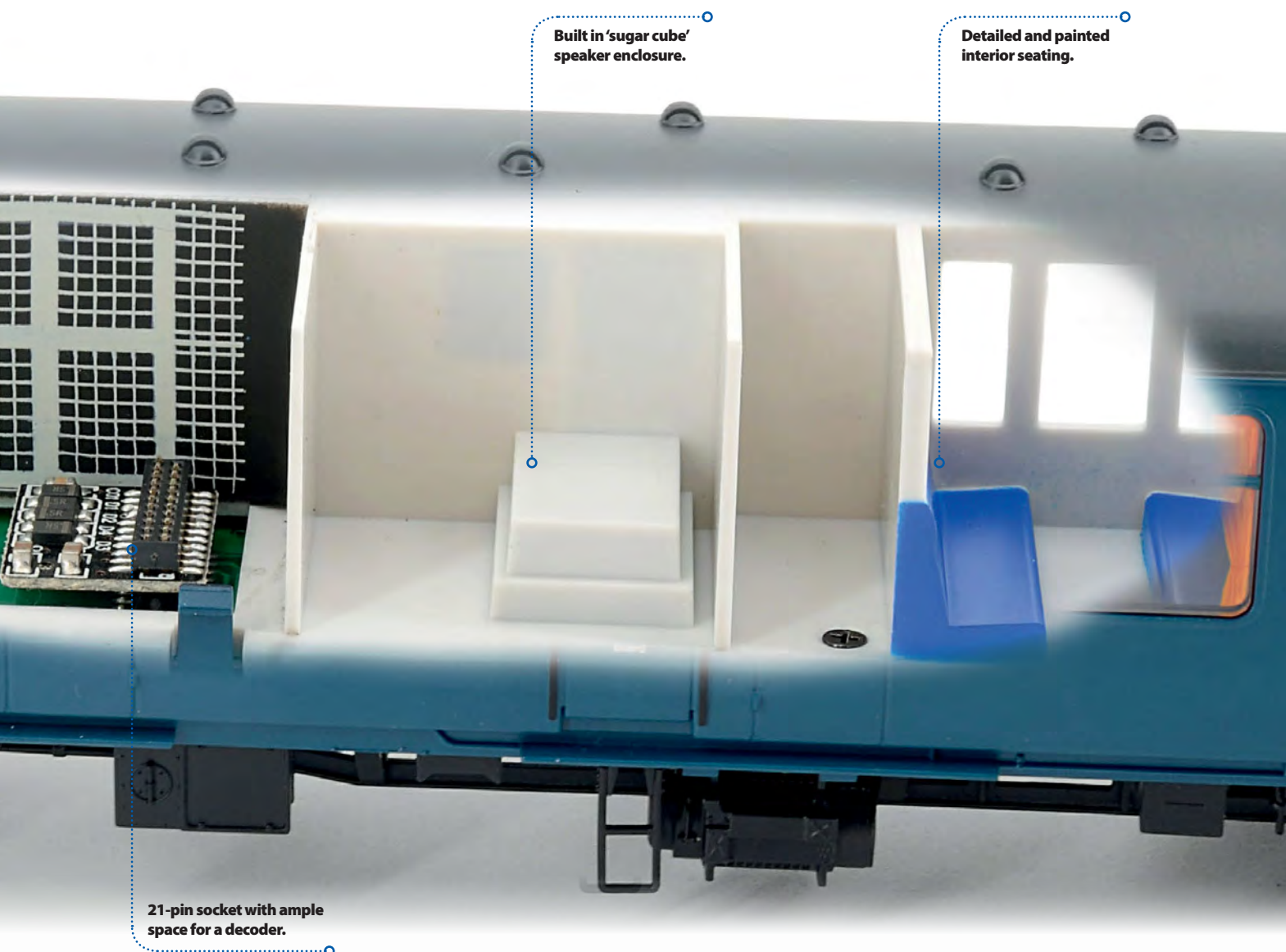
PERFORMANCE

It might seem odd to talk about performance of an unpowered train, but actually the 4-TC has a number of features which are worthy of comment in this area. First in that list is the lighting. It features interior compartment lighting as well as directional headcode panel lights with the latter illuminating in white for the leading end and red for the trailing end and swapping direction with the unit's travel. Spare doors are included to allow the route

number to be changed for personal taste.

However, Bachmann has ensured that lighting control can be carried out in both analogue and digital formats. Three switches are positioned in the underframe of the TBSK, two of which allow the cab front lights to be permanently extinguished at each end

independently (for use in multiple formations or when coupled to a locomotive) while a third controls the interior lighting. With DCC a decoder can take over these functions.



THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	32-640Z
Description:	4-TC (four-car trailer control) 416, BR blue
Scale:	'OO'
Price:	£289.95
Era:	5/6
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets at outer ends



Access to the DCC decoder socket is relatively straightforward, but could have been made simpler by using screws instead of clip fittings as it is difficult to find a position on the solebar to hold it securely while unclipping the body. Still, within a minute we had the TBSK body off and found ample space for a 21-pin decoder and the moulded speaker enclosure which requires the seat moulding to be released from the chassis for complete conversion to digital sound. It should also be noted that once the body is released a pair of wires connects to the roof lights, which need to be disconnected carefully before removing the body completely.

We tested the 4-TC with sustained running with a Class 33/1 in both push and pull modes. Even with the locomotive propelling the four-car train it ran smoothly and confidently through all point

formations on our test track without any suggestion that it might be unstable. The strong inter-coach couplings definitely help with that too.

OVERALL

Kernow Model Rail Centre has made a bold and welcome choice by creating the 4-TC as a ready-to-run model for 'OO' gauge and in partnering with Bachmann the result is a stand out product which will be highly appealing to all 1966 and onwards Southern Region modellers. It also brings new purpose to the Class 33/1s produced



by Heljan as well as Dapol's recent Class 73 for 'OO' gauge and with its impressive (for a Southern unit) sphere of operation – they were seen as far north as Birmingham and as far west as Cardiff on occasions – there are plenty of reasons to be excited by this new release.

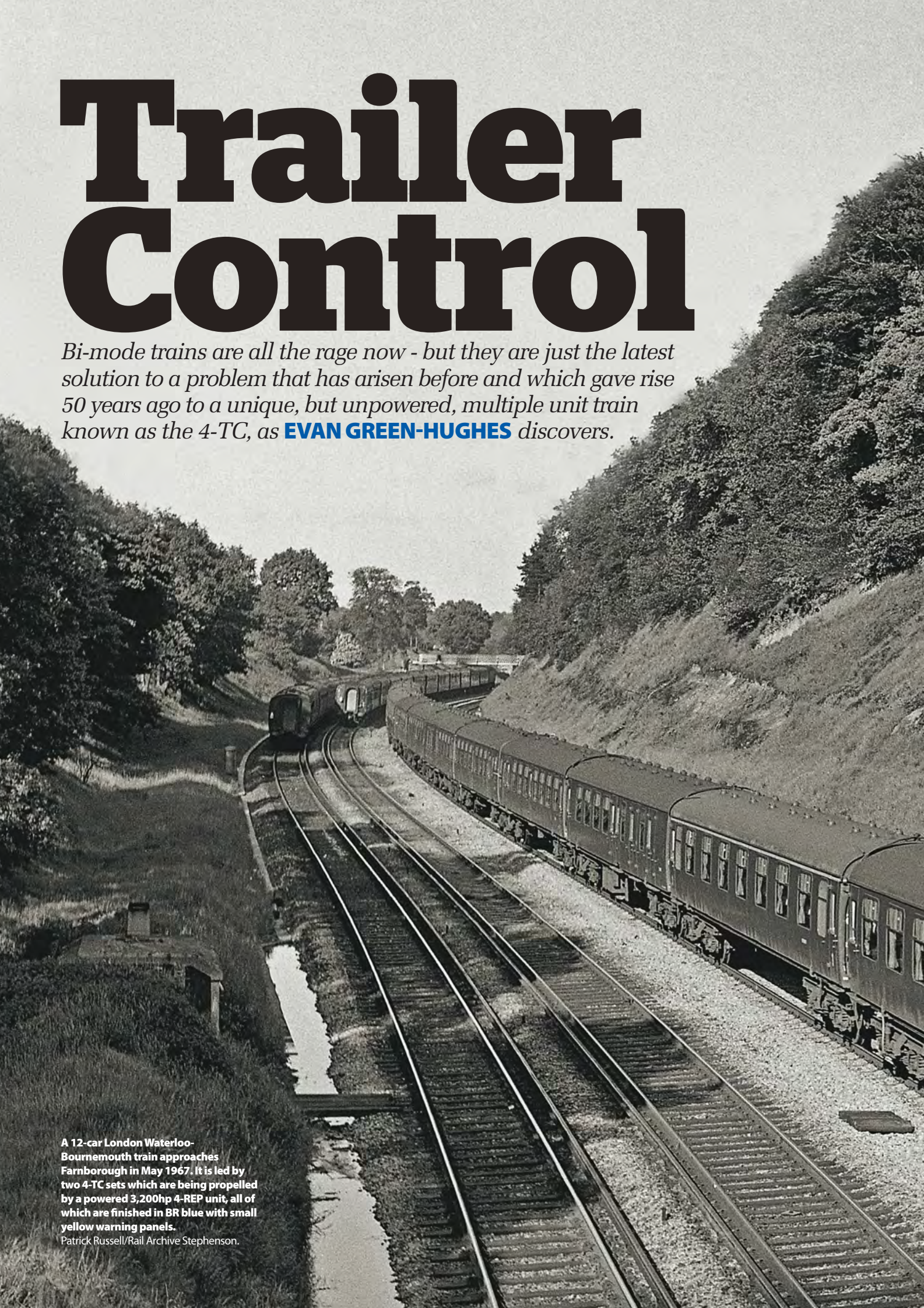
We are wholly impressed by Kernow's 4-TC and hope it will bring about the introduction of further Southern units from the 1960s including, maybe, the 4-CIG and 4-BIG electrics. We can but hope. (MW)

Trailer Control

*Bi-mode trains are all the rage now - but they are just the latest solution to a problem that has arisen before and which gave rise 50 years ago to a unique, but unpowered, multiple unit train known as the 4-TC, as **EVAN GREEN-HUGHES** discovers.*

A 12-car London Waterloo-Bournemouth train approaches Farnborough in May 1967. It is led by two 4-TC sets which are being propelled by a powered 3,200hp 4-REP unit, all of which are finished in BR blue with small yellow warning panels.

Patrick Russell/Rail Archive Stephenson.





4-TC set 407 is propelled by a Class 33/1 diesel past New Malden forming a Salisbury to Waterloo service in 1984. Brian Stephenson.



ELECTRIC TRAINS have many advantages over steam or diesel, with the major one being that they don't have to carry the means of creating energy with them and thus can be made much lighter and more efficient. The downside is that there are a lot of capital costs involved in electrifying a particular stretch of line and the numbers only really stack up when the route is intensively used. However, many trains need to carry on to destinations that are past the limit of electrification and for this reason we are currently seeing the introduction of new fleets of Hitachi trains that can work either from the electric supply or from their on-board diesel engines. In fact, the idea is becoming so popular that even 30-year-old Class 319 Electric Multiple Units (EMU) are being converted into this configuration to enable them to be more useful in the future.

In Southern England, electrification spread steadily from the turn of the 20th century, initially outwards from London, but by the 1950s was fast approaching the Kent coast and was spreading throughout Surrey and the Home Counties. In 1964, attention turned to the route from Pirbright Junction to Bournemouth which, when equipped with the third-rail, would enable expresses to work through from Waterloo on electric power and do away with steam.

Authorisation for the £15m scheme was given in September 1964 and work commenced immediately. However, there was no money available for electrification beyond Bournemouth and this presented the operating department with a problem as many trains ran through to destinations beyond, particularly to Weymouth which served the Channel Islands, and it was rightly assumed that passengers would not take kindly to having to change train part-way through their journey. »

A UNIQUE SOLUTION

The solution that was dreamed up to solve this problem was as ingenious as it was unique for this country. A working arrangement was devised in which a high-powered four-car EMU would propel another four-car unit (or two) from London to Bournemouth. The second unit would not contain any traction equipment whatsoever, but would still have a driving cab at each end.

On arrival at Bournemouth, the non-powered set would be coupled to a compatible diesel locomotive, leaving the powered set behind, and would then be hauled through to Weymouth. On the return journey the locomotive would push the non-powered set to Bournemouth where the process would be reversed, in each case enabling travellers from the coast to reach London without changing carriage.

Having decided on a method of solving this problem, British Railways was then faced with the dilemma of where the stock was to come from. Money was very tight indeed at the time and the government made it quite clear that there was not enough for all-new stock to be ordered. Once again, an ingenious solution was found as a design evolved which could be converted from existing locomotive hauled Mk 1 coaches, and these were to form the basis of the unpowered sets. They were to be known as the 3-TC and 4-TCs.

Following prototype work carried out at Eastleigh, conversions were undertaken on 123 locomotive-hauled coaches at York, which themselves were already between six and 15 years old. The Driving Trailers on the outside of each set were converted from standard Trailer Second Opens by having a cab fitted where the toilet compartments had formerly been at one end. An additional door was inserted into the nearby passenger accommodation so that the driver had his own access, there were minor changes to the window arrangements and the interior was upgraded. Below the solebar the buffers were removed between cars in favour of rubbing plates which aided operation when propelling and there were major changes to the wiring, heating and braking arrangements to make them compatible with electric units. The Trailer First Corridor, which formed one of the intermediate vehicles, remained much as built apart from mechanical and electrical modifications as did the Trailer Brake Second Corridor which formed the fourth vehicle.

A pair of 4-TC sets led by 8006 and powered at the rear by Class 33/1 33113 climb past Wyke Champflower while forming the 10.30 Weymouth-Bristol on July 29 1989.

John Chalcraft/Railphotoprints.co.uk



A total of 28 four-car sets were constructed, numbered 401-428, and these were followed by three three-car sets, 301-303, with all being completed by 1967. Some were delivered well before the electrification scheme was completed and were therefore marshalled up as a conventional 12-coach locomotive-hauled set for a period. Sets entered service from October 1966 and were used on their intended duties alongside the high-powered 4-REP EMUs from April 3 1967. An hourly semi-fast and a two-hourly express service to Weymouth were provided, normally with an REP unit pushing a 4-TC as far as Bournemouth but sometimes with more units involved. From Bournemouth, specially-converted Class 33s took over, normally hauling towards Weymouth and propelling back, but it wasn't uncommon for two 4-TC sets to be employed, on some occasions with the locomotive in the middle of the train. The 4-TCs were almost exclusively used on services between Waterloo and Weymouth but did stray occasionally onto other duties, including working the Reading to Portsmouth route on Sundays as well as being used for special workings as required.

MORE CONVERSIONS

Increased traffic during the summer months in the late 1960s led to a requirement for additional sets and as a result a further

three 4-TC conversions were authorised in October 1972, these becoming 432-434. Set 432 included coach 70843 which had been converted in 1966 as part of the original scheme but which had always been a spare vehicle. At the same time, an additional coach was added into the existing 3-TCs which therefore became 4-TCs numbered 429-431 in the original order. This second batch of vehicles differed in having double-glazed windows and having the contemporary style of EMU seating fitted. Around the same time there was a change to set 417 when it acquired 76331, which had been built as a spare Driving Trailer, and which had been fitted with an updated interior incorporating Mk 2 coach-style seating as an experiment. From that date the displaced vehicle 76302 remained as the spare at Bournemouth depot.

With the full fleet now available the 4-TCs settled down to a humdrum existence and while they proved popular with the public there were issues with jerks or snatches when setting off, with the problem most marked when the 4-REPs were propelling the units.

When sufficient units were available, the class could often be seen throughout the South Western division of the Southern Region with one duty they often performed being the shuttle service between Kensington Olympia and Clapham Junction prior to that route's electrification. They also made appearances between Yeovil, Salisbury and London and between Reading and Portsmouth Harbour.

In January 1986, with the 4TCs now 19 years old, further electrification was authorised, which included the route from Bournemouth to Weymouth, and part of this scheme was the replacement of all the existing stock on these services. The situation was complicated in that some of the equipment from the 4-REPs was to be re-used in the new Class 442s and this led to some reformations of the 4-TCs as arrangements were made to cover for 4-REPs which had gone for cannibalisation.



On May 3 1990 73205 doubleheads with departmental former Class 33/1 33115, now numbered 83301, as they pass Pirbright with a Basingstoke-Woking test train in connection with the Eurostar units. John Chalcraft/Railphotoprints.co.uk

FACTS AND FIGURES

Built:	1966-1974
Withdrawn (passenger service):	1988 onwards
Total built:	34 units
Formation:	Driving Trailer Second Open, Trailer First Corridor, Trailer Brake Second Corridor, Driving Trailer Second Open
Length per vehicle:	63ft 6in
Total length (4-TC):	267ft
Width:	9ft 3in
Height:	12ft 1/2in
Weight (total):	134tons
Electrical equipment:	GEC Traction
Multiple working:	Standard Southern Region
Maximum speed:	90mph
Seating capacity:	205

BATCHES AND NUMBERING

Converted	Builder	Class	Type	Number (early)	Numbers (late)
1966-1967	BR York	491	4-TC	401-428	8001-8028
1966-1967	BR York	492	3-TC	301-303	n/a
1974	BR York	491	4-TC	429-431 (ex-301-303)	8029-8031
1974	BR York	491	4-TC	432-434*	8032-8034

*432 included 70843, a spare vehicle converted in 1966.

Two 4-TCs lost their Trailer First Corridor coaches in summer 1986 in favour of buffet coaches from the 4-REP units and were renumbered 802/807 while the following December these two sets and four others acquired centre vehicles that had been modified to accommodate catering trolleys. These ran with numbers 101-106. In 1988, three sets ran in five-car formation by having buffet cars inserted into normal 4-TC formations, becoming 804/807/809. Other sets were known to have run in three-car form for periods.

Around this time the 4-TCs were renumbered into a new series, becoming Class 438s 8001-8034, but inevitably withdrawals began from May 1988 as new stock for the Weymouth route began to be available. During this period there were a lot of reformations as individual vehicles were swapped round to make the best of what still remained. One, Driving Trailer 76327, was also converted extensively as a concept vehicle and was fitted with

Class 319 suburban seating with modified windows in which form it saw brief use in set 8028, despite originally having been both a spare and used as part of 8030.

RARE SURVIVORS

Following withdrawal from passenger service, two complete sets were sold to London Underground where they were used for special train work on the Metropolitan Line where they were hauled by steam and vintage electric locomotives. 413 was made up from vehicles from four different sets while the other was 428. The latter, which is now fitted with centre door locking, has recently been on hire to the Swanage Railway and is working passenger services between Wareham and Swanage while set 413 was withdrawn in 2003 and is stored at the Midland Railway for eventual use at the Swanage Railway, although one of its vehicles is currently being restored under contract. Swanage also has Driving Trailer 76275, which started

life in 4-TC 404 but which was then used in a 4-VEP EMU after its normal service days were over. A third set, 417, was also saved in three-car form and operated for a short time on the North London Line on hire to Silverlink, but this was disbanded and sold on for static use in 2011.

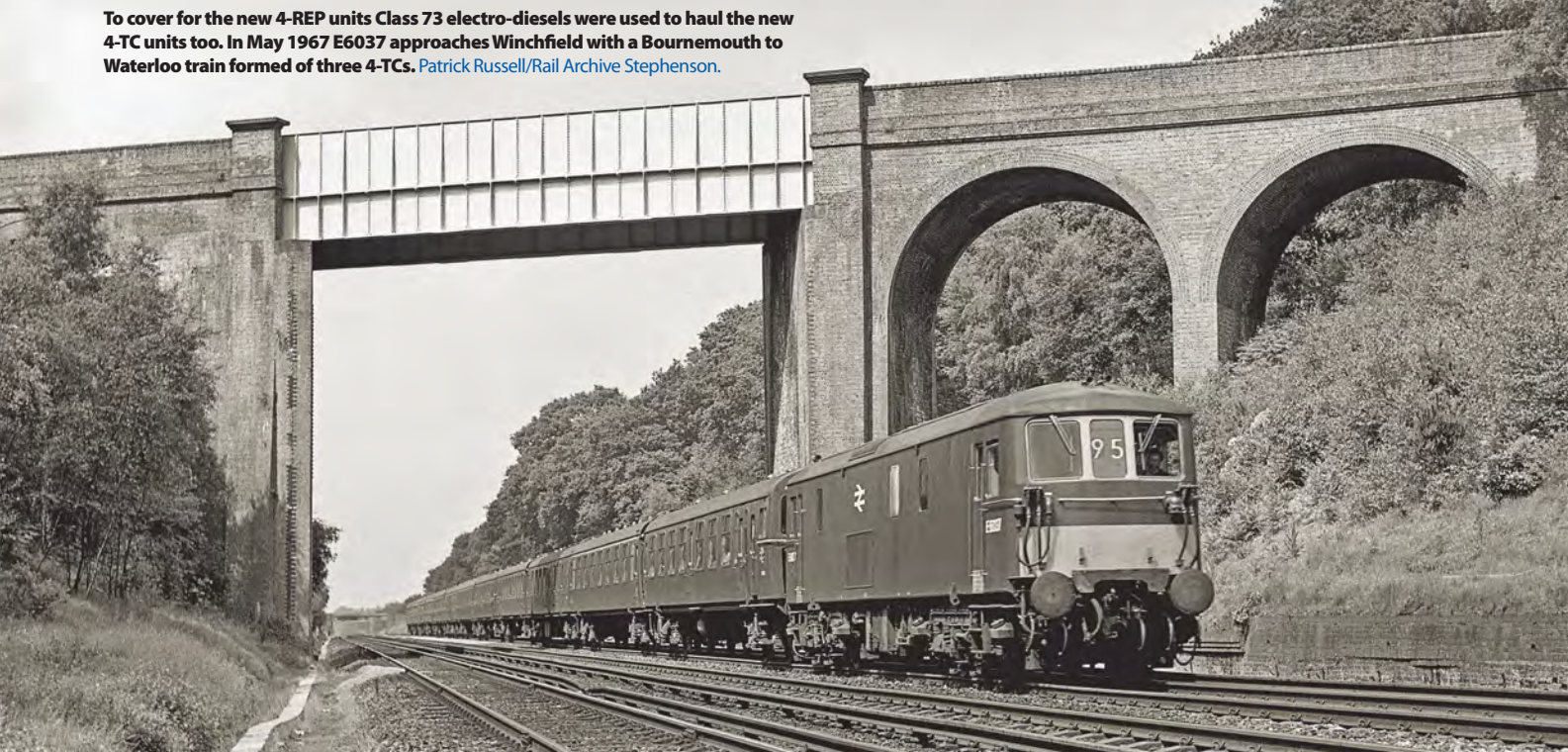
Six former 4-TC vehicles were also used by Eurostar in 1994 to test third-rail pick-ups but were disposed of as soon as the tests were complete.

While the 4-TCs were only designed as a solution to a particular problem it says a great deal for the soundness of the original design that even today it is possible to ride on one on almost a daily basis on the main line, even if that is only the short distance between Wareham and the Swanage Railway. The concept of an unpowered four-car unit pulled or pushed by either a diesel locomotive or an electric unit was nothing but inspired and the engineers who thought it up should be greatly praised for their ingenuity. [Tfwm](#)

Freshly modified Class 33/1 D6521 departs from Southampton Central with a Bournemouth to Waterloo service formed of a pair of 4-TC sets on April 9 1967.
[Brian Stephenson](#)

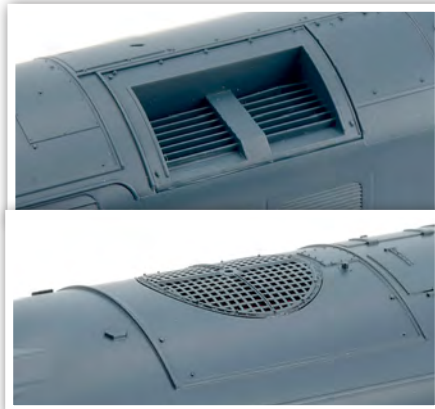


To cover for the new 4-REP units Class 73 electro-diesels were used to haul the new 4-TC units too. In May 1967 E6037 approaches Winchfield with a Bournemouth to Waterloo train formed of three 4-TCs. [Patrick Russell/Rail Archive](#) [Stephenson](#).



Hornby marks D400's

- **Price:** £169.99
- **Cat No:** R3571
- **DCC:** DCC ready, 8-pin socket
- **Site:** www.hornby.com
- **Era:** 6



HORNBY'S highly regarded 'OO' gauge Class 50 Co-Co diesel returns in original condition as D400 to mark the class' 50th anniversary this year.

Introduced in the late 1960s for use primarily on the non-electrified section of the West Coast Main Line (WCML), 50 locomotives were constructed by English Electric (EE) with the first, D400, entering traffic in September 1967. As electrification of the WCML to Glasgow was completed, the EE Type 4 fleet was transferred south to BR's Western Region. D400 eventually became 50050 and was later named *Fearless*. Today, D400 remains in main line condition.

As with previous releases, D400 features separately applied details including handrails, grab handles, multiple working cables, windscreen wipers, lamp irons, static roof fan, opening cab doors and poseable bodyside louvres. Unfortunately, a few detail errors have crept in as the model also features a pair of grab handles above the multiple working sockets at each end, which the real D400 uniquely didn't have (and still doesn't), plus the scavenger fan mounting on the roof was a later modification.

On the positive side livery application is superb with a high quality BR blue paint finish, yellow ends, orange and black jumper cables and

yellow axle boxes. Printed elements are equally polished with crisp BR double arrows, numbers and overhead live wire warning flashes, although these flashes appear to be later versions of those actually carried at the time. A small representation of the bodyside leasing plaque is also included.

Illuminated headcode boxes operate in the direction of travel and feature 0T65 and 6L94 headcodes at respective ends. Performance of our example was exemplary, operating smoothly

Colas Rail Freight 60087 lands

- **Price:** £174.99
- **Cat No:** R3572
- **DCC:** DCC ready, 8-pin socket
- **Site:** www.hornby.com
- **Era:** 9

Hornby's highly-regarded 'OO' gauge Class 60 Co-Co diesel returns as 60087 *CLIC Sargent* in Colas Rail Freight livery.

Built at Brush Traction in the early 1990s, this latest release brings the story up-to-date in its colourful yellow, orange and black colour scheme. Previous names carried have included *Siloch* and *Barry Needham*, while its current name, *CLIC Sargent*, was unveiled at a ceremony in Long Marston in June 2014.

The Class 60 is one of Hornby's best diesel locomotives and this release remains impressively detailed with separate lamp irons, handrails, windscreen wipers, airhorns, fine sand pipes, sprung metal buffers, opening cab doors, cab interiors and a wealth of underframe engine components and etched metal grilles with see-through engine-room detail. However, it is the high-quality decoration on this model which really sets it apart, capturing the distinctive angles and lines of the livery elements, matching the prototype well, together with crisply printed



nameplates, Colas Rail branding, numbers and overhead live wire warning labels.

Running characteristics are excellent, ably assisted by its five-pole skew wound motor and heavy diecast chassis. Fitted with an 8-pin Digital Command Control (DCC) decoder socket and directional head and tail lights, the latter can also be alternated between day and night-time settings using the switch located

beneath the fuel tanks. Extra bufferbeam detailing parts are also included separately, together with a pair of small tension lock couplings for use with the fitted NEM pockets.

Another outstanding example of the Class 60 in an eye-catching contemporary livery. (MC)

50th anniversary

50
YEARS
OF THE
CLASS
50_s



and quietly straight from the box, aided by its heavy diecast chassis and five pole skew-wound motor. An 8-pin Digital Command Control (DCC) decoder socket is fitted, while small tension lock couplings feature in NEM coupling pockets. A small pack of detailing parts, snowploughs

and louvre operating tools is also included.

Despite the small niggles, this is sure to be 'hoovered up' with fans celebrating half-a-century of this long-lived and popular workhorse as it is great looking locomotive. (MC)

● See **Railway Realism** on pages 102-105 for more on the Class 50 50th anniversary.

Hitachi IEP Class 66/7 moves new trains

- **Price:** £99.99
- **Cat No:** R3573
- **DCC:** DCC ready, 8-pin socket
- **Site:** www.hornby.com
- **Era:** 9

With more than 6,000 new vehicles due to enter service with British passenger operators by 2020, moving new trains for testing and delivery has become big business in recent years.

One of the largest contracts involves GB Railfreight (GBRf) and Hitachi Rail Europe's Class 800/801 Inter-City Express Programme (IEP) trains, which are currently going through the approval process ready to enter service later this year. GBRf provides crews for testing and locomotives to move the Class 800s and 801s around the network. Since 2015, 66751 has been modified to haul IEP sets as part of that deal and was named to mark the start of the contract.

Appropriately, given Hornby's impending release of Hitachi Class 800 models, including pre-series sets, it has chosen



66751 for its latest Class 66 model.

While the basic model may date back to the final years of Lima in the late 1990s, it has been subject to improvements including a better motor bogie and 8-pin DCC decoder interface. If you're a stickler for detail, there are compromises. In 2013, 66751 was one of several Class 66s imported from mainland Europe after a decade working open-access freight trains in the Netherlands and Germany. As a result

it has numerous detail differences from the early UK type Class 66 depicted by the ex-Lima tooling. Unfortunately, Hornby's model lacks the extended horn cover, distinctive 'Euro' headlights and rectangular European pattern buffers that mark 66751 out from its sisters delivered direct to the UK. Neither is there any representation of the subsequent and very obvious retractable coupler modifications which allow the locomotive to haul IEPs without barrier vehicles.

Overall, this is one purely for Class 66 completists or perhaps anyone looking for an interesting conversion project recreating 66751's part in the Hitachi IEP test programme. (BJ)

'Desirable, Desiro'

Bachmann's new third-rail only Class 450 'Desiro' has touched down, but how does it stack up for the modern day Southern Region modeller?

MARK CHIVERS gets up close and personal with this new 'OO' release.

**FIRST
REVIEW**

BACHMANN'S 'OO' gauge four-car 'Desiro' Electric Multiple Unit (EMU) makes a welcome return in a new guise as South West Trains (SWT) Class 450/0 450127 with a weathered finish. This is the first time the model has been available representing a purely 750V DC third-rail EMU – previous examples have covered the dual-voltage

25kV AC/750V DC Class 350/1 and 25kV AC Class 350/2 units fitted with overhead pantographs, but until now the Southern Region has had a short supply of suitable modern day units.

Built by German manufacturer Siemens, 100 four-car third-rail EMUs (450001-450100) formed the initial order for use on SWT services out of London Waterloo. A follow-on

order for ten more units (450101-450110) was quickly added, with the first 'Desiros' entering service in 2003. A subsequent batch of 17 four-car sets (450111-450127) was also commissioned, these appearing during 2006. The units are used on outer suburban routes from London to Alton and Basingstoke as well as longer distance including Poole and Portsmouth Harbour. All remain in service today having become one of the standard designs of the current third-rail scene south-west of London.

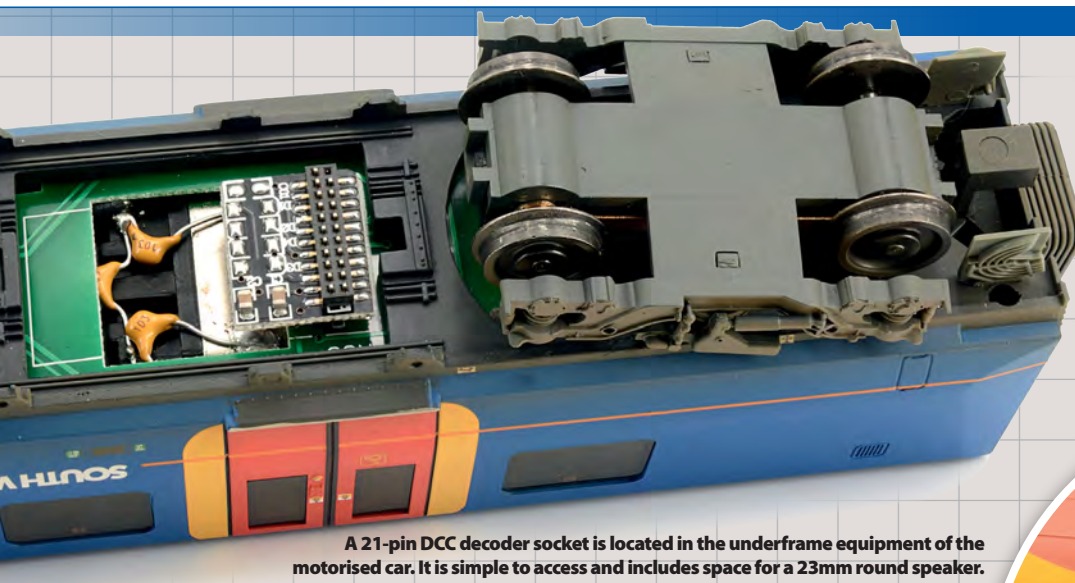
THE MODEL

Each four-car unit comprises two Driving Motor Standard Opens (DMSO), a Trailer Composite Open (TCO) and a Trailer Standard Open (TSO).



"This is the first time the model has been available representing a purely 750V DC third-rail EMU."

MARK CHIVERS



A 21-pin DCC decoder socket is located in the underframe equipment of the motorised car. It is simple to access and includes space for a 23mm round speaker.

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-041
Description:	Class 450/0 450127, SWT blue, orange and red
Scale:	'OO'
Price:	£349.95
Era:	9
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets for outer couplings.

Our review sample of the Class 450/0 was finished as last-of-the-class 450127 formed of DMSO 63917, TSO 66917, TCO 66937 and DMSO 63937 in weathered SWT blue, while a pristine model decorated as 450073 (Cat No. 31-040) is also available. Straight from the box the model appears striking in its SWT blue with orange and red 'swirls' radiating from the lower cab fronts, over the driver's cab doors and onto the roof – these embellishments representing the corporate colour style of SWT's parent company, Stagecoach Group.

Detailing is similar to previous Class 350 'Desiro'

releases (HM57) with tinted glazing, detailed cab interior, separately fitted windscreen wipers, roof-mounted air conditioning units, ventilators, integral buffers, distinctive diaphragm gangways, non-working central door locking (CDL) lights and exquisite underframe components. In addition, Bachmann has also developed new tooling for the Class 450/0 to apply detailing to the 'unused' pantograph well on the TSO and a mix of red 2+2 and 2+3 Standard Class and blue 2+2 First Class interior seating.

Whilst attention to detail has extended to >>



The full four-car unit looks impressive in operation and measures 1,075mm from cab to cab.

tables being included in the first class section, closer inspection reveals the Train Manager's Office immediately adjacent in the TCO appears to be missing. However, to be fair, this is hardly noticeable through the tinted glazing. One other visual difference is the (correct) omission of the AC electrical equipment modules beneath the TSO. As with the Class 350/1, the Class 450/0 also features third-rail pick-up gear as part of the bogie moulding on the DMSOs together with height limiting bars.

Application of the SWT livery is excellent, with a high-quality evenly-applied blue paint



finish, relieved with orange lower bodyside stripe, red sliding plug doors and the yellow bands either side. Door opening buttons are picked out in yellow while the superb red and orange SWT 'swirl' is well applied at each end. Black window surrounds are neatly printed as are No Smoking and First Class window signs, quiet zone lettering, bicycle signage, disabled access icons and numbers. Font styles and even the red dot above the 'i' in South West Trains is captured, while the Waterloo dot matrix destination

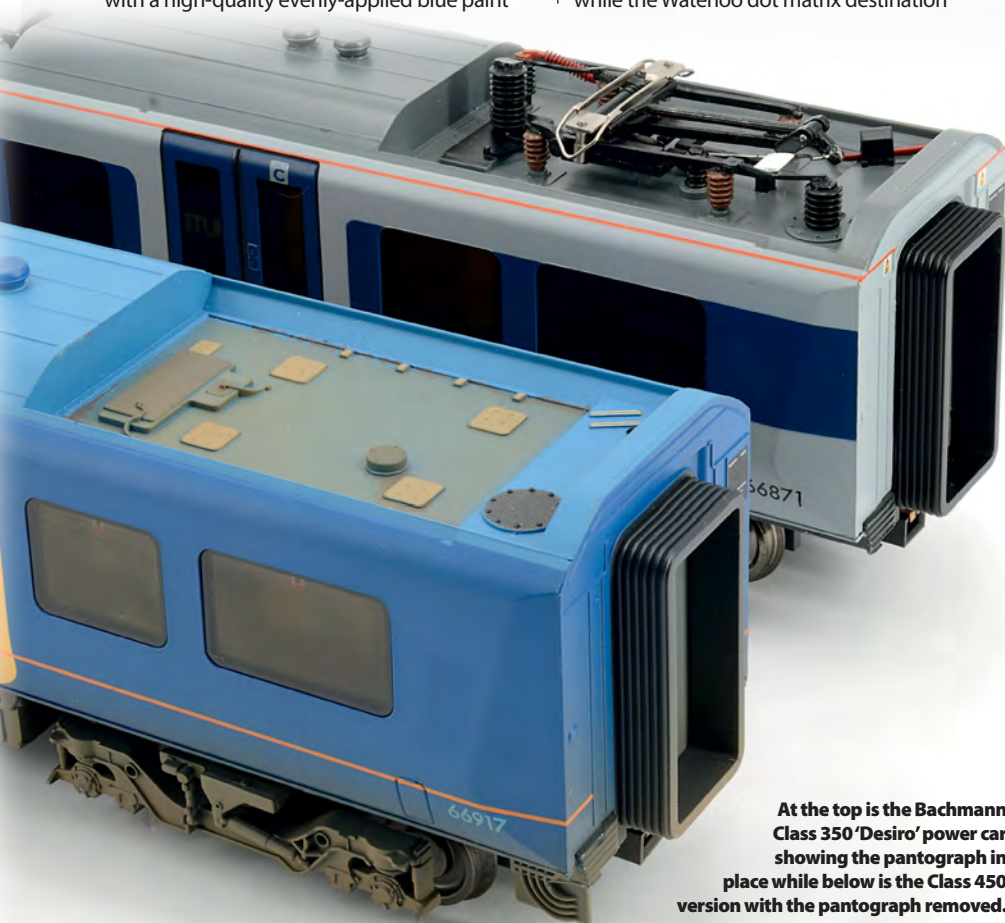
panels look the part on both DMSOs.

Cab ends feature black window surrounds which extend round and over the corridor connectors, while the lower half is finished in warning yellow and blue, along with a small yellow panel on the corridor connector itself. There is, however, a slight discrepancy with the yellow and blue extending ever so slightly from the cab front onto the lower edge of the corridor connection, whereas photographic evidence suggests this area should be black.

Whilst the SWT fleet of Class 450s are kept in fairly clean condition, this release aims to represent a weathered (or perhaps that should be weather-worn) finish, as the prototypes receive regular runs through carriage washer units strategically located around the company's network. This means most weathering tends to occur to the underframe where dirt and brake dust gather, while the roof area is subject to bleaching from exposure to the sun combined with remnants of cleaning chemicals. Bachmann has recognised this and mainly applied its brown weathering shades to the bogies and underframe, with just a hint along the lower tumblehome. The result is very good, highlighting the level of detail in this area well. On the roof, the company has recognised the weather-worn fading effects and attempted this in model form through different shades of the model's main colours. The resulting effect is commendable - especially the blue which appears to fade and take on a matt appearance on the prototype. The finishing touch sees the roof-mounted air-conditioning units decorated in pristine condition, as these are modular units which are removed and replaced during maintenance.

PERFORMANCE

On test, our sample proved smooth and quiet throughout the speed range with ample power available to move the four-car unit. As with the Class 350s, the motor and heavy metal weight occupies approximately one third of the TSO interior. For Digital Command



At the top is the Bachmann Class 350 'Desiro' power car showing the pantograph in place while below is the Class 450 version with the pantograph removed.

“Application of the faded South West Trains livery is excellent.”

MARK CHIVERS



Control (DCC) users, one of the underframe components on this vehicle provides access to the 21-pin decoder socket, while the component itself has been designed for digital sound installations, with space for a 23mm diameter speaker. Two solder pads are included for attaching speaker wires.

Directional lighting is also fitted and includes right-hand headlight, both sidelights and the roof marker light illuminated in the direction of travel, red marker lights at the rear and illuminated route destination panels at both ends. Cab lights are also operational, and can be turned off through a switch located beneath the cab roof air-conditioning unit, while working interior lights are also fitted in all vehicles.

Vehicles are labelled A, B, C and D to help couple them together in the correct way, and Bachmann's new-style instruction pamphlet also shows the correct orientation to ensure the model operates correctly. A pack of

two-pin power connecting bars is included to couple each vehicle together. These are a push-fit within the inter-vehicle NEM pockets. Small tension locks are fitted to the outer end NEM pockets, while a separate pack of detail parts including an air dam, cosmetic Dellner coupling and set of moulded plastic inter-car power cables are also supplied. These cable looms are intended for static display only.

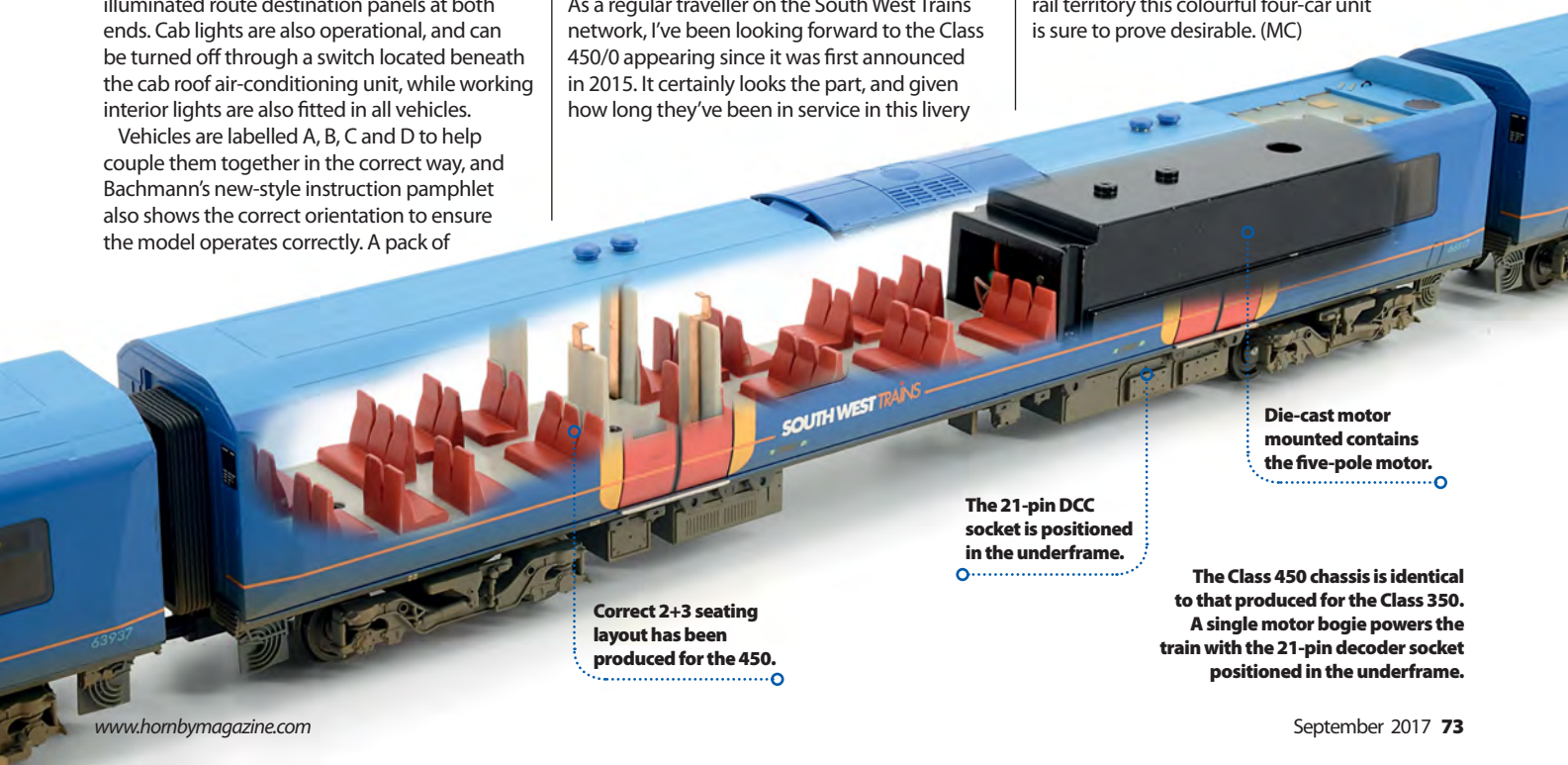
OVERALL

As a regular traveller on the South West Trains network, I've been looking forward to the Class 450/0 appearing since it was first announced in 2015. It certainly looks the part, and given how long they've been in service in this livery

(14 years), their appearance has remained in good condition, despite intensive daily use.

Bachmann's 'OO' Class 450/0 in SWT livery has certainly been a while coming, but it has definitely been worth the wait, providing a lasting reminder of this long-lived livery. Just how much longer the livery will exist remains to be seen, as First Group and MTR are due to take over the franchise in late August.

Whilst the price clocks in at £349.95, amongst fans of 'Southern Electric' third-rail territory this colourful four-car unit is sure to prove desirable. (MC)



Hornby launches all-new 'OO' GWR 'TOAD'

**FIRST
REVIEW**

● Price: £21.99 each ● Cat No: R6823/R6824 ● Site: www.hornby.com ● Era: 3 and 4/5



HORNBY'S gradual replacement of its wagon fleet with more up-to-date models continues with an all-new version of the familiar Great Western Railway (GWR) AA15 'Toad' 20ton goods brake van. It replaces an elderly model that can trace its origins back to the Airfix range of the late 1970s. Although Bachmann already produces a 'OO' gauge 'Toad' and Oxford Rail is working on two versions (four and six-wheel) of an older design of GWR brake van, these vehicles were so well-known and widely-used that they could be regarded as a 'must have' item for any range. Built to the same basic design, with many detail variations, over 23 diagrams between 1888 and the 1950s, they are one of the GWR's signature vehicles.

Immediately after the First World War, the GWR updated its characteristic single-ended AA11 'improved goods brake van' to the new AA15 diagram. This design differed from earlier vehicles by having GWR self-contained buffers and drawgear, single paned windows, steel sheeting on the lower body, an offset chimney, continuous handrails, 'J' type hangers and GWR axleboxes.

A total of 378 AA15 'Toads' was eventually built for the GWR, across six different lots, between 1918 and 1926. They lasted well into British Railways days with some continuing into the



1990s in departmental service. However, by the 1960s the type was largely withdrawn from revenue service, as the single verandah layout was increasingly regarded as more dangerous than BR type double-ended brake vans.

The GWR had a practice of allocating 'Toads' to fixed runs, allowing the rostered guards to build up their route knowledge and operate more safely. As a result, the vehicles often carried the name of their home depot on the side and, in BR days, the legend 'R.U.' for restricted use or 'Non Pool'.

Hornby's new AA15 van is available in GWR dark grey as 56686, allocated to Rogerstone in South

Wales, and BR unfitted grey W68571, a Cornish vehicle allocated to local duties around Par.

Both display an impressive level of fine detail, notably the bodyside handrails, verandah fittings, metal buffers and crisply moulded body with its characteristic mix of wooden planking and riveted steel sheet. Looks, shape and detail are a considerable advance on the model they replace. An excellent addition to the Hornby wagon roster. (BJ)



'D16/3' 4-4-0 returns in LNER lined black

● **Price:** £139.99 ● **Cat No:** R3521 ● **DCC:** DCC ready, 8-pin socket ● **Site:** www.hornby.com ● **Era:** 3 ● **Couplings:** Small tension locks in NEM pockets

Hornby's delightful 'OO' gauge LNER 'D16/3' 4-4-0 (HM101) makes a welcome return in pre-nationalisation form as 8802 in London and North Eastern Railway (LNER) lined black. Built under the Great Eastern Railway's (GER) auspices at Stratford Works in 1910, it emerged as 'D15' 4-4-0 1802. Following a Gresley rebuild in 1933, 8802 subsequently reappeared in 'D16/3' form. It was withdrawn in 1957.

This latest iteration of the 'D16/3' continues to display the high level of detail previously set with its large imposing driving wheels, exquisite

detailed cab interior and GER short wheelbase tender with impressive guard irons. Sprung metal buffers, separately applied metal handrails, smoke box door dart and fine lamp irons add to the finesse, together with safety valves, whistle, reversing lever and Westinghouse air pump. A glimpse of the cab interior reveals impressive decoration together with a plethora of gauges, controls and stand-out regulator handle.

Hornby's satin black paint finish is evenly applied and relieved with red boiler bands and fine red lining, together with crisp

LNER shaded lettering and numbers.

Fitted with an 8-pin Digital Command Control (DCC) decoder socket in the semi-permanently coupled tender, our review sample demonstrated smooth running characteristics throughout the speed range straight from the box.

Small tension lock couplings are provided to fit the NEM coupling pockets and a separate pack of detail parts includes front guard irons and brake rodding.

Another superb addition to the Great Eastern roster. (MC)

Miles Beevor is the latest 'A4'

● **Price:** £169.99
● **Cat No:** R3522
● **DCC:** DCC ready, 8-pin socket
● **Site:** www.hornby.com
● **Era:** 4



Gresley's 'A4' 4-6-2 60026 *Miles Beevor* in BR lined green with early crests, is amongst the latest 'OO' gauge arrivals from Hornby.

Built at Doncaster Works, the prototype entered service in 1937. Originally named *Kestrel*, it was renamed *Miles Beevor* after the London and North Eastern Railway's (LNER) chief legal advisor towards the end of 1947. Hornby's model represents 60026 whilst allocated to King's Cross (34A)

from 1952 to 1957, following its repaint into Brunswick green with orange and black lining and before fitment of its double chimney.

Adding to the beautiful streamlined casing, the model features a single chimney, fine wire handrails, cab doors, sliding cab roof ventilators, screw-link couplings and sprung metal buffers. It is paired with a 5,000 gallon streamlined non-corridor tender while it also boasts factory-fitted brake rodding, detailed cab interior and removable tender coal load. Application of the BR

lined green paintwork is excellent with crisp lining, early BR crests, 34A (King's Cross) shed plate, neatly printed numbers and nameplates.

As expected, the five-pole skew wound motor proved smooth and powerful throughout the speed range. An 8-pin Digital Command Control decoder socket is located within the tender which is semi-permanently coupled to the locomotive by means of Hornby's plug and socket arrangement, together with a metal drawbar. Space for a 28mm diameter round speaker is included in the tender for digital sound installations too.

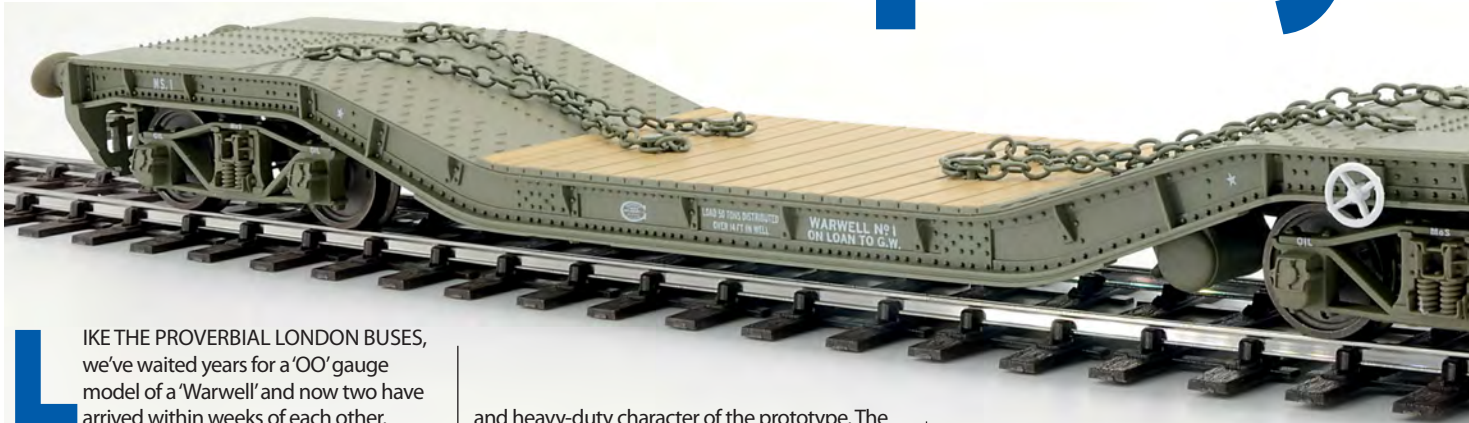
A top-notch top-link locomotive. (MC)

'OO' GAUGE

Oxford Rail joins the 'Warwell' party

**FIRST
REVIEW**

- Price: £29.95
- Cat No: OR76WW001
- Site: www.oxfordrail.com
- Era: 3/4



LIKE THE PROVERBIAL LONDON BUSES, we've waited years for a 'OO' gauge model of a 'Warwell' and now two have arrived within weeks of each other.

Following on from the recently released Hatton's model (HM122), Oxford's initial releases cover the early years of these wartime wagons, which were built from 1942 to carry American Sherman tanks and others in the build-up to D-Day in June 1944. Supplied for review is Warwell No. 1 in Ministry of War (MoW) khaki green. White lettering on the substantial underframe reveals that the wagon is 'On loan to G.W.' – much of the fleet was loaned to the 'Big Four' railways.

Immediate impressions are that Oxford has done a very good job in capturing the shape

and heavy-duty character of the prototype. The extensive rivet detail is crisply executed, as is the steel plating on the sloping sections of the deck and ends. A moulded representation of the planked deck of the centre well is picked out in light brown to represent fresh timber.

The other immediate conclusion when handling the model is that it is considerably lighter than the Hatton's 'Warwell', which makes extensive use of die-cast metal to provide a robust 'core' and stability when running in heavy trains. However, on test in heavy goods trains we experienced no instability with the

lighter model, although adding an appropriate armoured vehicle load would clearly do no harm.

This MoW version includes four steel securing chains on the deck, a commendable touch as such items are often overlooked on ready-to-run wagons. It also has oval buffer heads (unsprung), diamond frame bogies and neat representations of the two screw-down stabilisers at each end. Oxford has also paid close attention to the underfloor equipment with separately fitted vacuum reservoirs, pipework, air tanks and brake rodding.

'OO' GAUGE

EWS treatment for SPA

- Price: £29.99
- Cat No: SB005E-H
- Site: www.kernowmodelrailcentre.com
- Era: 9

Kernow Model Rail Centre's (KMRC) 'OO' gauge BR 31.5ton SPA air-braked steel plate wagon sports English, Welsh & Scottish Railway's (EWS) maroon and gold colour scheme for its latest outing.

Four wagons appear in the freight operator's livery in this latest batch as 460023 (Cat No. SB005E), 460050 (SB005F), 460242 (SB005G) and 460880 (SB005H), with decoration differences between them including lettering styles and positioning, data panels, placement of overhead live wire warning flashes and decoration to the handbrake levers.

As with previous releases, each wagon features a chequer-plate style floor together with a removable brown plastic cradle. Metal disc wheels are fitted to the swivelling bogie mechanism together with small tension lock couplings in (non-standard) NEM-style pockets.

Another useful addition to the rolling stock fleet for contemporary modellers. (MC)



Kernow Model Rail Centre has received a new batch of SPA steel plate wagons in EWS maroon and gold.



'O' GAUGE

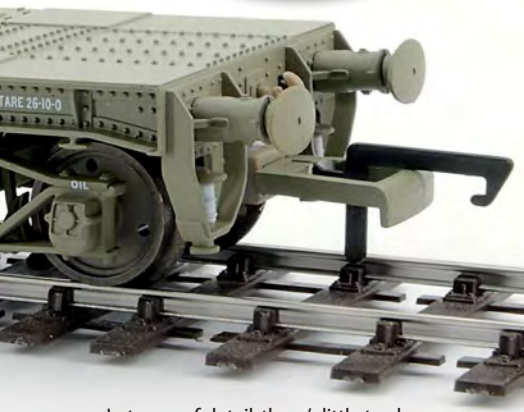
Figures go large

- Price: £10.95
- Cat No: 47-402 / 47-406
- Site: www.bachmann.co.uk
- Era: 9



A new range of 'O' gauge lineside figures are amongst the latest Bachmann Scenecraft items, including a pair of lineside workers (Cat No. 47-402) and a pair of sitting passengers (47-406). Ready painted figures have been a relatively scarce commodity for 7mm scale, but Bachmann is redressing the balance. Both sets received for review were well crafted and featured a high level

of hand applied colour detail. Additional packs in the series are also available and hopefully these will be the first of many to be produced – locomotive crews, steam and diesel, would be a fantastic choice for the future; hint, hint... These samples are perfect for a lineside engineering possession or platform bench, respectively. (MC)



In terms of detail, there's little to choose between the Oxford and Hatton's 'Warwell's' as both are excellent. In that situation, the choice comes from other factors, such as price, livery selection and features. While Hatton's wins with items such as sprung metal buffers and heft, thanks to that die-cast core, Oxford's model delivers slightly more detailed bogies and a lower price – £29.95 compared to the £33 of its competitor from Merseyside. (BJ)

'O' GAUGE

Lineside cabinets

- Price: £9.95
- Cat No: 47-560
- Site: www.bachmann.co.uk
- Era: 8/9



Dipping its toes into 7mm scale, Bachmann's Scenecraft accessory range has been expanded to include this pack of lineside cabinets as one of a handful of new releases for the larger scale which include station furniture and locomotive lifts too. Cast in resin, this pack includes one single and three double lineside cabinets. Each is

neatly detailed with handle and hinge detail to the doors and painted grey with a slightly weathered finish. In addition, the single cabinet also features a small yellow warning triangle, which is simple but effective. A useful addition for 'O' gauge modellers and an ideal accompaniment to signals or other lineside structures. (MC)



'OO' GAUGE

Oxford 7-plank coke wagon

- Price: £10.95
- Cat No: OR76CK7001
- Site: www.oxfordrail.com
- Era: 2/3

Reasonably priced with a steady flow of new releases, Oxford Rail's collection of private owner wagons has proved popular over the last 18 months. Expanding the range a little further is a new edition which adds coke rails to the standard seven-plank coal wagon. Coke is bulky but lighter than coal, and early railway companies soon realised that by adding barge boards around the top of standard open wagons, more volume could be carried.

Shown here is a wagon built by Hurst, Nelson in Motherwell for Dinnington Main Colliery, South Yorkshire in 1922. Wagon 253 carries the company's red oxide livery with white lettering shaded in black and black ironwork.



Decoration is neatly printed and matches contemporary images of Dinnington wagons, which were seen widely across Yorkshire and the Midlands, as well as much further south.

While not always an exact match for the vehicles they depict, Oxford's private owner wagons are more competitively priced than similar products and offer modellers an easy way to build up varied and colourful fleets of pre-nationalisation goods wagons. (BJ)

'OO' GAUGE

Twin Track Sound for

- **Price:** £89.99
- **Cat No:** R3592TTS
- **DCC:** DCC sound fitted
- **Site:** www.hornby.com
- **Era:** 5

HORNBY is expanding its Twin Track Sound collection with the arrival of this Class 31 in the RailRoad range - using the ex-Lima model as its basis - kitted out with the manufacturer's own brand sound decoder.

The subject choice meets with our approval being BR plain green livered D5551 which fits perfectly into the late 1950s-early 1960s steam to diesel transition era. The subject choice, D5551, was built in 1959 and later became 31113 in 1973 and 31450 in 1984 before withdrawal in 1998. Interestingly, this isn't the first model of D5551 on the former Lima model - it has been produced before as a limited edition for Mr&Me in the days of Lima in BR green with small yellow warning panels.

The Lima '31' has always been well regarded and it still looks good even today, although equally it is clearly a product of the early 1990s.



'OO' GAUGE

'Red Stripe' Doncaster Class 56

- **Price:** £169.99
- **Cat No:** R3473
- **DCC:** DCC ready, 8-pin socket
- **Site:** www.hornby.com
- **Era:** 8

The heavyweight BR Class 56 freight locomotive returns to the Hornby range in yet another previously unreleased

variation. Although the popular Railfreight 'red stripe' livery of the mid-1980s has been produced before, this is the first time it has been applied to one of the later Doncaster-built '56s'.

56108 is a close match to contemporary photographs of the original, which carried this livery from 1986 until at least 1993. The slightly unusual position of the cabside numbers, just under the windows, has been replicated, as has the smaller version of the BR

'large logo' used on this version of pre-October 1987 Railfreight grey. However, Hornby's red stripe is a shade darker than it should be. Strangely, a more accurate, vivid shade of rail red has been applied on the cutaway bufferbeams, which allows a direct and immediate comparison to be made. That aside, this is a very good representation of a late-1980s/early-1990s Class 56. The inclusion of radio aerials on the cab roofs points towards a period from 1989 onwards.

Hornby's Class 56 is an excellent model packed with features and more than capable of handling 1:76 scale versions of the heavy freight duties for which the original was designed. In the period modelled, 56108 was based in North East England working power station coal traffic, so it makes an ideal companion for Hornby's HAA 45ton coal hoppers. (BJ)



This is the first time Hornby's Doncaster-built Class 56 has been delivered in Railfreight 'red stripe' livery.

Hornby's Class 31



Happily it has been upgraded mechanically and has a smooth running mechanism and an 8-pin DCC decoder socket too. Externally, with attention to small areas of detail including headcode discs, bufferbeam fittings and careful weathering this model still buffs up well. The standard of finish on our sample was excellent throughout and whilst simplified for RailRoad it features bodyside lining, BR crests and cabside numbers.

Perhaps the most important element of this new release is how it sounds. The Twin Track

Sound (TTS) decoder has been well received and especially on the diesel front for its control options and quality recordings and this new decoder for the Class 31 is no different. Bespoke engine sounds for the A1A-A1A locomotives have been used (including the distinctive spool down) while the engine sounds themselves are nicely balanced – not too loud, not harsh and well 'proportioned' for a 'OO' gauge locomotive. Add to this a selection of 24 sound functions which includes six different horns, notch up and notch down, 'thrash' and coast options together with compressor sounds, fan,

engine primer, wagon buffering, coupling sounds, door slams and more it offers a high value package of operational potential.

For our ears some of the secondary sounds would benefit from being reduced in volume to be in keeping with the overall engine sounds but that is easily done as CV settings allow independent adjustment of every single sound output for ultimate customisation. A detailed instruction sheet explains all the sound and CV functions and is well worth keeping handy while you learn what this model is capable of. It also accepts four digit addresses.

The new TTS equipped Class 31 is an excellent addition to Hornby's sound fitted range and the abilities of the decoder belie its position in the RailRoad range. Its features far outstrip the modest price increase making this former Lima model a worthy choice and excellent value for money too. (MW)



**RECOMMENDED
READING**

CLASS 50

A PICTORIAL JOURNEY

Author: David Cable

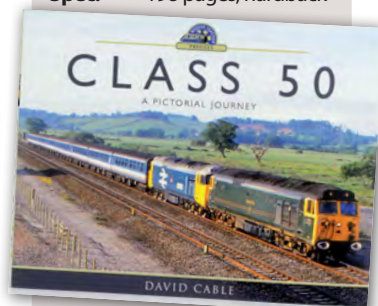
Publisher: www.pen-and-sword.co.uk

Title: Class 50 – A Pictorial Journey

ISBN: 978-1-47386-441-2

Price: £25.00

Spec: 198 pages, hardback



AS BRITISH RAIL'S Class 50 Co-Co locomotives celebrate their 50th anniversary, *Class 50 – A Pictorial Journey* aims to reflect just some of the diverse traffic handled by the English Electric Type 4s.

As the title suggests, this is a pictorial volume featuring many images from the author's own collection together with vintage shots from selected photographers. Understandably there are many passenger services illustrated, along with double-headed operation, triple-headed light engine moves, short-formed passenger workings, long and short parcels trains and even single-vehicle freights – perfect for replicating in model form.

It is perhaps easy to forget the kaleidoscope of colour associated with the Class 50s, and many of these have been captured in this book from BR blue derivatives to Network SouthEast, GW150 green, Railfreight Distribution, departmental 'Dutch' yellow and blue, two-tone green and even a dalliance with Loadhaul orange and black!

Reproduction is generally very good throughout, with just a few images appearing grainy in places, while the captions are informative and act as a fascinating reminder of the changing rail scene. As such it is perfect for modellers wishing to recreate some of the colourful train formations illustrated. (MC)

'N' GAUGE

London Underground Class 20

NEW to Bachmann's Graham Farish range is this 'N' gauge Class 20 in London Underground (LU) livery. Finished as 20227, the model carries the eye-catching red, white and blue corporate colour scheme, as applied to the prototype in 2013 ahead of LU's 150th anniversary celebrations.

Detailing includes neatly moulded domino-style headcode boxes, separately fitted metal handrails, etched fan grille, flush glazing, sandboxes and sand pipes. Due to limitations of the tooling, high-intensity headlights are not included, but the model does feature directional lighting.

Decoration is excellent, with crisp edges between colours and some impressively fine lining including cantrail line, white bogie pipe runs and silver cab window surrounds. Small details along the solebar together with battery box and underframe catches are highlighted too, as are the yellow axleboxes and white cab and bufferbeam steps.

Rapido couplings in NEM pockets are fitted to each end, while a pack of detailing parts



'N' GAUGE

Cornish clay favourites

CLASS 37

- **Price:** £129.95 ● **Cat No:** 371-465Z
- **DCC:** DCC ready, 6-pin socket
- **Site:** www.kernowmodelrailcentre.com ● **Era:** 7

CHINA CLAYS

- **Price:** £46.99 ● **Cat No:** 377-490Z
- **Site:** www.oxfordrail.com ● **Era:** 2/3



For obvious reasons, many of Kernow Model Rail Centre's (KMRC) exclusive limited editions tend to have a Cornish theme or a connection with the Duchy, and two new 'N' gauge models from Graham Farish continue that link.

BR blue Class 37/0s were generally fairly nondescript, but the early 1980s saw St Blazey depot embellish some of its dedicated china clay fleet with 'Cornish Railways' branding and an interesting variation on the BR double arrow logo. Best known of the small fleet was 37207, which received the name *William*

- **Price:** £119.95
- **Cat No:** 371-036
- **DCC:** DCC ready, 6-pin socket
- **Site:** www.bachmann.co.uk
- **Era:** 9



is also included containing a yellow plug-in snowplough and bufferbeam pipes.

Colourful and contemporary, although such is the pace of change on today's railway the livery has already been consigned to history. (MC)

Cookworthy in May 1982 in honour of the father of the Cornish china clay industry.

KMRC's limited edition model recalls the locomotive in its 1984 condition, which caused something of a stir at the time. Decoration includes the red BR logo with cartoon lizard entwined around it, Cornish Railways emblems and flags on the centre headcode panels and printed BR standard nameplates. It's an ideal partner for Kernow's BR grey china clay 'hood' wagons and a nice reminder of a time when Cornish national pride was allowed to disrupt the strict rules of the BR corporate blue. The model is limited to 512 pieces for release in August.

In stock now and also exclusive to KMRC is a smartly decorated pack of three 'N' gauge open wagons in English China Clays livery. Produced by Bachmann/Graham Farish specifically for the Cornish retailer, this latest version of the classic 12ton china clay wagon takes the model back to the pre-nationalisation era. All three wagons are branded 'English China Clays Ltd, St Austell' with the instruction 'Return to Drinnick Mill, GWR, Cornwall'. The wagons are suitable for use with GWR steam locomotives, including the Graham Farish '57XX' 0-6-0PT.

● Also in stock now, but this time without a direct Cornish link, is the 'N' gauge version of Kernow's exclusive BR Mk 1 General Utility Van (GUV) in late 1960s/early 1970s BR maroon with large 'PARCELS EXPRESS' branding and BR double arrow logos. This unusual hybrid livery was applied to GUVs dedicated to parcels traffic but not ready for a full repaint into BR blue after the introduction of the corporate image from 1965 onwards. KMRC's model is priced at £34.99 and limited to 512 pieces. (BJ)

'OO' GAUGE

BR Plant and Machinery TRAINING VEHICLE

- **Price:** £34.95
- **Cat No:** 38120
- **Site:** www.bachmann.co.uk
- **Era:** 8

Of special interest to railway modellers is this new 1:76 scale Bristol VRT double-deck bus in British Rail Engineering blue, red and yellow from Exclusive First Editions (EFE) by Bachmann. Representing ECW bodied AYG 941H, it was acquired by BR in the 1980s for a new role as a mobile staff classroom for plant and machinery training and appears to have carried a grey version of this colour scheme too.

Tooling limitations mean the windows are



painted rather than plated, and the subsequently added burglar alarm has been omitted, but otherwise decoration is superb throughout from the base colours to the intricate detail printing.

Colourful and different - perfect for parking within a depot of engineering works complex. (MC)

'OO' GAUGE

Kernow releases CORNISH COTTAGES

- **Price:** £39.95
- **Cat No:** 44-125Z
- **Site:** www.kernowmodelrailcentre.com
- **Era:** 3-9

These delightful Bachmann Scenecraft 'OO' gauge small terraced Cornish cottages are the latest scenic additions to Kernow Model Rail Centre's range of exclusive models. Measuring 113mm x 113mm x 98mm, they feature a weathered stone finish to three sides, dark grey tiled roof and white rendered rear section. Decoration is very good, with various shades of brown used for the ageing process to the stonework, while gutters and drainpipes are painted white, as are the metal framed windows. The stonework is well defined while terracotta chimney pots add the finishing touch to the exterior. All that's required are furnishings and curtains. Excellent and available now. (MC)



'OO' GAUGE

British Railways Bedford TK

- **Price:** £31.00
- **Cat No:** 23406
- **Site:** www.bachmann.co.uk
- **Era:** 5



Exclusive First Editions' (EFE) venerable 1:76 scale Bedford TK appears in two-axle flatbed form for its latest issue.

Finished in British Railways maroon and cream livery, it appears as 423 PRO carrying fleet number 5871 BO M and comes with a separate tarpaulin-covered load together with distinctive bull bar style bumper.

Livery application is excellent with legible British Railways lettering and numbering, indicators and lights picked out in appropriate colours, neatly printed Bedford radiator branding and badge. Perfect for goods yards, depots or street scenes. (MC)

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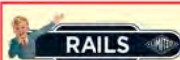
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FITTING SOUND to a HORNBY 'Hoover'

50
YEARS
OF THE
CLASS
50s

To celebrate 50 years of the Class 50s, **PAUL CHETTER** examines Hornby's DCC ready model of the 'Hoover' from different periods to explore options for installing sound.

THE 50th ANNIVERSARY of the English Electric Type 4, later designated Class 50, and my own recent sound recordings of 50035 *Ark Royal* courtesy of the Fifty Fund presented the perfect opportunity to look again at the Hornby model which first appeared in 2003/2004.

With opening cab doors, manually operated variable position radiator grille louvres and a working cooler group fan, the Hornby model was and remains something out of the ordinary. Both models featured were obtained as used examples, so they are well run-in if not in pristine cosmetic condition. The most recent models of the Class 50 are supplied without the working roof fan, although the plastic moulding is retained. This has led me to consider removing it altogether to provide speaker accommodation.

The model's internal design has changed since the original release: the ones depicted here were selected from the early type and the revised releases to illustrate what you may find inside your model. The factory fitted

sound version - released in 2011 as 50015 *Valiant* in BR 'Dutch' grey and yellow - have further revisions not covered in this feature.

All the variants included external lighting - though the circuitry has a common negative wiring scheme rather than the common positive usually employed. This makes changing the lighting arrangements more challenging than it might otherwise have been so I've left this alone to offer simple installations.

COMPONENT CHOICE

These models have an 8-pin DCC socket, though the early Printed Circuit Board (PCB) design has four additional pin positions adjacent. Do not use these additional positions.

The Zimo MX645R selected for this project is a 1.2A sound decoder with multiple Function Outputs (10) and is ideally suited to these conversions and there is ample space to house it inside the body. Importantly, it can be loaded with my latest Class 50 sound project with a new control feature, Speed Lock. Using this allows

the road speed to be temporarily fixed whilst the engine power sounds can be increased or decreased by using the throttle control.

Next a location for the speaker needs to be found. The model's underfloor fuel tanks are filled with metal casting for increased mass so there is no space available for any speaker there. Hornby's instructions show a 40mm x 20mm speaker fitted at the Number 2 end of the locomotive (the end without the large central roof mounted cooling fan), but I found the standard enclosure with these speakers too deep to fit the space. Low profile enclosures are available, but I decided to test some more recent solutions. Zimo produced a range of 3D printed speaker enclosures with single or twin drivers. Three types are available to fit in the standard 20mm x 40mm space, including one twin driver design.

Since these are integrated units, all that is required is to solder speaker wires from the decoder and electrically insulate as necessary. They can be held in place with double sided tape or adhesive putty. Removing the





Left: Showing the original condition of the Class 50s with four-character headcode blind, no front headlight and the distinctive cutout in the roof, 50014 departs London Paddington for Bristol in 1974 with distinctive roar of its English Electric 2,400hp engine. Peter Dobson/Railphotoprints.co.uk.

Below: The Class 50s were popular machines during their careers which saw them operate on the Midland, Western and Southern Regions of BR. Here 50020 *Revenge* leads a rake of Network SouthEast liveried Mk 2s through Twelve Trees Junction representing a late 1980s Exeter-Waterloo working.

working fan apparatus will create a much larger space usefully adjacent to the radiator fan grill and body side louvers. The longest of the Zimo 3D speaker range will fit this newly created space and I also tested a bass reflex speaker, which is a simple drop-in fit here.

INSTALLATION

The body and chassis are held together with four tabs so there are no screws to release. I found that the robust bodysides made these clips particularly tenacious.

One way of preventing the clips from re-engaging during the separation phase is to slip some thin plastic between the body and chassis sides. Credit cards are ideal strength and thickness for his task but I used thin styrene sheet off-cuts - Hornby's dismantling instructions show where these clips are situated. Gently prise outwards the lower edge of the bodysides and slip in the strips to prevent re-engagement of the clips. The body will now slide upwards and clear of the chassis.

The bodies of each type have almost identical construction. What variation is evident relates to the different prototypes modelled rather than construction methods, though this can have an impact upon what or how additional components may be accommodated.

The first real locomotives had a forced air filtration system which produced a distinctive sound resulting in the nick-name 'Hoover'. This was removed during refurbishment in the late 1970s/early 1980s. No existing Class 50 locomotives have the classic 'sucking' sound. As a result of these changes, the representation of early locomotives has a much greater intrusion into the roof space than those of the refurbished. This compromises the space Hornby suggest for speaker fitment. I found that the space could still be utilised provided the correct speaker choice

was made and that it was fitted asymmetrically.

One of the speaker options left enough free space in a non-modified model to accommodate a Zimo SC6800 supercapacitor, taking advantage of the MX645's in-built stay alive management circuitry and dedicated wires.

The Class 50s have always attracted a great following and Hornby's model does great credit to these powerful single engine Type 4s. Plus there is more to come for this class as the Little Loco Company and Heljan are both working on competing 'O' gauge models while Dapol has an 'N' gauge version in its list of projects.

For the 'OO' model the addition of sound brings a new dimension to its operation and by using the latest speaker designs and decoder software its capabilities are as advanced as the quality of its sound output. 



STEP BY STEP INSTALLING DCC SOUND IN HORNBY CLASS 50s



1 The body to chassis fastening clips are very secure. I found that it was necessary to slip in some strips of thin styrene sheet to stop them from re-engaging during the separation process. Credit/membership cards are a worthy substitute.



The air filtration system in the model of the original specification locomotive protrudes into the otherwise free space where a speaker would fit - top. During refurbishment this was replaced and the grille panel was plated over. The model of refurbished locomotives has more free headroom for speaker fitment - bottom.

WHAT WE USED

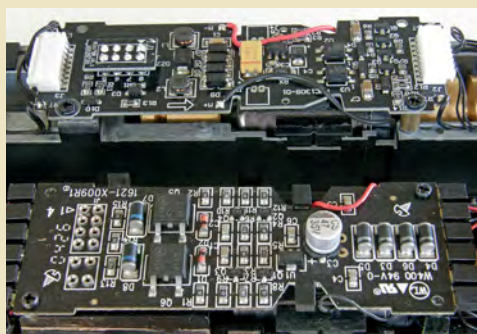
PRODUCT	SUPPLIER	PRICE
Zimo MX645R sound decoder	www.digitrains.co.uk	£95.00
Zimo LS 26mm x 20mm x 8mm	www.digitrains.co.uk	£11.00
Zimo LS 40mm x 20mm x 9mm	www.digitrains.co.uk	£12.00
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Bass reflex 58mm x 20mm x 10mm	www.digitrains.co.uk	£9.00

NOTE:

Only one speaker is required per installation. We have listed full details and prices of all those trialled in this feature to show the options available.

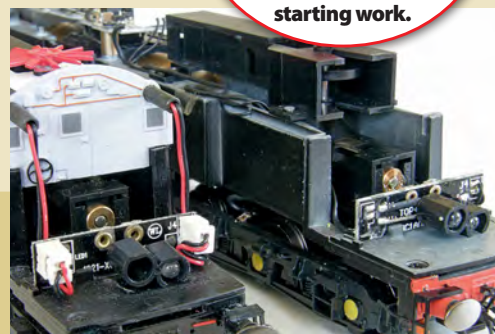
TIP

Early variants of a model may differ from the most recent releases internally, so it is well worth inspecting them carefully before starting work.

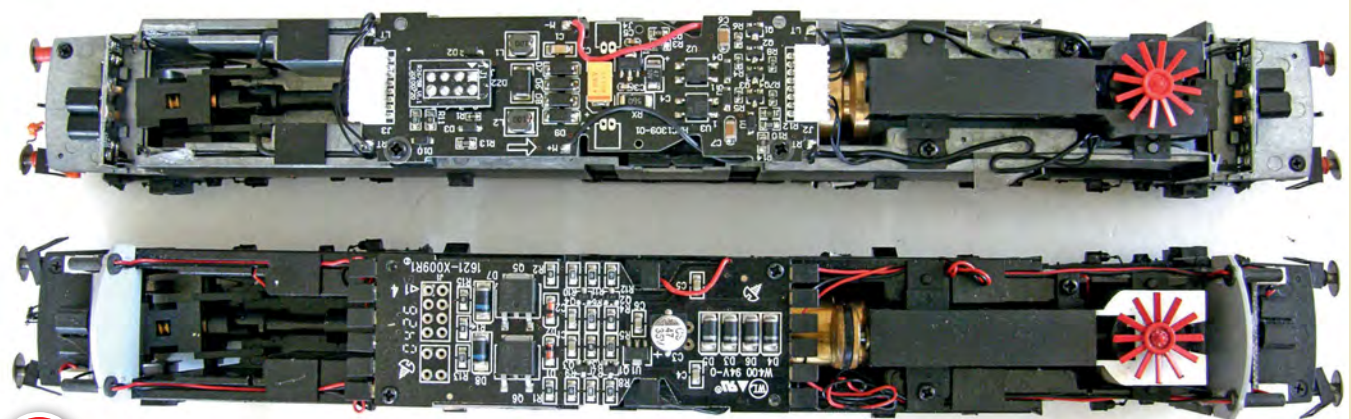


3 Changes to the chassis and interior detail are more marked, however. In particular the Printed Circuit Board (PCB) has been redesigned as can be seen from this direct comparison. The early design is at the bottom of this image.

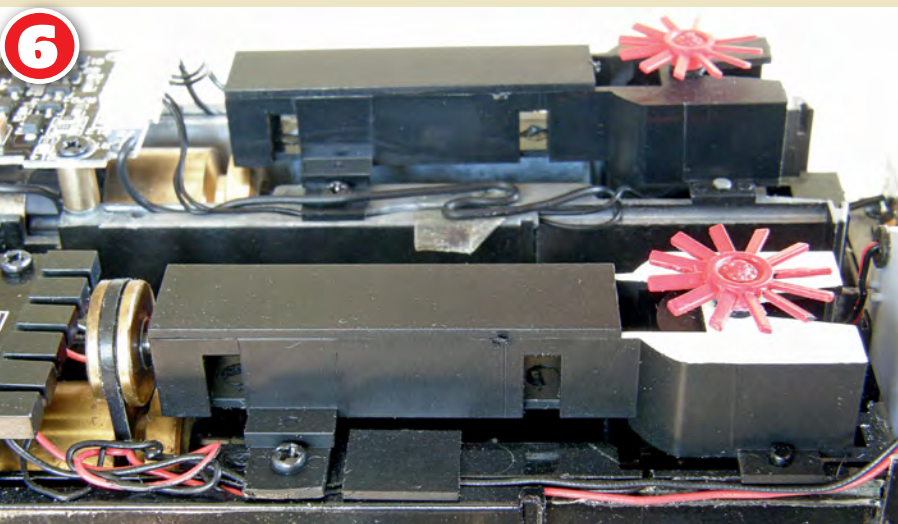
4 Lighting wires are no longer carried in tubes internally above the cab doors on the most recent version (50024, right), and there is no representation of the engine room bulkhead - this now being part of the cab moulding.



Hornby's Class 50 tooling caters for early and late locomotives. On the left is 50024 Vanguard (Cat No. R3263 - released 2015) in refurbished condition and on the right is 50013 Agincourt (R2486 - released 2005) in original format.



5 This overview shows the differences in PCB and chassis design. The later design (upper) shows individual board edge connections have been replaced with surface mounted multi-connectors and the DCC socket is now arranged longitudinally. The changes to the lighting wire routes are also evident. None of this, however, will impact on the installations in this guide.



Belt, pulley and drive shaft for the fan have been removed from later generation models at manufacture enhancing the running qualities of the locomotives. These mechanisms gained something of a reputation for spoiling the smooth slow speed running of these models.



The Zimo MX645R is an 8-pin wired sound decoder. Its powerful 1.2A continuous rating (2.5A peak) and 10 Function Outputs makes it an excellent choice for these models. On-board management of stay alive capacitors with dedicated circuitry and wiring as standard increase its desirability and usefulness. Also shown is a Zimo SC68, a 6800µF compact supercapacitor with simple two-wire connectivity to the decoder.

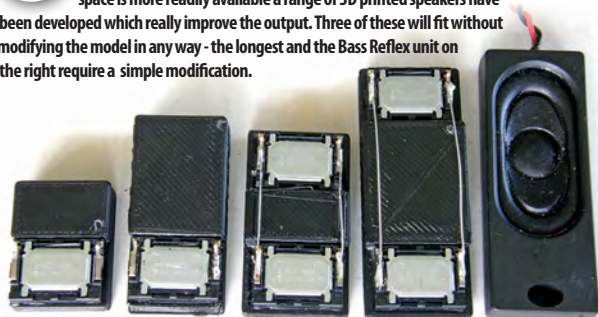


STEP BY STEP INSTALLING DCC SOUND IN HORNBY CLASS 50s

Beginner **SKILL LEVEL** Intermediate Advanced

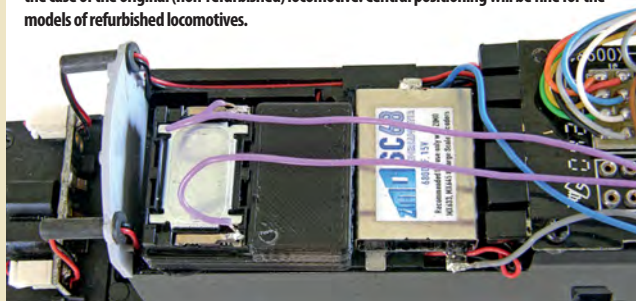
8

A good speaker is required to get the best from any decoder and sound project. Many people are very happy with the standard Zimo cube speakers, but where space is more readily available a range of 3D printed speakers have been developed which really improve the output. Three of these will fit without modifying the model in any way - the longest and the Bass Reflex unit on the right require a simple modification.



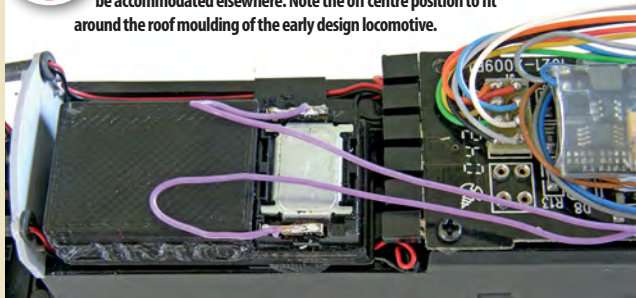
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The smallest, 26mm x 20mm x 8mm speaker is compact enough to fit with space left to house an SC68 stay alive capacitor. Note that the speaker must be fixed asymmetrically to clear the air filtration fans and grille moulding on reassembly in the case of the original (non-refurbished) locomotive. Central positioning will be fine for the models of refurbished locomotives.



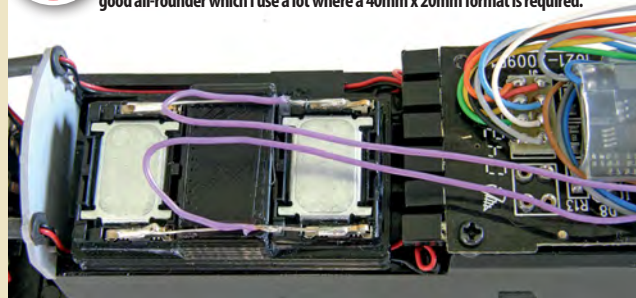
10

The 40mm x 20mm x 9mm single driver features a larger enclosure for increased sound quality but any stay alive capacitors must be accommodated elsewhere. Note the off centre position to fit around the roof moulding of the early design locomotive.



11

Still within the same footprint category, the LS 40mm x 22mm x 9mm speaker increases output by doubling the number of speaker drivers fitted. This is a very good all-rounder which I use a lot where a 40mm x 20mm format is required.



12

The now non-operational fan remains supported by the bulky moulding which prevents using the space for something useful. Removing this item will have little detrimental impact on the model's aesthetics but will create a long free space in which several other speaker types may be housed.



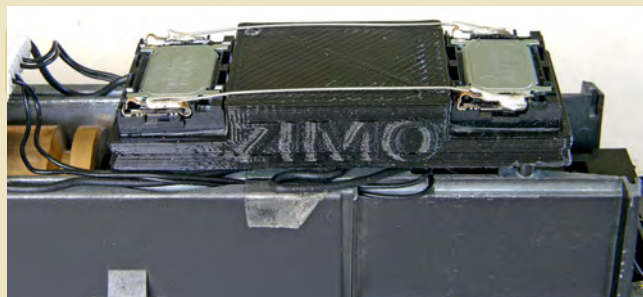
13

This Bass Reflex speaker, recommended by Dapol in some of its most recent diesel models, fits neatly under the radiator fan grille in place of the fan moulding. This has the added advantage of being positioned where sound can pass to free air easily through the roof grille.



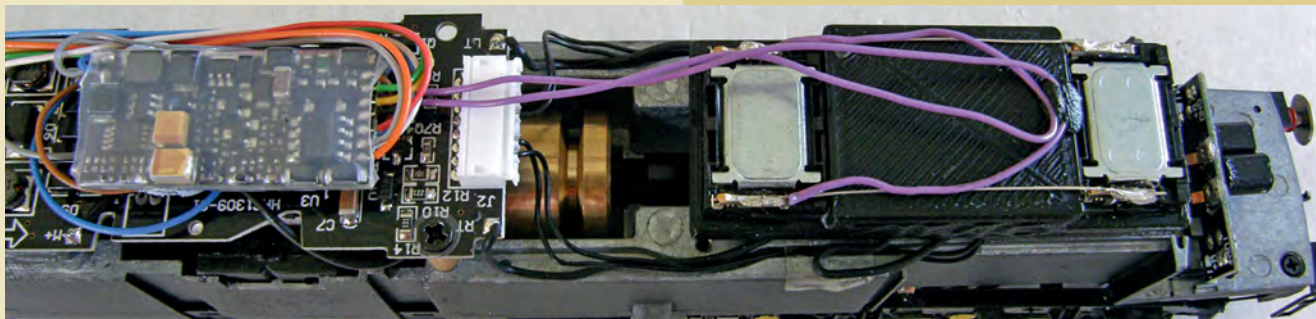
14

This 55mm x 22mm x 9mm twin driver unit is difficult to accommodate in many 4mm diesel models but if space is available its performance is top class. With the roof fan removed it will fit in the Class 50.



15

Replacement of the fan mechanism with any speaker releases ample space to accommodate one of a variety of types of stay alive capacitor. Although not shown here, there is space to the left of the speaker for a capacitor or alternatively the speaker could be moved to the left to make space on the right. The choice is yours.





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Gowerton Parkway

Based on the busy and varied South Wales network in the first decade of this century, **MARCUS LAMBERT'S** 'OO' gauge layout captures the colour and vibrancy of the scene to grand effect.

PHOTOGRAPHY, TREVOR JONES

 A First Great Western HST set opens up as it passes through Gowerton Parkway passing an arriving stopping service formed of a Class 153. The station building is scratchbuilt.



FOR AS LONG AS I CAN remember, I have always been interested in model railways. Having moved into my first house in 2011, I finally had the space to build a layout. After a couple of little projects that I started in my spare room to practise some basic skills, the decision was made to take the trains into the loft.

This offered me the opportunity of more space, and meant that the spare room could be used as a spare room again. The layout

is a fictional location in South Wales, and operates in a loose time span, running from about 2000 to 2007, although there are the odd interlopers from outside this period. The layout is fixed permanently in my loft and the scenic area measures 13ft x 8ft with further off scene storage in the form of eight sidings and a return loop. The layout began in 2013, and is my first real foray into building a large layout. The layout is Digital Command Control (DCC) operated, and makes use of a Roco Z21 system which gives me the flexibility to operate

the layout from my iPhone and iPad.

I immediately decided that I wanted to base the layout in South Wales, where I currently live.

This was for a combination of reasons. Firstly, modelling this area would give me the opportunity to run a good variety of my favourite rolling stock, and equally as important, basing the layout on local surroundings would also make researching the prototype relatively simple as it is on my doorstep, hopefully allowing me to create something convincing. »





**A pair of Direct Rail Services
Class 20/3s – modified Bachmann
models – arrived at the nuclear terminal as
a Fragonet Class 47/7 leads a Virgin Trains
Cross Country service on the main line.**



SET CRITERIA

When building the layout, I had several criteria. I wanted a freight yard, a Traction Maintenance Depot (TMD), a station, and a nuclear flask terminal. As far as planning the layout goes, this was about as far as it went. I knew I had a space of 26ft x 8ft to play with. Because this was the first proper layout I had built, I laid baseboards down to cover half of this space. I made this decision to give myself a fighting chance of getting it finished, as previously the largest area I had worked with was 8ft x 4ft when I was a young lad. As soon as the baseboards were up, I started laying track so I could run trains. The lack of planning at this stage is something I regret, as I have had to retrospectively adjust the track arrangement to improve operation. The baseboards were made of plywood

*“I drew inspiration
from Margam for the
freight yard.”*

MARCUS LAMBERT

topped framework to deal with the varying temperatures in the loft, and so far, it has stood the test of a couple of hot summers and cold winters. All the baseboards are different in size but the layout is made up primarily of 4ft x 2ft boards. The baseboards were built around the timber frame in the loft, which was challenging given the number of joists and beams I had to compete with. As a result, the layout is permanently fixed using the various beams in the loft to support the legs on which the layout stands. Sadly I have got no chance of getting the layout out of the loft, and a day will come when all my hard work will have to be taken up. Had I planned things better, I could have perhaps come up with a removable system, but given my relative inexperience with woodwork I just consider it a miracle

that I have sturdy, warp-free baseboards which have lasted four years so far.

All the track is Peco code 100, using dead frog points. The track has been ballasted with Gaugemaster ‘N’ gauge granite ballast and airbrush weathered using a combination of Railmatch paints. Whilst I know code 100 is by no means finescale, if ballasted and weathered properly I think it looks great. Currently all of the points are hand operated. There are holes drilled out to accommodate point motors but I must admit I’m struggling to summon up the motivation to spend hours on end upside down underneath the baseboards wiring them. I will get round to it one day I’m sure. As far as signalling goes, I have included a few DCC operated signals on the layout, but these are purely aesthetic, and no doubt in completely the wrong place. I am happy with the overall effect these give though.

Throughout the building process, the track plan has evolved, for both



operational reliability and interest reasons. The main elements of the evolution have involved removing the odd set of set track points here and there. Due to the length of trains I was looking to run, I found that the small radii of the set track points caused derailments. This was particularly evident in the freight yard throats, prompting me to switch everything to Streamline points, which has improved the running reliability no end. One of the key things I have learned throughout the process of building this layout is the value of a good track plan, as this would have negated the need for the retrospective action I had to take.

A CONVINCING LOOK

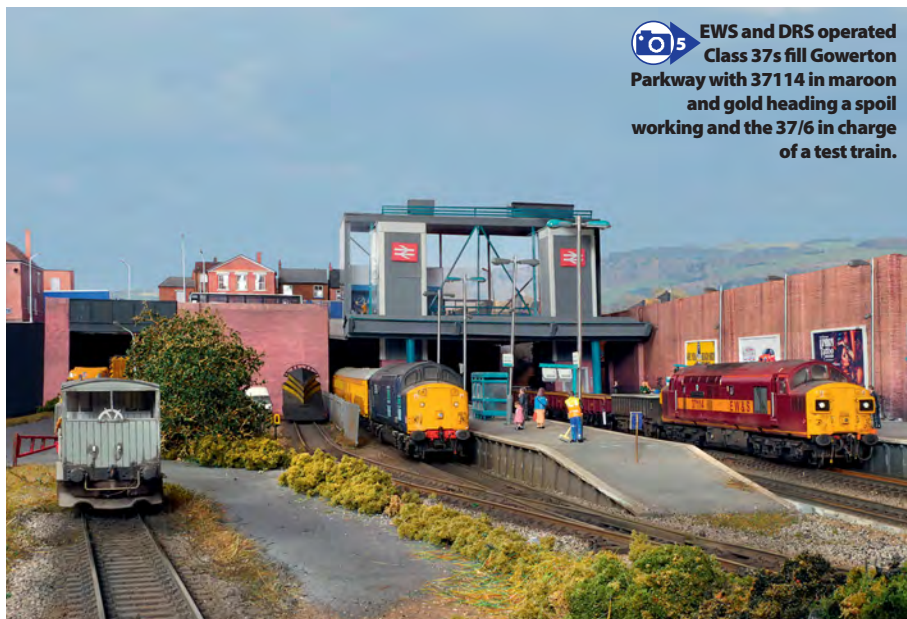
Having created a layout which runs around all four sides of the loft, the main problem I had was trying to make the scenery look convincing. To do this, I split the layout into three main sections - urban, rural and industrial. In the »



A Dennis fire engine passes through the town with its signature shops including Sainsbury's and Modelzone.



EWS motive power new and old fills the depot with 37114 standing with 66209. In the background a Loadhaul Class 56 passes with an MGR working.



EWS and DRS operated Class 37s fill Gowerton Parkway with 37114 in maroon and gold heading a spoil working and the 37/6 in charge of a test train.

Right: A Virgin Cross Country express hauled by a stand in Class 47/7 departs Gowerton Parkway as a railhead treatment train crosses the junction formation on the station approach.



Below: A Class 67 draws into the sidings with a parcels working while a Class 37/0 and Class 66/5 stand at the fuelling point.





**Preserved 'Western' D1015
Western Champion takes
fuel at the TMD alongside a Railfreight
Distribution liveried Class 37/0.**



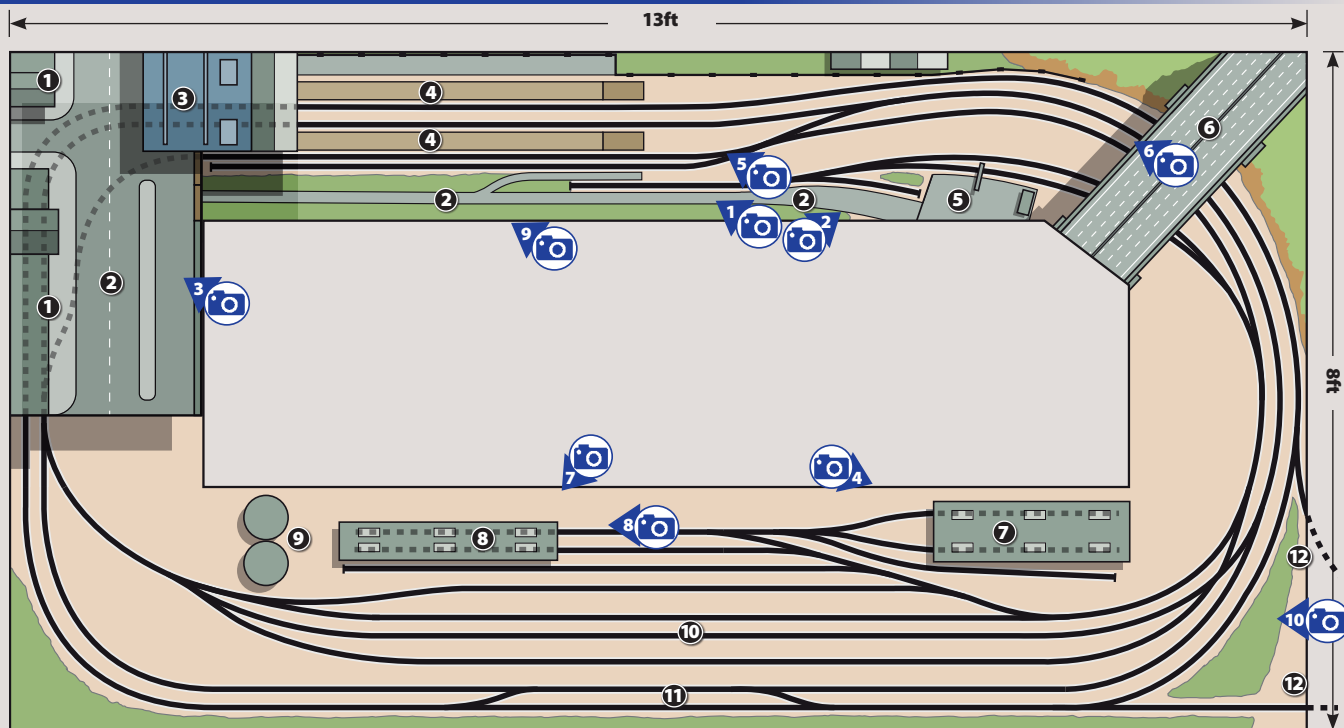
future I would definitely look at having a non-scenic storage yard so that I could create a more realistic track plan and appearance. The main problem with this layout is that it was primarily built to run trains, but has become a bit more of a serious undertaking as it has developed.

When creating the freight yard, TMD and fuelling point, I drew inspiration from Margam Knuckle yard. I have tried to replicate the desolate atmosphere of the prototype. Creating the various elements of this part of the layout relied heavily on research including visiting the yard to get a feel for it. The run down, overgrown feel was created by using a ground covering of fine sand, weathered by airbrush, topped with various lengths of static grass applied with a Noch Grasmaster which a friend kindly lent me. As the layout is primarily designed to indulge my interest in long freight trains, it was crucial that they had somewhere convincing to stable, and I feel that this has been achieved. I am particularly pleased with the way the fuelling point attached to the yard has turned out, and feel that all the little details which I have added in this area have really helped bring it to life.

The nuclear flask terminal is a bit of an odd inclusion for a South Wales based layout, given that there isn't a nuclear power station anywhere to be found in this part of the country. Nuclear flask traffic has always been something that interested me so I decided to include the terminal on the layout. As much as anything I wanted an excuse to run some Class 20s. The depot draws inspiration from the one found at Southminster in Essex near where I grew up.

Having not found any 'ready to plant' items that I fancied, the station area of the layout forced me to throw myself into having a go at scratchbuilding the platforms, station buildings and station canopy. This gave me the chance to create a station with a rather contemporary feel, and while it took me a couple of attempts to create something I was happy with, I have ended up with a model that holds its own well against the more convenient ready made offerings from Bachmann and Hornby. »

GOWERTON PARKWAY TRACK DIAGRAM (Not to scale)



KEY

① Shops	④ Platform	⑦ Engine shed	⑩ Sidings
② Road	⑤ Nuclear terminal	⑧ Fuelling point	⑪ Main lines
③ Station building	⑥ Motorway	⑨ Fuel storage	⑫ To storage yard

IN SERVICE

The layout runs purely diesel traction, with a variety of rolling stock covering examples of most classes found in the given era. The locomotives are a combination of Hornby, Bachmann, Heljan, ViTrains and Dapol. My chosen era gives me the opportunity to run locomotive-hauled cross-country services, and I have a decent fleet of Heljan Class 47s that I run on these trains. I also run a customised Hornby HST in First Great Western livery which is appropriate for the period and a couple of Diesel Multiple Units to complete the passenger fleet. My freight stock is primarily finished in EWS and sectorisation liveries, allowing me to run a colourful selection of Class 37s, 56s and 60s, on varying traffic, to represent the early 2000s. One of my favourite examples of stock is my Rail Head Treatment Train, as this provides the opportunity to run an impressive looking top-and-tailed rake to a prototypical length, which few people run on their layouts.

Originally the time span for the layout was a lot looser than 2000-2007, and I was running anything from about 1998 up until present day. I decided to change this approach as it detracted from the realism of the layout, and as much as anything became costly as I ended up wanting stock ranging from Rail Freight Distribution Class 37s up to the latest Direct Rail Services Class 68s. As I have developed the layout, I have begun to want locomotives in



Class 58 58024 rumbles into the station and passes an Arriva Trains operated Class 150/2.

liveries not produced ready to run by manufacturers, so have resprayed models to meet my requirements, which I have found to be a satisfying task.

LEARNING CURVE

I have developed my skills a lot while building Gowerton Parkway, but the key thing that I have learned is the importance of weathering scenery and stock to create a realistic appearance. I owe a massive thanks to my friend John Batley here as he has given me endless

advice on how to effectively weather locomotives in a subtle but prototypical fashion. Without the weathering that has been applied throughout, I don't think the layout would be anywhere near as convincing as it is now.

My next project is to build a small TMD layout that can be taken to exhibitions. It is something I've always fancied doing, and feel that I'm now at a standard that I could produce something I would be happy to show, and I have got plenty of people encouraging me to finally do it. [John](#)



With the sidings behind a Class 58 leads a block working of 100ton TEA tankers on the main line passing the junction to the off-scene storage yard.



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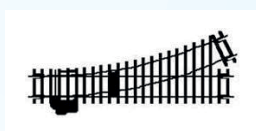
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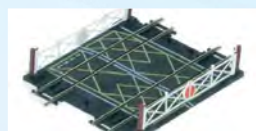
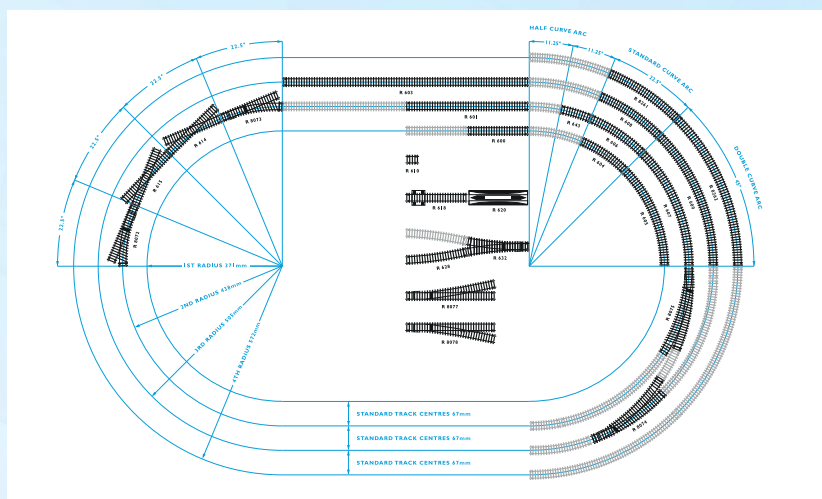
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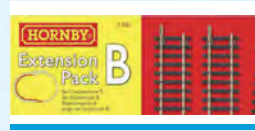
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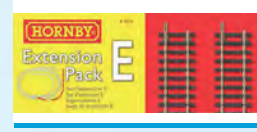
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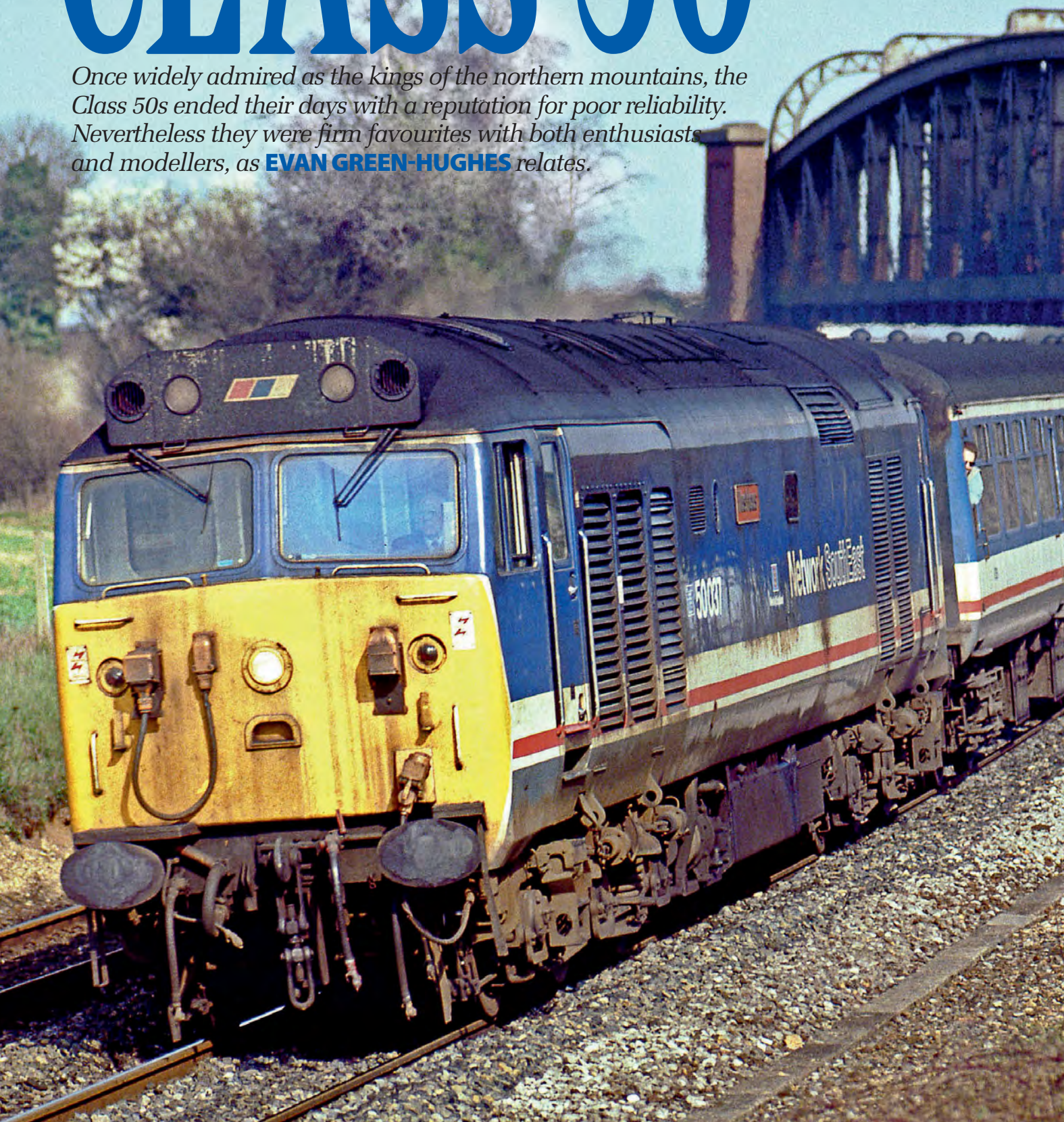


**LIVE
STOCK
INFO**

50 years of the CLASS 50

50
YEARS
OF THE
CLASS
50s

*Once widely admired as the kings of the northern mountains, the Class 50s ended their days with a reputation for poor reliability. Nevertheless they were firm favourites with both enthusiasts and modellers, as **EVAN GREEN-HUGHES** relates.*



Right: Refurbished 'freight' Class 50/1 50149 *Defiance*, which was modified with regeared bogies and repainted in Railfreight general livery, stands at Upton Scudamore with a loaded test train from Westbury on October 18 1987. Railphotoprints.co.uk.

Below: Class 50 50037 *Illustrious* makes for a fine sight as it takes the Salisbury line at Battledown Flyover with the 2.37pm Basingstoke-Exeter service on March 30 1991. Brian Robbins/Railphotoprints.co.uk.



ON THE FACE OF IT, it is remarkable that the English Electric Class 50s ever existed at all. When they were introduced exactly 50 years ago in 1967 British Railways had already, after extensive experience, settled on the Brush/Sulzer Class 47 as its standard heavy-duty locomotive. That had been developed from the mechanical units used in the cumbersome 'Peaks' but married with a lighter integral bodyshell and was considered by many to have the optimum balance between adhesive weight and horsepower. As a result, hundreds had either already been delivered or were on order.

In the meantime, although there had been hopes that the electrification of the West Coast Main Line (WCML) would quickly be completed all the way to Glasgow, it was becoming apparent by the mid-1960s that the money was running out for large capital projects. As a result it was going to be some time before the wires stretched northwards from Crewe, leaving BR with the problem of how it was going to provide traction for trains on this challenging portion of the line threading through the northern fells. It would have been logical to go for more Class 47s, or Brush Type 4s as they were then known, but unfortunately the route contained some pretty arduous climbs over hostile terrain and so investigations were undertaken to see if Type 4s were the ideal answer or whether a fleet of 'Deltics' or similar might be a more practical option.

Rather surprisingly the authorities concluded that what the route needed was neither a fleet of standard Class 47s nor more 'Deltics' but a small number of locomotives based on the highly-successful English Electric DP2 prototype which had been made up of an uprated Class 40 power plant located in a 'Deltic' bodyshell. This seemed a strange decision given that the 'DP2' concept had been overlooked in favour of the Class 47 once before when BR made its decision to standardise on Type 4 power. However, at this time there were a lot of issues with the Class 47 - and with the Sulzer engine - meaning that the class was not turning in very good levels of reliability.

INCENTIVE SCHEME

There were some inducements offered by English Electric, which might have helped sway the decision. Not least amongst these was a promise that the new locomotives would be available for traffic for 84% of their time - quite an ambitious figure for that period - meaning that 42 out of a proposed fleet of 50 would always be available to haul trains. There was also the remarkable offer that EE would finance the locomotives itself and lease them to British Railways, an arrangement that was of great value to the accountants and which has been followed since by most forms of business.

It was at this point that what looked like a very neat arrangement began to go wrong. English Electric had intended to produce a fleet of DP2s but was soon forced to accept a whole range of modifications and upgrades which British Railways thought would mean that the class could form the prototype of a new standard type. This, they thought, would be a great advance over the Brush product.

The changes from DP2 were as numerous as they were complicated with the most noticeable being that the company was required to drop its traditional design which incorporated a prominent nose in front of the driver's cab. Several new body designs were proposed, including one that looked like a Class 47, before it was decided that the four-character headcode box had to be mounted on the roof. A flush style of bodyside with few grilles was specified, which led to all air being admitted to the engine compartment via roof-mounted intakes, a change that was to give problems in later life. Provision had also to be made for dual train brakes, electric train supply and rheostatic braking. While design work for all this was on the go there was a request that the locomotives should be equipped for multiple working in up to three units and fitted for slow speed working of 'Merry-go-Round' coal trains! These changes led to the control systems having to be modified so that they worked largely electronically, something that was then very new territory.

Inevitably what emerged from English Electric's Vulcan Foundry bore little resemblance to either DP2 or the locomotive that EE had intended to build when it set out »



Three day old Class 50 D400, fresh out of Vulcan Foundry, passes through Frodsham with the return working of a test train from Dalmarnock (Glasgow) to Stanlow formed of equally new 100ton bogie tankers on September 13 1967. Colin Whitfield/Railphotoprints.co.uk.

on the project. It seems as though there was no falling out over this though because both sides saw the class as a way that locomotive design could be moved forward and as such it might have attracted further orders.

FIRST STEPS

Prototype D400 ventured out onto the main line in September 1967, performing trials over Shap and Beattock and running at up to 100mph before being used for driver training. It was followed by others, although progress was very slow due to modifications that were required to the locomotive's control systems. Issues also

quickly arose with air flow due to the revised body design and it became necessary to fit baffles to separate the engine from the generator - later a bulkhead had to be provided - and there were also 'driver issues' arising from the complexity and unfamiliarity of the control systems.

All the above caused English Electric numerous problems and as a result achieving the promised reliability levels was an issue - and it is fair to say that the Class 50s cost the company dear and so when D449 became the 50th to be delivered in December 1968 there were to be no more built, with the Class 47 retaining its

crown as the standard of its power class.

Enthusiasts meanwhile warmed to the class almost from the beginning, especially as many of the WCML services were worked forward from Crewe from 1970 onwards by pairs of '50s' working in multiple in which form they produced performances that had previously never been imagined or achieved. With 5,400hp available at the drawbar, these pairs reduced the journey time between Crewe and Carlisle to two hours, with the climb to Shap being accomplished just as fast as the descent,



and when making up time were known to have breasted the summit at 65mph, a feat unimaginable some years previously.

In 1974, the long-awaited electrification of the line between Crewe and Carlisle was completed and the Class 50s lost their work to Class 87 electrics. Around this time, they were purchased outright by BR and transferred to the Western Region where they were used to replace diesel-hydraulics which were being removed from the network in a bid to standardise on diesel-electric traction. There they



Bearing BR's 'large logo' blue colour scheme, 50016 Barham approaches Exeter with the Cardiff - Paignton service on August 18 1984. John Chalcraft/Railphotoprints.co.uk.



On March 18 1978 50048 *Dauntless* and 50010 *Monarch* thunder through Kensington Olympia at the head of the RPPR 'Derby Double' railtour from Paddington to Derby and Matlock. The '50s' had been named earlier the same day in a ceremony at Paddington. Dave Cobb/Railphotoprints.co.uk.

worked passenger trains from Paddington to most destinations on the main line to the west, including as far away as Penzance until replaced by High Speed Trains from 1977 onwards. Cascaded once again, they then worked Waterloo to Salisbury, Exeter and Plymouth services as well as shorter-distance journeys over the former Great Western Main Line.

MAJOR REFURBISHMENT

Unfortunately, when the fleet was transferred to the Western it was by now ten years old and beginning to suffer reliability issues that were badly affecting availability figures. They proved to have more problems when used on services with frequent starts and stops, and their general condition was of concern to management which eventually ordered that modifications should be undertaken.

Consequently, the whole fleet was refurbished at Doncaster between 1979 and 1984 with the work including a simplification of the electronics and the removal of unused features such as the slow-speed control and the rheostatic brakes. An attempt was also made to tackle the long-standing issue of contamination reaching the generator from the engine by amending the intake arrangements, something which resulted in the locomotives emitting a loud 'sucking' noise which henceforth gave rise to their 'Hoover' nickname. Once updated, the locomotives were allocated to only two depots, Plymouth Laira and Old Oak Common in London where they resumed many of the duties they had previously performed.

Towards the end of the 1980s, demand for the locomotives on these services was reduced and consequently a few found their way into engineering use. In 1987 50049, by then named *Defiance*, was equipped with modified bogies with lower gearing, renumbered 50149 and painted in Railfreight colours for freight use but the project was not a success

and within two years the locomotive was returned to its original number and livery as a standard Class 50. Withdrawals began with 50011 *Centurion* in 1987, with two others following that year and a further five in 1988.

GRADUAL RUNDOWN

By this time the Class 50s had been pushed back to the West of England route where reliability continued to give cause for concern and therefore the decision was taken to replace them, at first with Class 47s but ultimately with Class 159 Diesel Multiple Units.

As the fleet was run down, some appeared in commemorative liveries, including 50050 *Fearless* which was the original D400 and which appeared in BR blue. The eight remaining in 1992 included three that were kept for special railtours with one particularly notable one being 50007 which was painted back into its GWR green colour scheme and renamed *Sir Edward Elgar*.

The Class 50s bowed out of main line service in March 1994 but remarkably 18 have made it into preservation. Of these a number have been certified to haul trains on the national network including 50031 and 50049 which were hired by Arriva Trains and used on Cardiff to Fishguard trains in 2005. Most recently, 50008 *Thunderer* has made a return to the main line and was lately used to haul a new rail grinding machine to Devon and back from Derby.

It is probably through their initial haulage feats and latterly their multiplicity of liveries that the Class 50s have become something of a legend - indeed to some it is perhaps nearer to a religion. They remain universally popular wherever they run and perhaps while they might not have been exactly what either British Railways or English Electric wanted them to be their enduring following means that they will be remembered with affection perhaps long after many other designs have been long forgotten. www.railphotoprints.co.uk

**OUR
PICK!**



▲ Chris Rosier has used the Bluebell Railway in Sussex as the inspiration for his layout. It models Kingscote station scene with Billinton 'E4' 0-6-2T 32473 in attendance.



▲ Ron Triggs has sent through images of his Hornby gloss BR lined green model of Gresley 'A3' 60103 Flying Scotsman on his home 'OO' layout. We'd love to see more of what looks like a fascinating railway.



▲ Roger Marler and friends have been busy building a modular British outline 'OO' gauge layout in Canada. A Class 04 sits outside the shed on one of the superbly detailed sections.



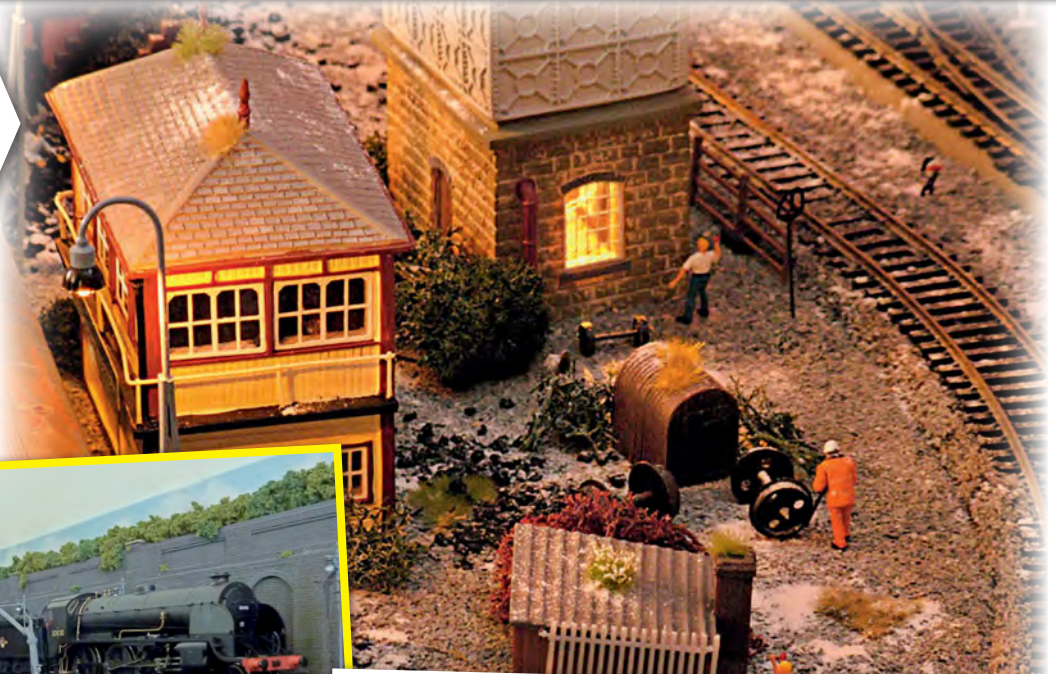
▼ Jonathan Tipper has added the new Hornby Twin Track Sound RailRoad Class 20 to his roster. Here it takes charge of an engineers train.





► Ian Pink has been busy detailing this atmospheric snow scene on his 'OO' gauge home layout.

▼ Shawhurst locomotive depot is the latest development on Tony Harris' almost completed Western and Southern Region 'OO' layout. Shawhurst.



▲ Glyn Hiscock has been modifying Bachmann's '64XX' 0-6-0PT to create '54XX' and '74XX' variants. This is 5416 posing at Wiveliscombe – this 'OO' layout featured back in HM11 in 2008.



▲ Dave Oliver has taken over his late father-in-law's 'OO' gauge model railway to bring it to completion. It was his ambition to see it showcased in the model railway press one day...

▼ Roger Giles is continuing the development of his highly detailed 'OO' gauge home layout with this farm scene.



▲ Colas Rail Freight Class 60 60087 is the latest addition to Robert Frowen's layout. Read our review of this striking new release in this issue's Reviews.



SHOW GUIDE

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

AUGUST

10 WELLING CHARITY MODEL FAIR

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

12 BEXHILL MODEL RAILWAY EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St Richard's Catholic College, Ashdown Road, Bexhill-On-Sea TN40 1SE
Times: 10am-5pm
Prices: Adults £4, children £2, family £10
Website: www.bexhillmrc.org.uk
Features: Layouts, trade support, refreshments and parking.

12 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donation to club appreciated)
Website: www.hmrg.co.uk
Features: Layouts, refreshments and parking.

12 SILVERFOX DCC MODEL RAILWAY EXHIBITION

Hosts: Silverfox DCC Model Railway Club
Location: Oakgrove School, Brickhill Street, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £6, children £2
Contact: 01908 225249
Features: 30 layouts, trade support, outdoor rides, classic car display, refreshments, parking and disabled access.

12/13 ISLE OF PURBECK MODEL RAILWAY EXHIBITION

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

12/13 MIDLAND RAILLEX 2017

Hosts: Midland Railway Trust
Location: Midland Railway – Butterley, Butterley Station, Ripley, Derbyshire DE5 3QZ
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £15.50, concessions £14.50, children £7.75, family (2+3) £38.75
Website: www.midlandrailex.co.uk
Features: 20 layouts, trade support, refreshments, demos and parking. Ticket price includes unlimited standard gauge travel on day of issue.

12/13 RAILWELLS 2017 / SCALEFOUR SOUTHWEST

Hosts: Wells Railway Fraternity
Location: Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-4.30pm
Prices: Adults £6, children 14+ £4, accompanied children under 14 free
Website: www.railwells.com
Contact: 01749 938362
Features: Layouts, trade support, demos, displays, refreshments, parking and disabled access.

12/13 SKIPTON MODEL RAILWAY EXHIBITION

Hosts: Skipton and District Railway Society
Location: Skipton Academy, Gargrave Road, Skipton, North Yorkshire BD23 1UQ
Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £5, children free
Website: www.skiptonrailsoc.org.uk
Contact: 07714 579015
Features: Layouts, trade support, demonstrations and refreshments.

13 BROADLAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Broadland Model Railway Club
Location: Stalham Town Hall, High Street, Stalham, Norfolk NR12 9AH
Times: 10am-4pm
Prices: Adults £2, accompanied children under 12 free
Website: www.broadlandmodelrailwayclub.co.uk
Features: Club layouts, refreshments and disabled access.

16 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 07879 852736
Features: 'OO' layout Tamerig on display and refreshments.

19 ASTOLAT MODEL RAILWAY CIRCLE OPEN DAY

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

19 BISHOPS STORTFORD MODEL RAILWAY EXHIBITION

Hosts: Bishops Stortford Railway Society
Location: Birchwood High School, Parsonage Lane, Bishops Stortford, Hertfordshire CM23 5NT
Times: 10.30am-4.30pm
Prices: Adults £5, children £2, family £10
Website: <http://bsrs.webplus.net>
Contact: 01279 503511
Features: 20 layouts, trade support, societies, children's activities, refreshments, parking, disabled access.

19 CRAVEN ARMS MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club
Location: Ludlow Racecourse, Bromfield, Ludlow SY8 2BT
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2
Contact: 01588 672145
Features: 12 layouts, trade support, displays, refreshments, parking and disabled access.

19 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB
Times: 10am-4.30pm
Prices: Adults £3, children £2, family (2+2) £8
Website: www.ndmrc.org
Contact: 01604 890275
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

19 THE 'J50' GROUP MODEL RAILWAY EXHIBITION

Hosts: The 'J50' Group
Location: New Victory Hall, Street Hill, Neatishead, Norfolk NR12 8AD
Times: 10am-4pm
Prices: Adults £3, concessions £2.50, children £2
Website: www.thej50group.wixsite.com
Features: Layouts, trade support and refreshments.

19/20 CARNFORTH STATION MODEL RAILWAY WEEKEND

Hosts: Carnforth Heritage Centre
Location: Carnforth Heritage Centre, Warton Road, Carnforth, Lancashire LA5 9TR
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £2, children free
Website: www.carnforthstation.co.uk
Contact: 07967 743126
Features: Seven layouts, trade support, parking and disabled access.

19/20 CRICH MODEL TRAM, BUS AND RAILWAY EXHIBITION

Hosts: National Tramway Museum
Location: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £16.50, concessions £12.50, children £9.50, family (2+3) £39.50
Website: www.tramway.co.uk
Features: Layouts, trade support, displays, museum exhibits, tram rides, refreshments, parking and disabled access.

19/20 SCARBOROUGH AND DISTRICT RAILWAY MODELLERS EXHIBITION

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

20 PORTHCAWL MODEL RAILWAY SHOW

Hosts: Porthcawl Railway Group
Location: Grand Pavilion, The Esplanade, Porthcawl CF36 3YW
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Contact: 07923 095772
Features: Ten layouts, trade support, model boats, aeroplanes, refreshments and disabled access.

23 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 07879 852736
Features: 'OO' layout Tamerig on display and refreshments.

26 BERTHA JAMES MODEL RAILWAY EXHIBITION

Hosts: Bertha James Day Centre
Location: Bertha James Day Centre, Masons Hill, Bromley, Kent BR2 9HJ
Times: 10am-5pm
Prices: Adults £4, children £1
Website: www.berthajamesmodelrailwayexhibition.weebly.com
Contact: 07941 934907
Features: 12 layouts, trade support, refreshments and disabled access.

26 BOURNVILLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Hollymoor Centre, Manor Park Grove, Northfield, Birmingham B31 5EU
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £3.50, children £1, family (2+2) £9

Website: www.bournvilemrc.co.uk
Features: 13 layouts, trade support, demonstrations, refreshments and parking.

26 BUDE MODEL RAILWAY EXHIBITION

Hosts: North Cornwall and Devon Model Railway Club
Location: The Parkhouse Centre, Bude, Cornwall EX23 8LD
Times: 10am-4pm
Prices: Adults £3, accompanied children free, unaccompanied children £1
Contact: 01409 221903
Features: 18 layouts, trade support, refreshments and disabled access.

26 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, meet club members and refreshments.

26 WOODBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Woodbridge School, Burditt Road, Woodbridge, Suffolk IP12 4JH
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

26/27 BELFAST MODEL RAILWAY SHOW

Hosts: Ulster Model Railway Club
Location: Methodist College, Malone Road, Belfast BT9 6BY
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £4, concessions £3, children £2, family £10
Website: www.ulstermodelrailwayclub.co.uk
Contact: 028 9337 3774
Features: 20 layouts, trade support, societies, displays, parking and disabled access.

26/27 BORDER RAIL 2017

Hosts: Hawick and District Railway Society
Location: The Auld Baths, Bath Street, Hawick TD9 7DP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £2
Contact: 01450 374363
Features: Ten layouts, trade support, demonstrations, societies and refreshments.

26/27 HAYLE MODEL RAILWAY CLUB AND DUCHY RAILROADERS EXHIBITION

Hosts: Hayle Model Railway Club and Duchy Railroaders
Location: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £9
Website: www.haylemrc.org.uk
Contact: 01209 712261
Features: 11 layouts, trade support, demonstrations, refreshments, parking and disabled access.

26/27 MACHYNLLETH MODEL RAILWAY EXHIBITION

Hosts: Corris Railway Society
Location: The Plas, Machynlleth, Powys, SY20 8ER
Times: Sat 10.30am-5pm, Sun 10.30am-5pm
Prices: Adults £4, concessions £3.50, children £2, family £10
Website: www.corris.co.uk
Features: Layouts, trade support, refreshments and parking. Corris Railway also operating all weekend.

26/27 SEDGEMOOR RAIL 2017

Hosts: Burnham and District Model Railway Club
Location: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Admission £4, accompanied children under 13 free
Website: www.burnhamanddmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

26-28 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 610475
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

26-28 JERSEY MODEL RAILWAY SHOW

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

26-28 NEATH MODEL RAILWAY CLUB EXHIBITION

Hosts: Neath Model Railway Club
Location: Cefn Coed Colliery Museum, Neath Road, Crynant, Neath SA10 8SN
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm, Mon 10.30am-4.30pm
Prices: Free
Contact: 01639 750556
Features: Layouts, trade support and parking.

27 AIRE VALLEY RAILWAY MODELLERS CLUB OPEN DAY

Hosts: Aire Valley Railway Modellers Club
Location: Melbourne House, Dalton Lane, Keighley, West Yorkshire BD21 4LG
Times: 10am-4pm
Prices: Free
Website: www.avrmc.org.uk
Features: 12 layouts, trade support and refreshments.

27 HODDESDON MODEL AND RAILWAY CLUB EXHIBITION

Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Hertfordshire, EN10 7AX
Times: 10am-4pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.org.uk
Contact: 07542 560493
Features: Layouts, trade support, children's rides, fairground models, refreshments and parking.

28 HARROGATE MODEL RAILWAY CLUB EXHIBITION

Hosts: Harrogate Model Railway Club
Location: Bilton United Reformed Church, Woodfield Road, Harrogate, North Yorkshire HG1 4LN
Times: 10am-4pm
Prices: Adults £4, children £1, family (2+2) £8
Contact: 01423 521542
Features: Layouts, trade support, refreshments, parking and disabled access.

30 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 07879 852736
Features: 'OO' layout Tamerion on display and refreshments.

SEPTEMBER

2 BURGESS HILL MODEL RAILWAY EXHIBITION

Hosts: Burgess Hill Model Railway Club
Location: Burgess Hill Girls School, Keymer Road, Burgess Hill, West Sussex RH15 0EG
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.burgesshillmrc.org.uk
Contact: 01444 455215
Features: 15 layouts, trade support, demos, societies, refreshments, parking and disabled access.

2 OLNEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Olney Model Railway Club
Location: Carlton House Club, High Street, Olney, Buckinghamshire MK46 4BB
Times: 10.30am-4.30pm
Prices: Adults £2.50, concessions £2, children £2, family (2+2) £5
Website: www.olneymrc.org.uk
Contact: 01234 241686
Features: Layouts, trade support, societies, refreshments and parking.

2/3 ALN VALLEY RAILWAY MODEL RAIL EXHIBITION

Hosts: Aln Valley Railway Trust
Location: Aln Valley Railway, Lionheart Station, Lionheart Business Park, Alnwick, Northumberland NE66 2EZ
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £2, family £10
Website: www.alnvalleyrailway.co.uk
Contact: 01665 606168
Features: 20 layouts, trade support, demonstrations, displays, live steam, refreshments, parking and disabled access.

2/3 ANDOVER MODEL RAILWAY CLUB EXHIBITION

Hosts: Andover Model Railway Club
Location: John Hanson School, Floral Way, Andover, Hampshire SP10 3PB
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4.50, children £1
Contact: 07590 429643
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

2/3 BLACKBURN AND EAST LANCASHIRE MODEL RAILWAY EXHIBITION

Hosts: Blackburn and East Lancashire Model Railway Society
Location: Hyndburn Leisure Centre, Henry Street, Church, Accrington BB5 34EP
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, accompanied children free
Website: www.belms.org
Contact: 01254 603965
Features: 15 layouts, trade support, demonstrations, displays, societies, refreshments and parking.

2/3 DARLINGTON MODEL RAILWAY EXHIBITION

Hosts: Darlington Model Railway Club
Location: Head of Steam Museum, North Road Station, Darlington DL3 6ST
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5.50, children £2.50, family (2+3) £12.50
Contact: 07795 688560
Features: 12 layouts, trade support, societies, visits to A1 Steam Locomotive Trust workshop, refreshments and parking. Ticket price includes entry to museum.

2/3 GUILDEX 2017

Hosts: Gauge O Guild
Location: International Centre, St Quentin Gate, Telford, Shropshire TF3 4JH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Members £10, non-members £15 (ticket valid both days)
Website: www.gauge0guild.com
Features: Layouts, trade support, demos and displays.

2/3 LEIGH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Leigh Model Railway Society
Location: St Joseph's Hall, Chapel Street, Leigh, Lancashire WN7 2DA
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, accompanied children under 15 free
Website: www.leighmodelrailwaysociety.wordpress.com
Contact: 01942 895030
Features: 11 layouts, trade support, refreshments, parking and disabled access.

2/3 LLANFAIR GARDEN RAILWAY SHOW

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

2/3	MEDWAY MODEL RAILWAY SHOW
Hosts:	Medway Model Show Group
Location:	Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £5, children £2, family (2+2) £12
Contact:	07821 254232
Features:	Layouts, trade support, societies, refreshments and parking.
2/3	SOAR VALLEY MODEL RAILWAY CLUB EXHIBITION
Hosts:	Soar Valley Model Railway Club
Location:	Loughborough Grammar School, Leicester Road, Loughborough, Leicestershire LE11 2AQ
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £8, concessions £7, children £4, family (2+3) £20
Website:	www.svmrc.co.uk
Features:	Layouts, trade support, demonstrations, refreshments, parking and disabled access.
2/3	TAUNTON MODEL RAILWAY GROUP - OPEN DAYS
Hosts:	Taunton Model Railway Group
Location:	Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times:	Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices:	Adults £1.50, children 75p
Website:	www.bathgreenpark.co.uk
Contact:	07879 852736
Features:	'OO' layout Tamerig on display and refreshments.
3	BRESSINGHAM MODEL RAILWAY SHOW
Hosts:	Bressingham Steam Museum
Location:	Bressingham Steam Museum, Diss, Norfolk IP22 2AA
Times:	10.30am-5pm
Prices:	Admission £6
Website:	www.bressingham.co.uk
Features:	15 layouts, trade support, refreshments and parking.
3	MODELLERS OPEN DAY
Hosts:	Junction 72A Model Railway Club and Exeter and District Model Engineering Society
Location:	St. Katherine's Priory, St. Katherine's Road, Exeter EX4 7JY
Times:	10am-4pm
Prices:	Free
Contact:	07989 178741 / 07788 577662
Features:	Layouts, demonstrations, live steam, traction engine rides and refreshments.
9	BURY ST. EDMUNDS MODEL RAILWAY EXHIBITION
Hosts:	Bury St. Edmunds Model Railway Club
Location:	Thurston Sixth, Beyton Campus, Bury St. Edmunds, IP30 9AA
Times:	10am-4pm
Prices:	Adults £5, concessions £4, accompanied children free
Website:	www.burystedmundsmrc.com
Contact:	01284 811180
Features:	21 layouts, trade support, refreshments, parking and disabled access.
9	CUMBERNAULD MODEL RAILWAY GROUP OPEN DAY
Hosts:	Cumbernauld Model Railway Group
Location:	The Link Community Education Centre, Bron Way, Carbrain, Cumbernauld, Lanarkshire G67 1EW
Times:	10am-4pm
Prices:	Adults £1, accompanied children free
Website:	www.cumbernauldmrg.org.uk
Contact:	01236 612099
Features:	Layouts, trade support and refreshments.
9	HEYWOOD MODEL RAILWAY GROUP OPEN DAY
Hosts:	Heywood Model Railway Group
Location:	Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times:	10am-4pm
Prices:	Free (donation to club appreciated)
Website:	www.hmrg.co.uk
Features:	Layouts, refreshments and parking.
9	HUDDERSFIELD RAILWAY MODELLERS 50TH ANNIVERSARY OPEN DAY
Hosts:	Huddersfield Railway Modellers
Location:	Club Rooms, Stonefield Mill, Tanyard Lane, Milnsbridge HD3 4NB
Times:	Sat 10am-4pm
Prices:	Free

Website: www.huddsrailwaymodellers.co.uk
Contact: 07516 456312
Features: Six layouts, refreshments and parking.

9/10	EXPO EM AUTUMN SHOW
Hosts:	EM Gauge Society
Location:	Partington Sports Village, Chapel Lane, Partington, Manchester, M31 4ES
Times:	Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices:	Members £7, visitors £8
Website:	www.emgs.org
Contact:	0161 633 4227
Features:	Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

9/10	FAVERSHAM MODEL RAILWAY EXHIBITION
Hosts:	Faversham Model Railway Club
Location:	The Abbey School, London Road, Faversham, Kent ME13 8RZ
Times:	Sat 10am-4.30pm, Sun 10am-4pm
Prices:	Adults £5, children £3
Website:	www.favershammrc.org.uk
Contact:	07931 589001
Features:	18 layouts, trade support, societies, outdoor rides, refreshments, parking and disabled access.

9/10	INTERNATIONAL 'N' GAUGE SHOW
Hosts:	Meridienne Exhibitions
Location:	Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa CV31 1XN
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £10.50 (£10), concessions £9.50 (£9), children £5 (£4.50) - advance ticket prices in brackets
Website:	www.ngaugeshow.co.uk
Features:	29 'N' gauge layouts, trade support, societies, displays, refreshments and parking.

9/10	SWINDON RAILWAY FESTIVAL
Hosts:	STEAM - Museum of the Great Western Railway
Location:	STEAM, Firefly Avenue, Swindon, Wiltshire SN2 2EY
Times:	Sat 10am-5pm, Sun 10am-5pm
Prices:	Adults £12, concessions £9, children £8, family (2+1) £28, family (2+2) £32
Website:	www.steam-museum.org.uk
Features:	24 layouts, trade support, demonstrations, displays, societies, refreshments and disabled access.

9/10	WOKING MODEL RAILWAY EXHIBITION
Hosts:	Railway Enthusiasts' Club
Location:	Woking Leisure Centre, Woking Park, Kingfield Road, Woking GU22 9BA
Times:	Sat 10.30am-5.30pm, Sun 10am-5pm
Prices:	Adults £8, children £3 (one accompanied child admitted free, per adult)
Website:	www.rec-farnborough.org.uk
Features:	Layouts, trade support, demonstrations, refreshments, parking and disabled access.

10	WESTON-SUPER-MARE MODEL RAILWAY SHOW
Hosts:	Keith Price
Location:	The Campus, Highlands Lane, Locking Castle, Weston-super-Mare BS24 7DX
Times:	10am-4.30pm
Prices:	Adults £6.50, concessions £6, children £2, family £15
Website:	www.westonsupermaretrainshow.com
Contact:	01934 425075
Features:	31 layouts, trade support, refreshments, parking and disabled access.

16	CULM VALLEY MODEL RAILWAY EXHIBITION
Hosts:	Culm Valley Model Railway Club
Location:	Willand Village Hall, Cullompton, Devon EX15 2PL
Times:	10am-4.30pm
Prices:	Adults £4, children £1.50
Website:	www.cvmrc.co.uk
Contact:	01884 840369
Features:	15 layouts, trade support, refreshments, parking and disabled access.

16	KETTERING AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION
Hosts:	Kettering and District Model Railway Society
Location:	Wren Spinney School, Westover Road, Kettering, Northamptonshire NN15 7LB
Times:	10am-4pm
Prices:	Adults £3, concessions £2
Website:	www.kdmrs.org.uk



Features: Layouts, trade support, refreshments, parking and disabled access.

16	LICHFIELD MODEL RAILWAY EXHIBITION
Hosts:	Trent Valley Model Railway Society
Location:	The Life Church, Netherstowe, Lichfield, Staffordshire WS13 6TS
Times:	10am-4.30pm
Prices:	Adults £4, concessions £3, children £3, family £11
Website:	www.tvrms.org.uk
Features:	16 layouts, trade support, refreshments, parking and disabled access.

16	MID ESSEX MODEL RAILWAY EXHIBITION
Hosts:	Mid Essex Model Railway Club
Location:	Shenfield High School, Oliver Road, Shenfield, Essex CM15 8PX
Times:	10am-5pm
Prices:	Adults £6, children £4
Website:	www.MidEssexMRC.org
Contact:	01277 216098
Features:	26 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free bus shuttle between venue and Shenfield railway station.

16	WADEBRIDGE MODEL RAILWAY SHOW
Hosts:	Wadebridge 34007 Locomotive Society
Location:	Wadebridge School, Gonvenna Hill, Wadebridge, Cornwall PL27 6BU
Times:	10am-5pm
Prices:	Adults £4, concessions £3, children £2, family (2+2) £10
Contact:	vfgnso@yahoo.co.uk
Features:	Layouts, trade support, refreshments, parking and disabled access.

16/17	AYR MODEL RAILWAY EXHIBITION
Hosts:	Ayr Model Railway Group
Location:	Citadel Leisure Centre, South Harbour Street, Ayr KA7 1JB
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £5, children £3, family (2+2) £13
Website:	www.ayrmrg.co.uk
Features:	Layouts, trade support, displays, societies, refreshments, parking and disabled access.

16/17	BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB EXHIBITION
Hosts:	Blackpool and North Fylde Model Railway Club
Location:	Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancashire FY7 8AY
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £6, concessions £5, children £2.50, family (2+2) £14
Website:	www.blackpoolandnorthfyldemrc.co.uk
Features:	20 layouts, trade support, refreshments, parking and disabled access.

16/17	COVENTRY MODEL RAILWAY CLUB OPEN WEEKEND
Hosts:	Coventry Model Railway Club
Location:	Coventry Canal Basin, Leicester Row, Coventry CV1 4LH
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £2, accompanied children under 13 free
Website:	www.coventrymodelrailwayclub.org.uk
Contact:	07411 438626
Features:	Four layouts, demonstrations and refreshments.

PLANNING AN EXHIBITION?

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Pre-order Pristine for £24 / Weathered for £25
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Produced in partnership with Oxford Rail



1936 to 1950s wagons:
ICI001A - 3203 in Mid Grey with black underframes & bogies
ICI001BW - 3254 in Mid grey with black underframes & bogies

1945 to 1950s wagons:

ICI002A - 3284 in mid grey
ICI002BW - 3302 in Mid Grey - weathered

1950s to 1973 wagons:

ICI003A - 3274 in Battleship Grey
ICI003B - 3301 in Battleship Grey
ICI003CW - 3215 in Battleship Grey - weathered
ICI003DW - 3299 in Battleship Grey - weathered
ICI003EW - 3222 in Battleship Grey - weathered

1973 to 1992 wagons with PHV TOPS panel (no backing):
ICI004A - 19093 in Battleship Grey
ICI004BW - 19033 in Battleship Grey - weathered

1973 to 1992 wagons with PHV TOPS panel (Black backing):
ICI005A - 19041 in Battleship Grey
ICI005B - 19090 in Battleship Grey

ICI005CW - 19116 in Battleship Grey - weathered
ICI005DW - 19058 in Battleship Grey - weathered
ICI005EW - 19011 in Battleship Grey - weathered

1992 to 1997 wagons with PHV TOPS panel (Black backing, no ICI lettering):

ICI006A - 19110 in Battleship Grey
ICI006BW - 19019 in Battleship Grey - weathered
ICI006CW - 19078 in Battleship Grey - weathered
ICI006DW - 19087 in Battleship Grey - weathered

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Due in stock Q1 2018

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Produced exclusively by Hatton's



Ex-Class 40 (British Rail) Beilhacks:

H4-BH-001 ZZAADB965576 in BR yellow
H4-BH-002 ZZAADB965577 in BR yellow
H4-BH-003 ZZAADB965578 in BR yellow

H4-BH-004 ZZAADB965579 in BR yellow "Stratford Shark"

Ex-Class 45 (British Rail) Beilhacks:

H4-BH-005 ZZAADB966098 in BR yellow with NSE Branding
H4-BH-006 ZZAADB966099 in BR yellow with NSE Branding

Ex-Class 40 (Railtrack/ Network Rail) Beilhacks:

H4-BH-007 ZZAADB965580 in Railtrack Black
H4-BH-008 ZZAADB965581 in Railtrack Black
H4-BH-009 ZZAADB965578 in Network Rail black
H4-BH-010 ZZAADB965579 in Network Rail black

Ex-Class 45 (Network Rail) Beilhacks:

H4-BH-011 ZZAADB966098 in Network Rail black
H4-BH-012 ZZAADB965599 in Network Rail black



Class 121 and 122 'Bubble Car'

Pre-order for £129.95

Due in stock Q3 2017

www.hattons.co.uk/hattonsbubble
Exclusive liveries produced in partnership with Dapol

4D-009-HAT01 120 in 'GWR 150' Chocolate & Cream livery
4D-009-HAT02 121032 in Arriva Trains Wales livery



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

4D-009-HAT04 121020 in Chiltern blue livery

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

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



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



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

Hatton's O Gauge Exclusives

Class A3 4-6-2

Pre-order for £750
Due in stock Q3 2018

www.hattons.co.uk/recordbreakers
Produced in partnership with Heljan



Unstreamlined Corridor Tender Variants:

H7-A3-001 2750 "Papyrus" in LNER Grass green
H7-A3-002 4472 "Flying Scotsman" in LNER Grass green
H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

Unstreamlined Non-Corridor Tender Variants:

H7-A3-003 2745 "Captain Cuttle" in LNER black
H7-A3-004 60072 "Sunstar" in BR Express blue
H7-A3-005 60035 "Windsor Lad" in BR green with early crest
H7-A3-006 60077 "The White Knight" in BR green with late crest



Class A4 4-6-2

Pre-order for £750
Due in stock Q3 2018

www.hattons.co.uk/recordbreakers
Produced in partnership with Heljan



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Streamlined Corridor Tender Variants:

H7-A4-001 2509 "Silver Link" in LNER silver
H7-A4-005 4464 "Bittern" in LNER Garter blue
H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest

Streamlined Non-Corridor Tender Variants:

H7-A4-002 4468 "Mallard" in LNER Garter blue (1938 condition)
H7-A4-003 4468 "Mallard" in LNER Garter blue (as preserved)
H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest

Unstreamlined Corridor Tender Variants:

H7-A4-004 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters
H7-A4-006 60007 "Sir Nigel Gresley" in BR express blue
H7-A4-008 60009 "Union of South Africa" in BR green with late crest

Warwell Wagons

Pre-order for £85
Due in stock Q1 2018

www.hattons.co.uk/warwell
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Warwell Wagons with Diamond Frame Bogies:

H7-WW-701 - MS.1 in WD Livery (GWR registered)
H7-WW-702 - WW.55 in WD livery (LMS registered)
H7-WW-703 - WD livery (LNER registered)
H7-WW-704 - MODA95560 in MOD 1970s olive
H7-WW-705 - M360333 in BR Grey
H7-WW-706 - M360329 in BR Brown
H7-WW-707 - ADRW96501 in BR Engineers Yellow

Warwell Wagons with Gloucester GPS Bogies:

H7-WW-708 - MODA95511 in MOD 1970s Olive
H7-WW-709 - MODA95537 in MOD 1990s Olive
H7-WW-710 - MODA95536 in MOD 2000s Olive



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 Pre-order Bachmann OO Gauge items at: www.hattons.co.uk/bachmann2017

Class 1532 Johnson 1P 0-4-4T
Pre-order for £111 (estimated)



31-740 1273 in Midland Railway crimson lake
31-741 1303 in LMS black
31-742 58072 in BR black with early emblem

Class H2 'Atlantic' 4-4-2
Pre-order for £152.96
Due in stock Q4 2017



31-920 2426 "St Alban's Head" in SR olive green
31-921 32424 "Beachy Head" in BR black with early emblem

Class 20/3
Pre-order for £129 (estimated)



35-125 20306 in Direct Rail Services blue
35-126 20311 in Harry Needle Railroad Company orange
35-127 20312 in Direct Rail Services compass blue

Class 414 2-HAP EMU
Pre-order for £186.96 (estimated)



31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

SECR 60' Birdcage Coaches

Pre-Order for £55.21
Due in stock Q3 2017



39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Vermillion
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
39-612 Composite BR Vermillion
39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green

Warflat Bogie Flat Wagon

Pre-Order for £42.46
Due in stock Q4 2017



38-725 WD Khaki Drab livery with tank
38-726 WD Bronze Green livery with tank
38-727 BR grey without tank

 **HORNBY**

Pre-order Hornby OO items at: www.hattons.co.uk/hornby2017

Class 8P Princess Coronation 4-6-2
Pre-order for £161. TTS for £187
Due in stock Nov 2017



R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Class Q1 0-6-0
Pre-order for £93
Due in stock Dec 2017



R3559 C24 in Southern Railway wartime black
R3560 33032 in BR black with late crest

Wainwright Class H 0-4-4T
Pre-order for £157
Due in stock Dec 2017



R3512 31551 in BR black with late crest - Limited Edition train pack with Push/Pull coaches

Class 87 Electric
Pre-order for £144
Due in stock Jan 2018



R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800
Pre-order for £319
Due in stock Dec 2017



R3514 800004 in GWR green (5-car set)

Mk1 BSO/FO coaches
Pre-order for £34
Due in stock Aug 2017



R4777 BSO brake second open W9353 in BR blue and grey
R4778 FO first open W3123 in BR blue and grey
R4788 BSO brake second open E9220 in BR maroon
R4789 FO first open E3050 in BR maroon



Oxford Rail OO Pre-Orders

LNOR N7 0-6-2T
Pre-order for £87
Due in stock Q4 2017



OR76N7001 1002 in Great Eastern Railway livery
OR76N7002 8011 in LNER black
OR76N7003 E9621 in BRITISH RAILWAYS early black

Class A & B tank wagons
Pre-order for £16.50
Due in stock Q4 2017



OR76TKA001 Class 'A' tank in BRT - Staveley chemicals livery
OR76TKA002 Class 'A' tank 4022 in Esso livery with revised suspension
OR76TKA003 Class 'A' tank 4022 in Esso livery with original suspension
OR76TKB001 Class 'B' tank 3300 in Esso black with original suspension
OR76TKB002 Class 'B' tank 47792 in Esso black with revised suspension
OR76TKB003 Class 'B' tank 441 in Regent Oil livery with revised suspension

www.hattons.co.uk/preorder

Pre-orders accepted
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Pre-order prices subject to manufacturer RRP.

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

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Sun **9am-5pm**
Shop opening times Mon to Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012							
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £85	Oct 2016							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 05	hattons.co.uk/hel05	£315	May 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	TBA	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Class 87	hattons.co.uk/hornby87	£169.99	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	hattons.co.uk/oxdgc	£95	Jan 2016							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
Mk3 Coaches	hattons.co.uk/oxmk3	£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.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 26/07/17.

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Est. 1946

OO Gauge (1:76 Scale)

Steam Locos

J9405 Austerly 0-6-OST "Hurricane" in NCB Bickershaw Colliery lined green - lightly weathered - Ltd Ed of 200 (DJ) £99
J9402 Austerly 0-6-OST 71515 Mech Navvies maroon - Ltd Ed of 200 (DJ) £99



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor) £139.50



R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in GWR Green (Hor) £140



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) .. BARGAIN £79
1300 Class 1361 0-6-OST 1361 GWR photographic grey - Limited edition of 250 (Hel) £124



1304 Class 1361 0-6-OST 1363 in BR black late crest (Hel) £124



1301 Class 1361 0-6-OST 1363 in GWR green shirtbutton emblem (Hel) £124
1302 Class 1361 0-6-OST 1364 in GWR green (Hel) £124
1320 Class 1366 0-6-OST 1366 in GWR green shirtbutton (Hel) £124



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green G W R lettering (DJ) £99



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) £99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99



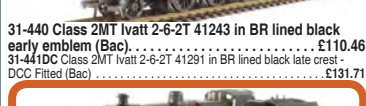
H1414 Class 14xx 0-4-2T 1450 in BR Lined green late crest (DJ) £99
H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99



H1412 Class 14xx 0-4-2T 1474 in BR Unlined black early emblem - Heavily weathered (DJ) £99
31-433 Class 1F 'Half-Cab' 0-6-OT 1739 in LMS black (Bac) £81.56



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46
31-441DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac) £131.71



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99) BARGAIN £105



31-088 Class 32xx 4-4-0 Dukedog 9028 in BR black early emblem (Bac) (RRP £139.95) BARGAIN £88



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



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) BARGAIN £60



R3498 Class 3F Jinty 0-6-OT 19 in S&DJR Blue - Railroad Range (Hor) (RRP £44.99) BARGAIN £25



R3455 Class 4000 "Star" 4-6-0 4013 "Knight of St Patrick" in GWR Green (Hor) £127



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor) £169



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99) BARGAIN £82
R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) BARGAIN £82
R3462 Class 42xx 2-6-0 4287 BR Black early emblem (Hor) (RRP £139.99) BARGAIN £83



32-131 Class 45xx 2-6-2 Prairie tank 4539 in Great Western green (Bac) £93.46



H1401 Class 48xx 0-4-2T 4825 in GWR Unlined green Great Western lettering (DJ) £99



R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) BARGAIN £57



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) BARGAIN £58



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (RRP £99.99) BARGAIN £58
32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (RRP £134.95) BARGAIN £88
32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered, (Bac) £114.71



31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black (Bac) £125.76
R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" BR green late crest (Hor) £153
R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) £89



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) BARGAIN £45



R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor) NEW £119
31-169 Class 5 L&YR 2-4-2T 50795 BR lined black early emblem (Bac) £93.46



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99) BARGAIN £83
H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered (DJ) £99
H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) £99



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) £135.96
31-691 Class 5P4F Stanier Mogul 2-6-0 42969 BR lined black early emblem (Bac) £135.96



31-190 Class 5XP Jubilee 4-6-0 45575 "Madras" in BR black (Bac) £144.46



31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £203.95



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £181.99) BARGAIN £109



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Blue early emblem (Hor) (RRP £181.99) BARGAIN £109
31-638 Class 64xx 0-6-OST pannier tank 6419 in BR lined green late crest - weathered (Bac) £90.05



31-635A Class 64xx 0-6-OST pannier tank 6424 in GWR green (Bac) £81.55
31-214 Class 6P Patriot 4-6-0 45538 "Giggleswick" BR Green early emblem (Bac) £140.21



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) BARGAIN £69



R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) BARGAIN £69



R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) BARGAIN £69
31-015 Class 7F 2-8-0 13810 in LMS black (Bac) £125.76



31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black (Bac) £125.76
R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" BR green late crest (Hor) £153
R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) £89



31-146 Class D11/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac) £101.96
R3433 Class D168 4-4-0 Claughton 800 in LNER lined Apple Green (Hor) (RRP £139.99) BARGAIN £99



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £94.99) BARGAIN £55



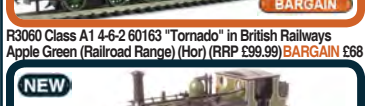
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (RRP £119.99) BARGAIN £85



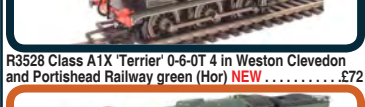
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad range) (Hor) (RRP £99.99) BARGAIN £68



R3528 Class A1X "Terrier" 0-6-OT 4 in Weston Clevedon and Portishead Railway green (Hor) NEW £72



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) BARGAIN £94



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) £74.06



R3285TTS Class A4 4-6-2 4469 "Sir Murrugh Wilson" in LNER wartime black (Hor) (RRP £164.99) BARGAIN £109



R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor) £144
R3338 Class B1 4-6-0 61310 BR Apple Green (Hor) (RRP £155.99) BARGAIN £87



R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) £136



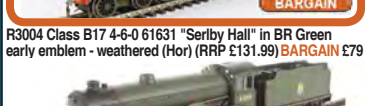
R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) BARGAIN £79



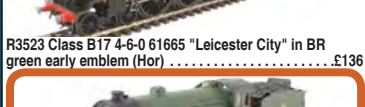
R3523 Class B17 4-6-0 61665 "Leicester City" in BR green early emblem (Hor) £136



R3318 Class B17/6 4-6-0 61646 "Gilwell Park" in BR Green early emblem (Hor) (RRP £131.99) BARGAIN £74



31-146 Class D11/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac) £101.96
R3433 Class D168 4-4-0 Claughton 800 in LNER lined Apple Green (Hor) (RRP £139.99) BARGAIN £99



R3433 Class D168 4-4-0 Claughton 800 in LNER lined Apple Green (Hor) (RRP £139.99) BARGAIN £99



R3433 Class D168 4-4-0 Claughton 800 in LNER lined Apple Green (Hor) (RRP £139.99) BARGAIN £99

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35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) £101.96
35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) BARGAIN £80
35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) BARGAIN £80



31-480 Class G2A Super D 0-8-0 9376 in LMS black tender back cab (Bac) £101.96
31-321DS Class J11 0-6-0 94377 in BR black early emblem - weathered and DCC sound fitted (Bac) £203.96



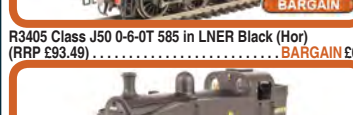
31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest - DCC Fitted (Bac) (RRP £109.95) BARGAIN £62



R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49) BARGAIN £75
R3380 Class J15 0-6-0 7510 LNER Black (Hor) (RRP £109.99) BARGAIN £76



R3405 Class J50 0-6-0 585 in LNER Black (Hor) (RRP £93.49) BARGAIN £69



R3407 Class J50 0-6-0 68959 in BR Black early emblem (Hor) (RRP £93.49) BARGAIN £69



OOJ94-001 Class J94 Austerity 0-6-0ST 68023 in BR black early crest & tall coal bunker (DJ) (RRP £95.50) BARGAIN £69
OOJ94-004 Class J94 Austerity 0-6-0ST 8023 in LNER black original bunker (DJ) (RRP £95.50) BARGAIN £72
OOJ94-003 Class J94 Austerity 0-6-0ST 8064 in LNER black original bunker (DJ) (RRP £95.50) BARGAIN £72



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) BARGAIN £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) BARGAIN £82



32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) £131.71
32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) £131.71



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervey de Revel' in BR Lined Green early emblem (Hor) (RRP £159.99) BARGAIN £108



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (RRP £94.99) BARGAIN £68
R3426 Class Q6 Raven 0-8-0 63429 in BR Black late crest (Hor) (RRP £154.99) BARGAIN £105



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) BARGAIN £88



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) BARGAIN £88



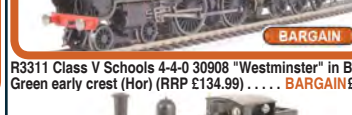
R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) BARGAIN £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) BARGAIN £89



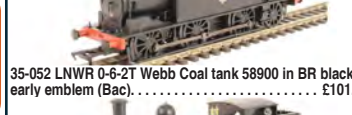
R3311 Class V Schools 4-4-0 30908 'Westminster' in BR Green early crest (Hor) (RRP £134.99) BARGAIN £74



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black (Bac) £101.96



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



32-353 Standard Class 4MT 2-6-4T 80135 in BR green late crest (As Preserved) (Bac) £110.46



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) BARGAIN £89



R3350 The Sir Nigel Gresley Collection (Hor) £480
R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £43.99) BARGAIN £31



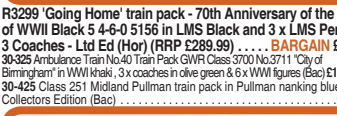
R3394TTS Class 20 20163 in BR blue - TTS sound fitted - Railroad Range (Hor) NEW £93



R3290 Thomas and Friends - 2-6-0 No.5 James the red engine (Hor) (RRP £82.49) BARGAIN £55



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) BARGAIN £150



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) ... BARGAIN £139



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) £280
30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Sconeat Oakworth Station Building (Bac) (RRP £134.95) BARGAIN £89



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) BARGAIN £145



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR Green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) BARGAIN £19



R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) BARGAIN £28



R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) BARGAIN £85



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118
1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) BARGAIN £72



R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) BARGAIN £85



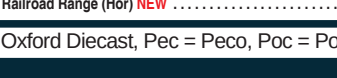
R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) BARGAIN £85



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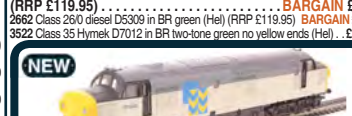
R3342 Class 08 shunter 08489 in BR blue (Hor) (RRP £119.99) BARGAIN £85



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) BARGAIN £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) BARGAIN £61



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) £101



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) NEW £85



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) £117.26



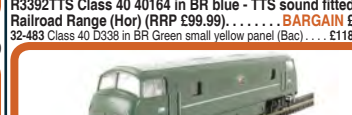
32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) £117.26



32-391DS Class 37/7 37796 Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



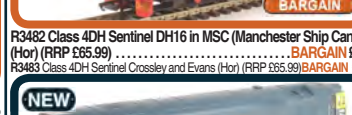
32-484 Class 40 40159 in BR Blue (Bac) £123.21



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) BARGAIN £74



32-483 Class 40 D338 in BR Green small yellow panel (Bac) £118.96



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) BARGAIN £39



32-068 Class 43 Warship D836 'Rapid' BR maroon full yellow ends (Bac) £127.46



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £127.46



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) BARGAIN £40

R3483 Class 4DH Sentinel Crosley and Evans (Hor) (RRP £65.99) BARGAIN £40

R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) NEW £144

4D-003-004 Class 52 D1058 'Western Nobleman' BR blue full yellow panel (Dap) £126

4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR blue full yellow ends (Dap) £126

4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) £127

32-534DS Class 55 Deltic 55004 'Queen's Own Highlander' in BR blue - DCC sound fitted (Bac) £212.46

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32-533 Class 55 Deltic D9001 'St. Paddy' in BR green full yellow ends - weathered (Bac) £135.96



32-764 Class 57/3 57305 'Northern Princess' in DRS Northern Belle (Bac) £131.71
32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96



R3572 Class 60 60087 'CLIC Sargent' in Colas Rail Freight orange/black (Hor) NEW £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) NEW £208.21



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac) NEW £142.76



R3486 Class 66 66185 'DP World London Gateway' in DB Schenker (Hor) (RRP £98.99) BARGAIN £59
32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £127.46



32-738 Class 66 66711 'Sence' in GBRF/Aggregate Industries (Bac) NEW £131.71
R3298 Class 67 67003 Arriva Trains Wales (Hor) (RRP £139.99) BARGAIN £99



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) BARGAIN £104



R3481 Class 67 67025 'Western Star' in EWS (Hor) (RRP £159.99) BARGAIN £99
4D-022-003 Class 68 68010 in Chiltern Railways (Dap) £123.72
4D-006-002 Class 73 electro-diesel 73124 in BR blue (Dap) £119.51
4D-006-003 Class 73 electro-diesel 73135 BR blue full yellow ends (Dap) £119.51

Electric locos



0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) NEW £139.95



0071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) NEW £139.95



R3376 Class 71 E5022 in BR Green no yellow ends (Hor) £127.50
7702 Class 77 EM2 Woodhead electric 27004 'Juno' in BR electric blue - 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



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph (Bac) (RRP £139.95) BARGAIN £79
31-679 Class 85 (AL5) Bo-Bo Electric E3055 BR Electric blue small yellow panel (Bac) (RRP £139.95) BARGAIN £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Aberystwyth' (Bac) (RRP £159.95) BARGAIN £94



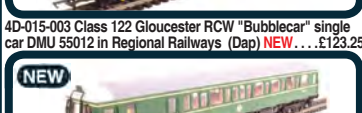
32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) (RRP £149.95) BARGAIN £89
32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.46



4D-015-001 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55002 in BR blue & grey (Dap) NEW £123.25



4D-015-003 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55012 in Regional Railways (Dap) NEW £123.25



4D-015-005 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55007 in BR green small yellow panels (Dap) NEW £123.25



4D-015-004 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55013 in BR blue (Dap) NEW £123.25



4D-015-HAT01 Class 122 Gloucester RCW 'Bubblecar' single car HATU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) NEW £129.95
8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (RRP £119.95) BARGAIN £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (RRP £119.95) BARGAIN £59



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) BARGAIN £89
M55987 (Hel) (RRP £119.95) BARGAIN £69

32-928 Class 150/1 2-car DMU 150151 in BR Regional Railways Sprinter - weathered (Bac) £161.46
32-937 Class 150/2 2-car DMU 150202 in Centro blue stripe (Bac) (RRP £164.95) BARGAIN £114
8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel) £94

EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) BARGAIN £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) BARGAIN £62



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) (RRP £169.99) BARGAIN £94

DEMUS



31-236A Class 205 'Thumper' 1121 in BR green small yellow panel - weathered (Bac) NEW £203.96
31-238A Class 205 'Thumper' in BR blue - weathered (Bac) £203.96

Track Maintenance vehicles

36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) BARGAIN £42

Train sets - analogue



R1183 'Master of the Glens' Train Set Class P2-2-8-2 'Cock O' The North' in LNER green and three LNER teal coaches (Hor) (RRP £184.99) BARGAIN £145



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) BARGAIN £45
R1180 GWR Postal Express train set - operating travelling post office (Hor) £70
30-105 Midland Marvel Train Set Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.46
R2825 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) BARGAIN £80



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) BARGAIN £45

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) BARGAIN £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) BARGAIN £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) BARGAIN £130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) BARGAIN £199

Coaches

39-001 2x Mk1 coaches Works Test Train BR blue & grey - weathered (Bac) £76.46
39-460 57 ft Porthole Corridor Brake 3rd in BR crimson and cream (Bac) (RRP £39.95) BARGAIN £27
39-1276 BR Mk1 CK Composite Corridor Crimson & Cream Weathered (Bac) (RRP £39.95) BARGAIN £27
39-276 BR Mk1 GUV InterCity Motorail (Bac) (RRP £38.95) BARGAIN £26
39-501 BR Mk1 SLF Sleeper Car E2054 BR blue & grey (Bac) (RRP £42.95) BARGAIN £30
R4765 Collett corridor brake third (left hand) W4936W in BR maroon (Hor) £38
R4764 Collett corridor brake third (right hand) W4935W in BR maroon (Hor) £38
R4761 Collett corridor composite (left hand) 6530 GWR chocolate and cream (Hor) £38
R4762 Collett corridor composite (right hand) 6531 GWR chocolate and cream (Hor) £38
R4767 Collett corridor composite (right hand) W6137W in BR maroon (Hor) £38



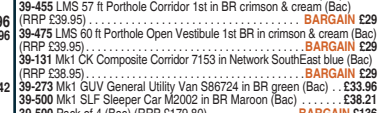
R4763 Collett corridor third class W5147W in BR maroon (Hor) £38



R4790 GWR A30 autococh 191 in GWR chocolate and cream (Hor) NEW £28



R4791 GWR A30 autococh W190W in BR crimson and cream (Hor) NEW £28
38-578 Haworth Auto-trailer in W234W in BR crimson & cream (Bac) £59.46
39-465 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95) BARGAIN £29
39-500 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) £38.21
39-500 Pack of 4 (Bac) (RRP £179.80) BARGAIN £136
34-633 Mk1 Suburban 2nd brake BR blue - weathered (Bac) (RRP £29.95) BARGAIN £20
34-632 Mk1 suburban BS brake second E43132 in BR blue - weathered (Bac) (RRP £29.95) BARGAIN £20
34-677 Mk1 suburban S second E46094 in BR blue - weathered (Bac) (RRP £29.95) BARGAIN £21
34-678 Mk1 suburban S second E46116 in BR blue - weathered (Bac) (RRP £29.95) BARGAIN £20
R4644A Mk1 TSO second open W4760 BR chocolate & cream (Hor) (RRP £24.99) BARGAIN £16

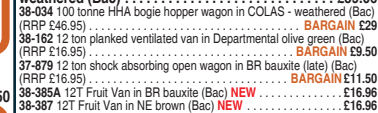


R4618 Mk2E BSO brake second open 9504 in BR intercity (Hor) (RRP £24.99) BARGAIN £17
R4614A Mk2E FO first open W3231 BR Blue & Grey (Hor) (RRP £29.99) BARGAIN £17
R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (RRP £42.99) BARGAIN £26
R4653 Pullman First Class Kitchen Car - K-Type Pullman Car (RRP £49.99) BARGAIN £33
R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (RRP £49.99) BARGAIN £33
39-525A SR PLV luggage van 1061 Southern Railway olive green (Bac) £28.01
39-530 SR FMV parcels van S1151S in BR green black ends (Bac) £28.01
34-386 Thompson 3rd Class corridor in BR crimson & cream (Bac) £46.71
R4572A Thompson non-corridor composite 88426 in LNER teal (Hor) £38

Wagons



38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac) £39.06
38-034 100 tonne HHA bogie hopper wagon in COLAS - weathered (Bac) (RRP £46.95) BARGAIN £29
39-162 12 ton plank ventilated van in Departmental olive green (Bac) (RRP £16.95) BARGAIN £9.50
37-478 12 ton shock absorbing open wagon in BR bauxite (late) (Bac) BARGAIN £11.50
38-385A 12T Fruit Van in BR bauxite (Bac) NEW £16.96
38-387 12T Fruit Van in NE brown (Bac) NEW £16.96
37-754D 12T ventilated Fruit Van in BR - weathered (Bac) NEW £15.26
37-751D 12T ventilated Fruit Van in GWR grey (Bac) NEW £14.41
38-422A 13 ton Hylift steel open wagon with sheet & highbar in BR bauxite (late) (Bac) (RRP £17.99) BARGAIN £11
38-450A 13 ton Hylift steel open sheet in BR bauxite (early) (Bac) (RRP £17.95) BARGAIN £11
38-331 13T high sided steel wagon chain pockets LNER grey (Bac) NEW £16.96
38-330 13T high sided steel wagon smooth sides & wooden doors in BR late grey (Bac) NEW £16.96



37-684A 14T tank wagon in Esso chrome grey (Bac) NEW £18.66
37-656A 14T tank wagon in ICI Chemicals (Bac) NEW £18.66



37-663 14T tank wagon in Shell / BP black (Bac) NEW £18.66
37-452 16 ton slope side mineral wagon in Boston Deep Sea Fishing (Bac) (RRP £14.95) BARGAIN £10
4F-030-015 16-ton steel mineral wagon M620225 in BR grey (Dap) NEW £9.50
4F-030-016 16-ton steel mineral wagon M620225 BR grey - weathered (Dap) NEW £10.50



37-663 14T tank wagon in Shell / BP black (Bac) NEW £18.66
37-452 16 ton slope side mineral wagon in Boston Deep Sea Fishing (Bac) (RRP £14.95) BARGAIN £10
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R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R8262 Double 4th radius curve (8 make a circle) (Hor) £3



R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2.10
R8077 Left hand Express point (Hor) £14.50



R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight - 670mm (Hor) £3
36-603 Long straight track nickel silver (same as R603) (Bac) £3
36-603 Box of 10 (Bac) (RRP £35) BARGAIN £24.80
R8075 Right hand curved point (Hor) £14
R8078 Right hand Express point (Hor) £14.50



R8073 Right Hand Standard Point (Hor) £9
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66



R600 Box of 24 Standard Straight (Hor) £31
R600 Single (Hor) £1.35

Track underlay

ST1474 24' Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24' (Wool) £10



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50
GM210 Brown ballasted underlay x 5 metres (Gau) £20
R638 Roll of track foam underlay Approx. 4880mm (16ft) (Hor) £9

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76BI001 Beadle Integral East Kent (Oxf) £15.50
76MW6002 Bristol MW6G Hants & Dorset (Oxf) £15.50
76MW6001 Bristol MW6G Royal Blue (Oxf) £16



15808 Leyland PD1 'East Kent' - '66, Ramsgate Harbour' (EFE) NEW £29.71



36007 Leyland RTL - 'Barton Transport' - '18 to Chitwell' (EFE) NEW £29.71
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76WFA005 Weymann Fanfare Greenslades (Oxf) NEW £15.50



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76VW030CC Volkswagen Bay Window Coca Cola (Oxf) NEW £4.50
76VW009CC Volkswagen Beetle Coca Cola (Oxf) NEW £4.50
76VW026 VW Bay Window Van Light Grey (Oxf) NEW £4.50

Commercial vehicles

76ALB001CC Albion Box Van Coca Cola (Oxf) NEW £9
76FT030CC Ford Transit LWB High Coca Cola Xmas (Oxf) NEW £4.50
76FBB001 Fowler BB1 16hp Ploughing Engine No.15145 Rusty Dorset (Oxf) £14.50



76LRFCCG001 Land Rover FC GS 1974 Trans Sahara Expedition (Oxf) NEW £8.50
76TR014 Mobile Trailer Southdown (Oxf) £7

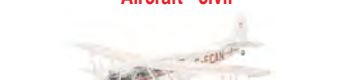
Military ground vehicles



76HST001 Humber Snipe Tourer Old Faithful General Montgomery Italy 1942 (Oxf) NEW £5.50

1:72 Scale

Aircraft - civil



72DG001 DH84 Dragon G-ECAN Railway Air Services (Oxf) £29

N Gauge

Steam locos

372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) £118.96



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96
372-080 Class 4F 0-6-0 43024 BR Black late crest & Fowler tender (Gra) £93.46

372-653 Class 4MT Standard 2-6-0 76079 in BR lined black early emblem (as preserved) (Gra) £110.46
372-635 Class 4MT Standard 2-6-0 80027 BR lined black early emblem (Gra) £101.96

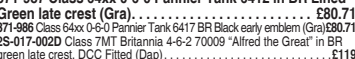
372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra) (RRP £129.95) BARGAIN £76



372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra) (RRP £129.95) BARGAIN £76



371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71
371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR Black early emblem (Gra) £80.71
25-017-002D Class 7MT Britannia 4-6-2 70009 'Alfred the Great' in BR green late crest. DCC Fitted (Dap) £119



371-987 Class 64xx 0-6-0 Pannier Tank 6412 in BR Lined Green late crest (Gra) £80.71



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) (RRP £169.95) BARGAIN £94



372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late crest (Gra) (RRP £169.95) BARGAIN £94



372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) (RRP £169.95) BARGAIN £94



25-008-012B Class A4 4-6-2 4487 'Sea Eagle' in LNER garter blue valances - DCC Fitted (Dap) £150.57



25-008-002 Class A4 4-6-2 4498 'Sir Nigel Gresley' in LNER blue double chimney - as preserved (Dap) £122



372-079 Class B1 4-6-0 1040 'Roedder' in LNER lined black (Gra) (RRP £129.95) BARGAIN £84

372-932 Class N 2-6-0 31811 in BR black late crest (Gra) £106.21
25-002-004D Class V Schools 4-4-0 910 'Merchant Taylors' in Southern Railway olive green - DCC fitted (Dap) £142.50

Train packs

370-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46
25-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap) £198.90



370-400 Longmoor Military Railway Train Pack WD Austerity 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) BARGAIN £99

Diesel locos

371-051C Class 04 Shunter D2295 BR Blue Wasp Stripes (Gra) (RRP £94.95) BARGAIN £59
371-035 Class 20 Twin Pack 20904 'Nancy' & 20906 Hunslet-Barclay Livery (Gra) £178.08



372-976A Class 24 D5031 in BR green (Gra) £101.96



371-085A Class 25 D5177 in BR green (Gra) NEW £101.96



371-087A Class 25/2 25225 in BR blue (Gra) NEW £101.96
2D-018-001 Class 33/0 D6571 in BR green no yellow panels (Dap) £108.82



2D-018-009 Class 35 'Hymek' D7007 in BR blue small yellow panels (Dap) NEW £98.29

2D-018-009D Class 35 'Hymek' D7036 in BR blue small yellow panels - DCC fitted (Dap) NEW £120.05



2D-018-010 Class 35 'Hymek' D7036 in BR blue small yellow panels (Dap) NEW £98.29



371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95) BARGAIN £72



371-170 Class 37/4 37422 'Robert F. Fairlie' in Regional Railways (Gra) £103.66



371-168 Class 37/5 37506 Railfreight Red Stripe Livery (Gra) £89.21



371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95) BARGAIN £72



372-243 Class 47/7 47701 'Saint Andrew' in BR Blue (Gra) (RRP £124.95) BARGAIN £79



2D-010-005D Class 67 67010 in Caledonian Sleeper blue - DCC fitted (Dap) £126.42

DMUs



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) BARGAIN £89



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) BARGAIN £89

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £185

Coaches

374-131A BR Mark 1 GUV in BR green (Gra) NEW £25.46
374-135 BR Mk1 GUV Satlink (Gra) NEW £26.31



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
374-017 Mk1 TSO second open in Regional Railways (Gra) £25.46

Wagons

377-254A 16 Ton Steel Mineral Wagon in BR grey - weathered (Gra) (RRP £15.95) BARGAIN £10
377-225D 16 Ton Steel Mineral Wagon With Top Flap Doors BR Grey (Gra) (RRP £14.50) BARGAIN £9

2F-036-024 4-wheel bulk grain hopper 42314 GWR - weathered (Dap) NEW £14
2F-036-023 4-wheel bulk grain hopper 42315 in GWR (Dap) NEW £13
2F-036-028 4-wheel bulk grain hopper B885325 in BR (Dap) NEW £13
2F-036-030 4-wheel bulk grain hopper B885325 BR - weathered (Dap) NEW £14
373-502C 46T HEA hopper in BR bauxite (Gra) NEW £11.86



373-507A 46T HEA hopper in BR Railfreight red and grey (Gra) NEW £11.86
373-975B 46T POA mineral wagon in Tiger grey (Gra) NEW £16.11
373-976B 46T POA mineral wagon in Tiger - weathered (Gra) NEW £16.11

2F-071-038 7-plank open wagon 'War Department Naval Stores' (Dap) NEW £9
2F-071-039 7-plank open wagon 'War Department Naval Stores' - weathered (Dap) NEW £10
377-100B 90T GLW bogie hopper in RMC - weathered (Gra) NEW £29.71
377-103 90T GLW bogie hopper in VTG - weathered (Gra) NEW £29.71

377-100B 90T GLW bogie hopper in RMC - weathered (Gra) NEW £29.71

Accessories

2F-028-005 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450004-3 and 450002-2 (Dap) NEW £13
2F-028-006 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450004-3 and 450002-2 - weathered (Dap) NEW £14
2F-028-007 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450012-5 and 450013-0 (Dap) NEW £13
2F-028-008 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450012-5 and 450013-0 - weathered (Dap) NEW £14

2F-028-005 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450004-3 and 450002-2 (Dap) NEW £13

2F-028-006 Pair of 45 foot curtain sided containers - 'Stobart Less Co2 Rail' - 450004-3 and 450002-2 - weathered (Dap) NEW £14

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for more details

Spares

SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Pec) £1.75
SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Buildings - general

42-297 Low Relief Cooling Tower (105x210x280mm) (Gra) £59.46
PN830 Pack of four market stalls - laser cut kit (Met) **NEW** £5.50
PN810 Pack of four picnic tables - laser cut kit (Met) **NEW** £5.50

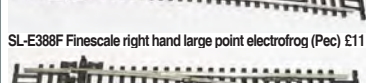
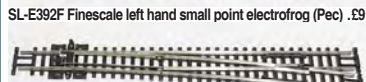
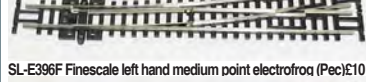
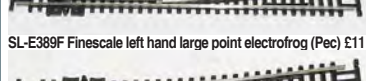
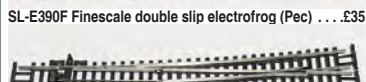
Track - Code 80 Settrack

ST-11 Double straight track (Pec) £1.50
ST-15 No.2 radius double curve (Pec) £1.50
ST-6 Settrack left hand point insulfrog (Pec) £8.50
ST-5 Settrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline

SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale

SL-300F Single (Pec) £3
SL-E399F 3-way finescale turnout (Pec) £28
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11

Buses



Commercial vehicles

NF6007 Foden FG 8 Wheel Flatbed Blue Circle (Oxf) **NEW** £5
NF6012 Foden FG Oval Tanker Isherwoods (Oxf) **NEW** £5
NF6008 Foden FG Round Tanker John Houston (Oxf) **NEW** £5

O Gauge (1:43 Scale)

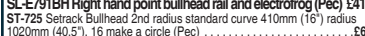
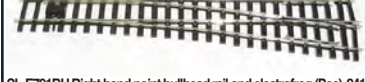
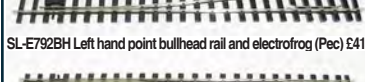
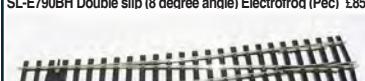
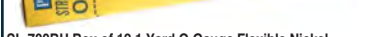
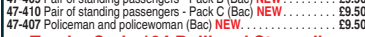
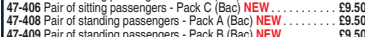
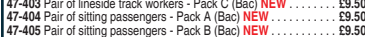
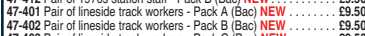
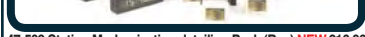
Steam locos



7S-010-010D Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green - DCC Sound Fitted (Dap) £340



Diesel locos



NEW



Cars

43AMV7001 Aston Martin V12 Vantage S Volcano Red (Oxf) **NEW** £20
43EMP001 Rolls Royce Silver Cloud/Hooper Empress Brown/Cream (Oxf) £21

G Scale

Train sets - analogue

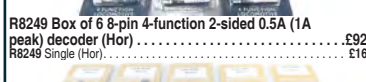
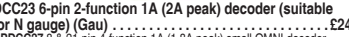
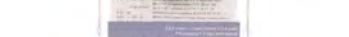
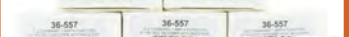
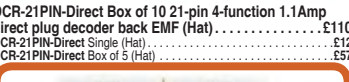
90068 Thomas Annie & Clarabel train set (loco moving eyes & Steel Track) Thomas the Tank range (Bac) £249

Analogue controllers

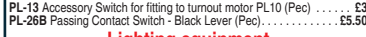
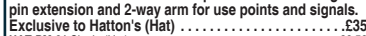
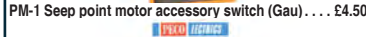
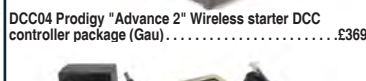


Any or Multiple Scales

Analogue controllers



DCC controllers





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KS51-01-03	O	5ft Cable Drums + Stand	£6.75
KS51-02-02	OO	7ft Cable Drums + Stand	£5.55

Platforms and Pits: N OO & O Gauge

KS19-01-03	O	Inspection Pit	£16.75
KS25-01-01	N	Stabling Platform	£6.00
KS25-01-02	OO	Stabling Platform	£5.00
KS25-02-03	O	DMU/Carriage Stabling	£10.75
KS25-03-02	OO	Station Platform End 50mm	£3.50
KS25-04-02	OO	Station Platform 50mm	£6.50
KS25-05-02	OO	Station Platform End 75mm	£4.50
KS25-06-02	OO	Station Platform 75mm	£7.50

Fencing: OO & O Gauge

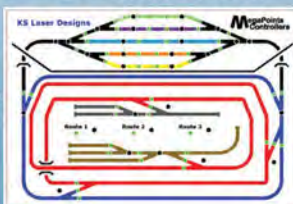
KS32-01-02	OO	Security Fencing	£9.00
KS32-01-03	O	Security Fencing	£10.50
KS33-01-02	OO	Security Double Gates	£2.50
KS33-01-03	O	Security Double Gates	£8.00
KS33-02-03	O	Single Personnel Gate	£2.50



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MegaPoints Controllers



Building Kits: N OO & O Gauge

KIT04-01-02	OO	Pitched Roof Goods Shed	£30.00
KIT05-01-02	OO	Pitched Roof Engine Shed	£30.00
KIT05-02-01	N	Pitched Roof Engine Shed	£30.00
KIT01-01-L	N	North Light Goods Shed	£15.00
KS29-01-03	O	12ft x 8ft Shed	£9.40
KS29-03-03	O	Wooden Café	£12.00
KS29-10-03	O	Platelayers Hut	£12.00
KS36-02-01	N	3 Bay bus Depot	£6.00
KS36-03-01	N	3 Bay Engine Shed	£6.00
KS36-03-02	OO	3 Bay Engine Shed	£15.00
KS70-01-02	OO	Fire Station Training Tower	£6.00
KS70-02-02	OO	Small Fire Station	£30.00

Walls, Support and Arched: OO & O Gauge

KIT02-01-02	OO	Support Wall	£9.75
KIT06-01-03R	O	North Light Low Relief	£19.80
KS26-05-02	OO	Low Relief Arches with Door	£12.50
KS26-01-03	O	Single Low Relief Arch	£13.50
KS27-01-02L	OO	5ft Brick Wall	£3.85
KS27-01-03	O	8ft Brick Wall	£11.00
KS27-02-03	O	5ft Brick Wall	£9.50

Bridge Kits: N, OO & O Gauge

KS44-02-01	N	Swanage Triple Lane Bridge	£25.00
KS44-03-02	OO	Triple Lane Bridge	£36.00
KS44-05-03	O	Double Brick Bridge	£75.00

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Have us *design and build* your mimic panel for you. Professionally cut and *expertly assembled*. We take care of all the details, *one supplier for everything*. Available with or without enclosure (*flat or angled options*). Use our LEDs and buttons (*preferred*) or your own.

Plug and play wiring - *absolutely no soldering*, just plug in cables. Easy, *detachable wipe clean panel*, nothing attaches directly to fascia. Only power and a signal cable connect the whole enclosure to your layout. Feedback data *displays block occupancy* and *points position*, built right in. *Works with analogue (DC) and digital (DCC)* - at the same time! Use to drive traditional *solenoid motors*, *stall motors*, *servos* or *relays*.

Kato points option coming soon.

Extensive *how-to video library* shows you how. Telephone and email support for *advice and guidance*.

Our website has *many examples of our work*. Maximum single panel size 600mm x 350mm (*multiple panels snap together*).

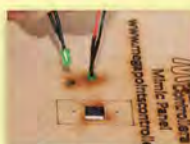


Multiple enclosure styles

No soldering!
Plug-n-play
panel wiring.



Locating holes for LEDs and buttons clearly marked.



LEDs push into rear panel.



Buttons attach from the rear, held with screws (supplied).

Website & details: megapointscontrollers.com

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WB70 Fine Ballast Iron Ore
WB71 Fine Ballast Dark Brown
WB72 Fine Ballast Brown
WB73 Fine Ballast Buff
WB74 Fine Ballast Light Grey
WB75 Fine Ballast Grey
WB76 Fine Ballast Cinders



Medium Ballast £4.21 £4.95

WB77 Medium Ballast Iron Ore
WB78 Medium Ballast Dark Brown
WB79 Medium Ballast Brown
WB80 Medium Ballast Buff
WB81 Medium Ballast Light Grey
WB82 Medium Ballast Grey
WB83 Medium Ballast Cinders
WB94 Medium Ballast Grey Blend £8.75

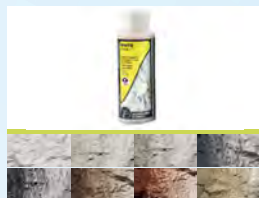


Coarse Ballast £4.21 £4.95

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



Earth Colours Undercoat £7.44 £8.75
WC1228 Liquid Pigment Undercoat Green
WC1229 Liquid Pigment Undercoat Earth



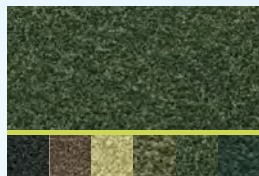
Earth Colours £5.95 £7.00

WC1216 Liquid Pigment White
WC1217 Liquid Pigment Concrete
WC1218 Liquid Pigment Stone Grey
WC1219 Liquid Pigment Slate Grey
WC1220 Liquid Pigment Black
WC1221 Liquid Pigment Raw Umber
WC1222 Liquid Pigment Burnt Umber
WC1223 Liquid Pigment Yellow Ochre



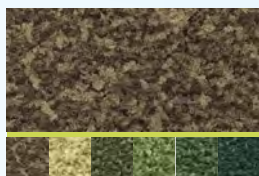
Coal £3.83 £4.50

WB92 Coal Mine Run
WB93 Coal Lump



Fine Turf £2.98 £3.50

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



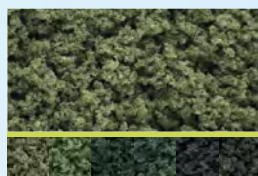
Coarse Turf £2.98 £3.50

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



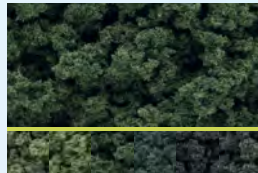
Blended Turf £5.95 £7.00

WT49 Blended Turf Green Blend
WT50 Blended Turf Earth Blend



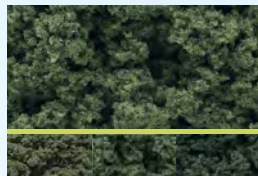
Underbrush £4.47 £5.25

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



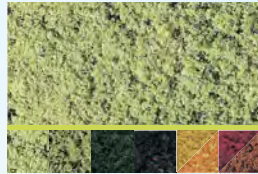
Bushes £4.47 £5.25

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



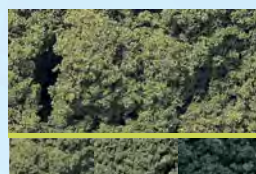
Clump Foliage £5.95 £7.00

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



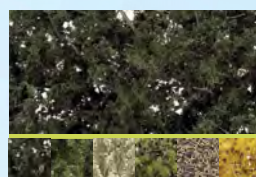
Foliage £4.47 £5.25

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



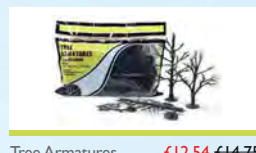
Foliage Clusters £8.08 £9.50

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



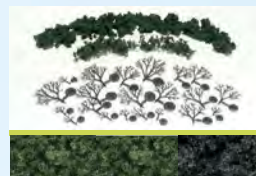
Fine Leaf Foliage £14.67 £17.25

WFI130 Fine Leaf Foliage Dark Green
WFI131 Fine Leaf Foliage Medium Green
WFI132 Fine Leaf Foliage Light Green
WFI133 Fine Leaf Foliage Olive Green
WFI134 Fine Leaf Foliage Dead Foliage
WFI135 Fine Leaf Foliage Fall Mix



Tree Armatures £12.54 £14.75

WTRI120 Deciduous Trees 3/4" to 2"
WTRI121 Deciduous Trees 2" to 3"
WTRI122 Deciduous Trees 3" to 5"
WTRI123 Deciduous Trees 5" to 7"
WTRI124 Pine Trees 2.5" to 4"
WTRI125 Pine Trees 4" to 6"



Realistic Tree Kits £11.69 £13.75

WTRI111 Deciduous 3/4" to 3" Med Green
WTRI112 Deciduous 3" to 7" Med Green
WTRI113 Pine 2 1/2" to 6" Forest Green



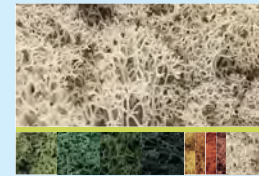
Earth Colour Kit £14.67 £17.25

WC1215 Earth Colour Kit



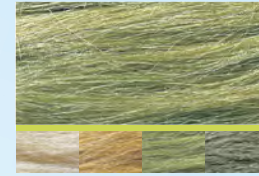
Water

WC1206 E-Z Water £11.69 £13.75
WC1211 Realistic Water £18.92 £22.25
WC1212 Water Effects £13.18 £15.50



Lichen £8.93 £10.50

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



Field Grass £3.83 £4.50

WFG171 Field Grass Natural Straw
WFG172 Field Grass Harvest Gold
WFG173 Field Grass Light Green
WFG174 Field Grass Medium Green



Flowering Foliage £3.83 £4.50

WF176 Flowering Foliage Yellow
WF177 Flowering Foliage Purple



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WS191 Scenic Cement £7.44 £8.75
WS192 Scenic Sprayer £3.83 £4.50
WS194 Canister Shaker £3.83 £4.50
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WC1203 Plaster Cloth £8.93 £10.50

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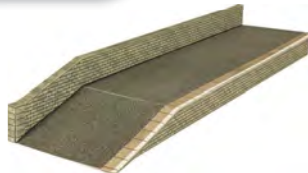
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sleeving: ideal N & 00

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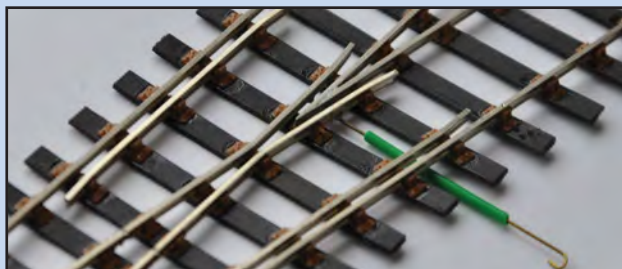
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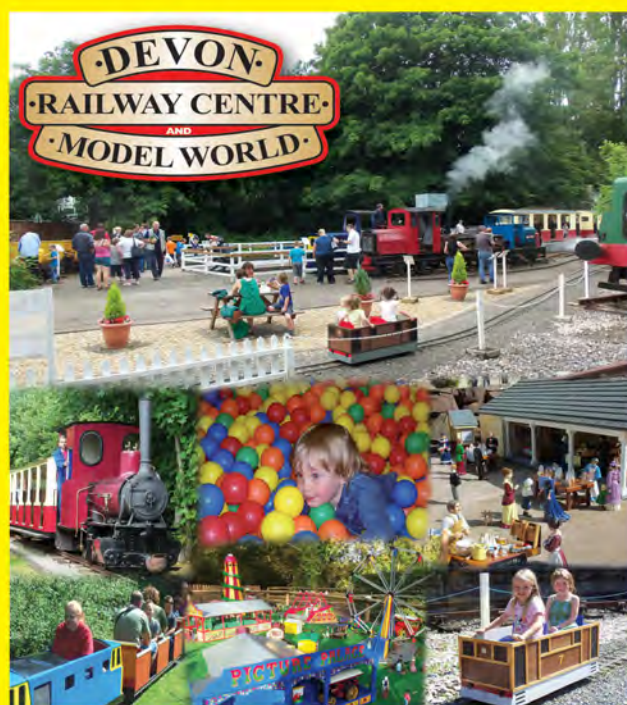
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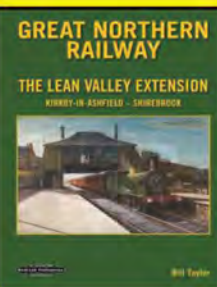
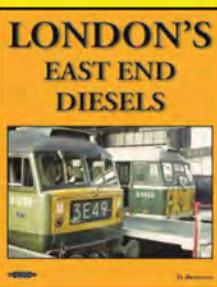
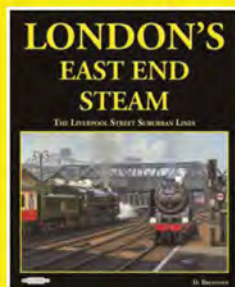
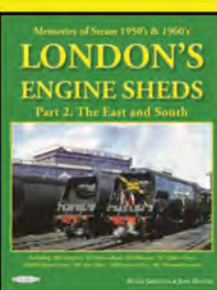
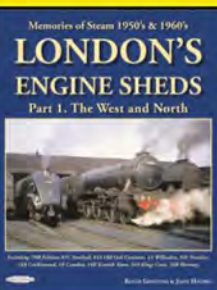
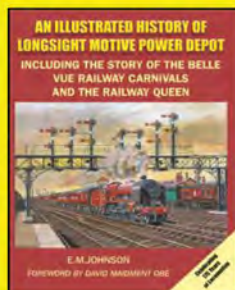
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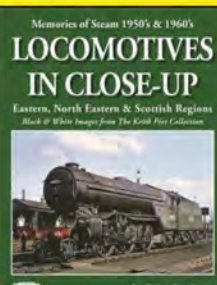
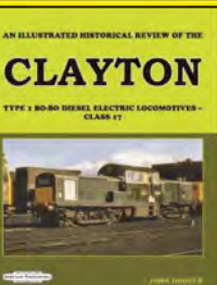
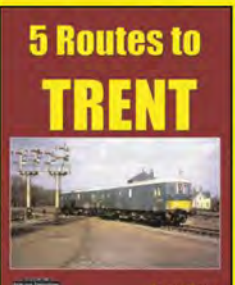
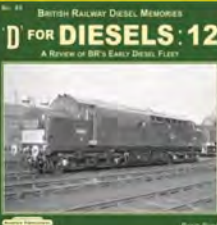
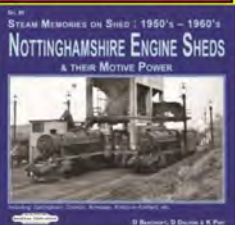
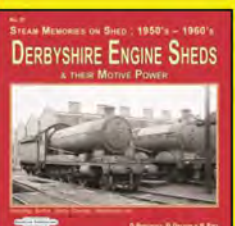
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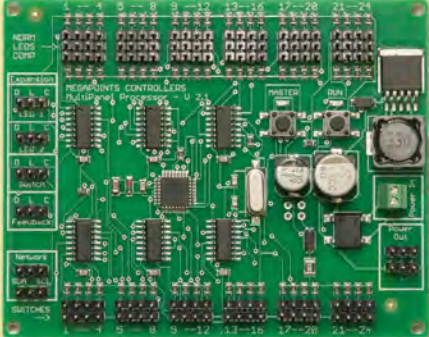
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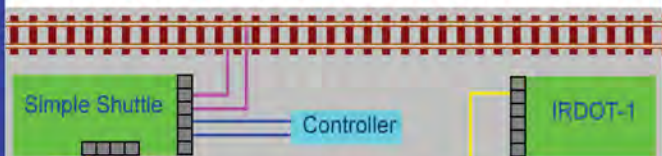
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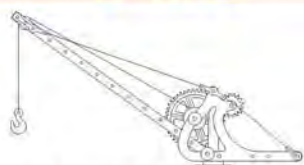
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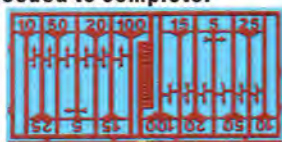
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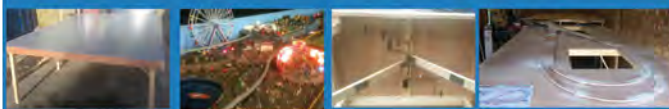
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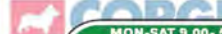
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RUGBY VINTAGE OLD TOY & TRAIN COLLECTORS FAIR, The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN Saturday 2nd September 2017 10.30am-3pm Adults £3.50 Seniors £3 Children £1 (under 5s free) www.bpfairs.com Tel 01604 846688.

COVENTRY TOY & TRAIN FAIR, The Connexion Leisure Club, Leamington Rd, Ryton-on-Dunsmore, Coventry, CV8 3FL Sunday 10th September 2017 10.30am-3pm more than 150 stalls Adults £3 Seniors £2.50 Children £1 (under 5s free) FREE PARKING www.bpfairs.com Tel: 01604846688

ASHFIELD TOY & TRAIN FAIR, Festival Hall NG17 7DJ. Sunday 17th September 10am-2pm. Good access, refreshments, free parking. Contact Malc: 07951 072790

KIDDERMINSTER TOYFAIR, Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster. DY11 7DY (off A451). Sunday 24th September 10.30am-2.00pm, £1.50 entry, Tony Oakes Fairs 01270 652773

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RUGBY EVENING TOY & TRAIN COLLECTORS FAIR, The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN Tuesday 12th September 2017 8pm - 9pm Adults £1.50 Seniors £1.20 Children 50p (under 5s free) www.bpfairs.com Tel 01604 846688
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SANDOWN PARK TOY & TRAIN COLLECTORS FAIR Europe's No1 Toy Collectors Fair Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Rd, Esher, Surrey, KT10 9AJ Saturday 16th September 2017 10.30am-3pm Adults £6 Seniors £5.50 Children £2 (under 5s free) FREE PARKING www.bpfairs.com Tel 01604846688

TRAIN & TOY COLLECTORS FAIR - Wirral Sunday 3rd September 2017, 10.30am - 2.30pm Hulme Hall, Port Sunlight, Wirral CH62 5DH, Up to 65 tables, Admission Adults £2.00 Children 50p. Contact: Barry Stockton on 0151 334 3362

TOY & TRAIN COLLECTORS FAIR Gateshead International Stadium Neilson Road, Gateshead NE10 0EF (Just off Felling-by-pass, A184) Saturday 9th September 2017 10:00am - 3:00pm Adults £3, Children & Senior Citizens £2 Tel: 07504 035955 Email jim_corr73@hotmail.co.uk Like us on Facebook Northern toyfairs

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Squires will be exhibiting at the following shows in 2017

Diary updated as bookings are confirmed

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.
Aug 12/13 - SKIPTON M/Railway Exh, Skipton Academy (Formerly Aireville School) Gargrave Rd, Skipton, BD23 1UQ, Sat 10-5, Sun 10-4. www.skiptonrailsoc.org.uk
Sept 2/3 - TELFORD GUILDEX 2017, O Gauge Exhibition & Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Sat 10-5, Sun 10-4. **Coming to Telford??? - Why not try Sunday???**
- the show is less busy - see more of the layouts AND a lot easier to get to our stand!! :-)
Sept 9/10 - SWINDON Model Railway Festival, STEAM, Museum of the Great Western Railway, Fire Fly Ave, Swindon, SN2 2EY Sat/Sun 10-5 Tel 01793 466646, Email enquiries: steammuseum@swindon.gov.uk
Sept 16/17 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr. KA7 1JB. *Modern Venue with easy access & FREE car parking.* Sat 10-5/Sun 10-4

SEPT 16/17 - SHILDON AUTUMN STEAM GALA

Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10 - 5pm.

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MAIN ATTRACTION - come and see LNER Class A3 4472 Flying Scotsman

Sept 23/24 - HALIFAX M/Rail Exh, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10 - 5.
Sept 23/24 - WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4 *Plenty of FREE Parking*
Oct 7/8 - 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!!!!* :-)
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 7/8 - FOLKESTONE Folkestone, Hythe & District M/Railway Exh, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Sat 10-5.30, Sun 10-5.
Oct 7/8 - SWANSEA Model Railway Exhibition, Swansea Leisure Centre, Oystermouth Rd, Maritime Quarter, Swansea SA1 3ST Sat 10-5, Sun 10-4.
Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30
Oct 21 - CHICHESTER M/Rail Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE.10-5.
Oct 21/22 - UCKFIELD M/Rail Ex, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10 - 5.
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.
Oct 28/29 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS Sat 10-5, Sun 10-4.30
Oct 28/29 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, AB21 7DW Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub**
Nov 4 - HIGH WYCOMBE - WYCRAIL 17 M/Rail Ex, Cressex Community Sch, Cressex Rd, High Wycombe, Bucks, HP12 4UD. Sat 10-5.
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 - SPALDING Model Railway Exhibition, Springfield Event Centre, Carmelgate, Spalding, PE12 6ET, Sat 10-5/Sun 9.30-4.30.
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. **Coming to IPMS Telford? Why not try Sunday? The show is less busy AND a lot easier to get to our stand!! :-)**
Nov 17-20 - WAKEFIELD 56th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30. Sunday 10-4.30
Nov 18 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Saturday 10-5 ***Plenty of Free Parking***
Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energen Building, Blackwood Rd, Lilyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4.
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.
Coming to Warley? Why not come on the Sunday?? The show is much quieter - See more of the layouts - and it is a lot easier to get to our stand! Centre Piece Locomotive Attraction & Junior Modeller Sponsored by Squires

EXHIBITIONS & SHOWS IN 2018

Jan 13/14 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10-5, Sun 10-4.30 *Plenty of Free Parking*
Jan 21 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. www.astolatmrc.co.uk
Jan 27/28 KENDAL M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5
Jan 28 BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sun 10 - 4.00pm.
Feb 3/4 ALTON - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.
Feb 18 - MANCHESTER ALSRM O Gauge Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, M22 1QW 10-4. Free Parking, Test Track, 16 'O' Gauge layouts. *Free entry ALSRM Members*
Feb 23-25 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5. www.modelrail-scotland.co.uk
Mar 3/4 - PRESTON Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.
Mar 10/11 - KEIGHLEY Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5.

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NEXT ISSUE

DIGITAL SPECIAL

For our digital special the *Hornby Magazine* team is assembling more than 30 pages of material to help you get the most from this ever-developing form of model railway control. Next issue we bring you up-to-date with the latest digital products, assess the best control systems in the £200+ price bracket, explain how Hornby's new solo Twin Track Sound decoders can be installed in a range of models, offer our 20 top tips for locomotive control and much more. **Don't miss it!**

Poulton-le-Fylde

Greig Mackenzie set out to model a small slice of North West railway operation in the early 2000s and Poulton-le-Fylde on the route to Blackpool North was his chosen location. Discover the full story behind this digital controlled 'OO' gauge layout next month.



REALISTIC WOOD

Nigel Burkin goes in search of the perfect technique to recreate realistic wood effects in miniature. Follow his step-by-step guide in the October issue to find out more.



ST MICHAEL'S BRIDGE

Chelmsford and District Model Railway Club's 'O' gauge group set out to build a brand new layout and this time it offers continuous running as well as the potential to operate it with both analogue and digital control.



THE NEXT ISSUE OF
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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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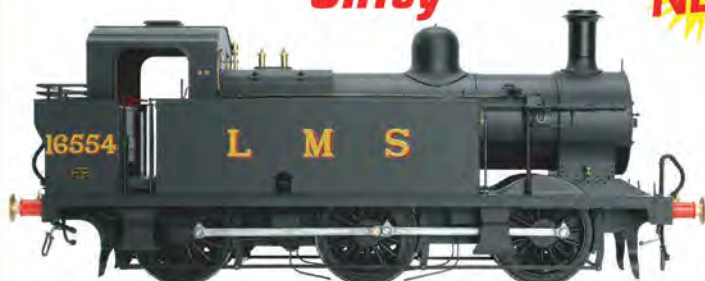
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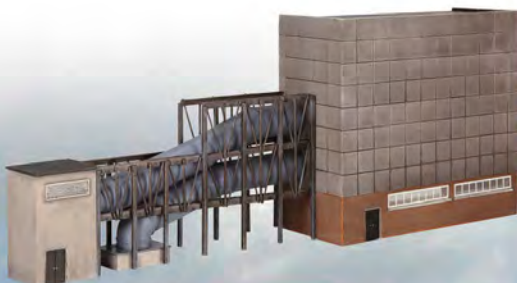
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