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Issue 124 **October 2017**

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LAYOUTS**



Exhibition 'O' gauge at
St Michael's Bridge



Poulton-le-Fylde and
Aldbury in '00' gauge

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- Realtrack Class 156 for '00'
- Narrow gauge starter set
- Bachmann 'Birdcage' stock



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**FIRST
REPORT**



Hatton's reveals SECR 'P' 0-6-0T and
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HORNBY magazine

October 2017

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Email: Subscriptions - subs@keypublishing.com

Email: Mail Order - orders@keypublishing.com

PUBLISHING

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Ryhall Road, Stamford, Lincolnshire PE9 1XP

PRINTING

Precision Colour Printing Ltd, Haldane, Halesfield,
Telford, Shropshire TF7 4QQ.

DISTRIBUTION

Seymour Distribution Ltd,
2 Poultry Avenue, London. EC1A 9PP
Tel: 020 7429 4000

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Key

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Audit Bureau of Circulation 28,190
newsstand and digital sales.

Hornby Magazine is published on
the second Thursday of each month
preceeding the cover date.

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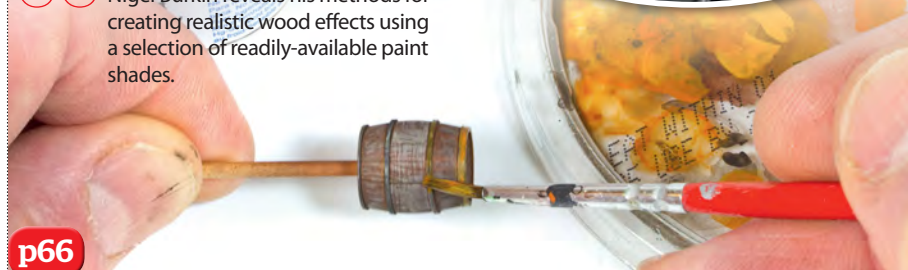
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Welcome

THE EDITOR'S PAGE



DIGITAL CONTROL has revolutionised the way I build a model railway. At the same time it has simplified the process while also introducing a whole new level of potential which, admittedly

at times, isn't always as straightforward as it might seem at first.

I've never looked back though and for me it suits my desire to gain even more enjoyment from the hobby. Getting into digital sound was a temptation too great to resist and with our recent move to use a combination of computer control for points and more conventional digital handsets for locomotive control I've technically gone back to a system which is more in line with analogue cab control. The results speak for themselves and we'll be proudly displaying our most complex digital layout in a few weeks' time at the Great Electric Train Show on October 7/8 (see Preview on pages 30-33).

In this issue we are focused on digital control first and foremost. We're taking a closer look at using Hornby's new solo

Twin Track Sound decoders in its own locomotive models as well as others while also assessing control systems in the £200-£500 price bracket. Paul Chetter offers his 20 top tips for enhancing the driving experience with DCC, while we also answer your questions on the subject in the Enquiry Office. We've even got an exclusive review of Golden Valley Hobbies' new DCC sound fitted version of its Yorkshire Engine Co 'Janus' 0-6-0 diesel shunter.

And if you are not into digital control? Don't worry. Three superb layouts, including one which uses both analogue and digital, are here covering 'OO' and 'O' gauge plus we have an exclusive review of Kernow Model Rail Centre's new 'OO' GWR '1361' 0-6-0ST along with our first reviews of Hornby's new BR Mk 1 Brake Second Open, Realtrack Models Class 156 and Bachmann's impressive 'Birdcage' carriages.

In the news we have the very latest from Hornby on its Class 800 project and more together with a report on Hatton's new announcements - the South Eastern and Chatham Railway 'P' 0-6-0T and Andrew Barclay 0-4-0ST for 'OO' gauge.

There is so much happening in this hobby and it is always fascinating to see what arrives in the office next - and what catches

our attention. One item which caught me by surprise is a 'OO9' starter set by Roco supplied to us by Gaugemaster. Immediately this struck a chord as 'OO9' looks set to take off later this year with the expected arrival of Heljan's Lynton and Barnstaple Railway 2-6-2T and Bachmann's Baldwin 4-6-0T and wagons. Peco has been busy delivering wagons and carriages in ready-to-run format to entice more newcomers to narrow gauge. The starter set is a great way to get going in narrow gauge modelling.

For now though, we need to concentrate on finishing off Twelve Trees Junction for its return at the Great Electric Train Show. It made its debut at this show three years ago and now, after more than two years off the show circuit, we are relaunching it again at this year's event.

You can read more about its development in our online blogs this month. For now though we hope you enjoy this feature packed issue.

Happy modelling.

Mike Wild
Mike Wild
Editor, Hornby Magazine

ISSUE GUIDE

FIRST REVIEWS

This issue includes three exclusive first reviews covering brand new products for 'OO' gauge:

- Kernow Model Rail Centre's 'OO' gauge GWR '1361' 0-6-0ST makes its debut
- Hornby delivers its BR Mk 1 BSO for 'OO'
- Golden Valley's 'OO' sound fitted 'Janus' 0-6-0

FEATURE LAYOUTS

20 Chelmsford and District MRC's 'O' gauge group's new layout has both analogue and digital control.

56 Greig Mackenzie chose the North West market town of Poulton-le-Fylde for his 'OO' exhibition layout.

100 Perth and District MRC revived this Western Region terminus layout with DCC.

ALSO REVIEWED

72 Realtrack Models Class 156, Bachmann's SECR 'Birdcage' carriages, the latest releases from Hornby, more 4-TCs from Kernow and a narrow gauge starter set are just the tip of the iceberg in this issue's busy reviews section.

COMPETITION

16 Your chance to win a Hornby Western Master Digital Train Set, including RailMaster and an eLink, Hornby track packs and six extra wagons to start your first digital layout. Turn to page 16 to enter the competition.

DIGITAL COMMAND CONTROL

34 **Equipment Guide:** We put five of the best digital control systems in the £200-£500 range to the test.

48 **Twin Track Sound:** Learn how to install Hornby's new solo budget sound decoders and how to make them sound even better.

94 **20 top tips:** Discover how to get the best from your locomotive decoders with expert advice.

NEW MODELS REVEALED

12 Hatton's has announced its next ready-to-run steam locomotive projects for 'OO' gauge covering the SECR 'P' 0-6-0T and industrial Andrew Barclay 0-4-0ST. Read the full story on these new models in Update.

GWR Class 800 unit REVEALED IN COLOUR

HORNBY has received the first colour sample of its GWR green Class 800 Intercity Express Programme (IEP) unit finished as 800004.

The train pack, containing a full five-car set, models a bi-mode diesel and electric set which is set to enter service on the Great Western Main Line from London Paddington during late 2017. The five-car pack is fitted with 8-pin

decoder sockets in the two driving cars to control the exterior lighting and motor functions. One motor powers the full train. The 800 also has interior lighting.

The Class 800 has been developed by Hornby with the full support of Hitachi and is currently expected to be released in January 2018 (Cat No. R3514). The price for the five-car train is £374.99 and in total it is just over 5ft in length.

● Visit hornby.com for more information.



'Royal Scots' to return in October



Hornby's LMS rebuilt 'Royal Scot' 4-6-0 is set to return in October with three new models touching down with its stockists. The model was first released in 2007 and is being reintroduced as part of the 2017 range.

The return of the 'Scot' includes updating of the decoder position so that the 8-pin socket is now in the tender rather than the boiler. As is now standard for Hornby tender engines, the drawbar



will be permanently fitted with screws together with a four-wire plug in connector to link the two components of the model.

Due for release in October is 6108 *Seaforth Highlander* in LMS lined black – a special edition

for Hornby's 2017 'Final Day Collection' to mark the end of the 'Big Four' in December 1947 (R3517). This will be followed in November by 6126 *Royal Army Service Corps* in LMS plain black (R3518) and like 6108 it will be

released without smoke deflectors and coupled to a riveted tender.

The third of the trio is 46165 *The Ranger* in BR lined green with late crests, smoke deflectors and a welded tender (R3558). All three are priced at £169.99 each.



'Standard Four' approved

Hornby's new model of the BR '4MT' 4-6-0 has been approved with arrival with UK stockists expected during November. The two locomotives selected for the re-introduction of the '4MT' are 75008 in BR lined green with late crests (Cat No. R3547) and 75053 in BR lined black with early crests

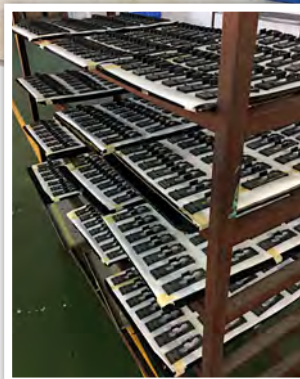
(R3548). The model of 75008 will be the first Hornby '4MT' 4-6-0 to be released in BR lined green. Prices are set at £169.99 with each model being equipped with an 8-pin DCC decoder socket.
● Visit hornby.com for more information.



INSIDE HORNBY®

The latest from Hornby HQ

'H' IN PRODUCTION



Hornby's Wainwright 'H' 0-4-4T is in full production as these images from the factory in China show. A large number of individual components are involved in the assembly process which includes delicate printing and lining of the South Eastern and Chatham Railway livery.

MEET THE TEAM...

The Hornby team is gearing up for the annual Great Electric Train Show at the British Motor Museum on October 7/8 where you will have the opportunity to inspect the latest samples and meet the team. Plus you can expect exclusive announcements on the Saturday morning too.



NRM AND RAILS PARTNERSHIP

Hornby has agreed new partnerships with the National Railway Museum and Rails of Sheffield to produce exclusive models for the two parties. The first models from the new range of products are to be revealed in October and in the next issue of Hornby Magazine.

COMING UP IN...



Keep up with the latest from the Hornby development team in the fortnightly online Engine Shed blog. The next blogs will be live on September 22 featuring more on production of the 'H' 0-4-4T followed by a second blog on October 7 live from the Great Electric Train Show. Visit www.hornby.com to read the latest blogs.

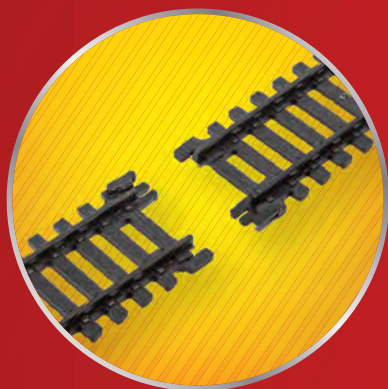


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DCC Concepts delivers MICRO DIGITAL POINT MOTOR

NEW TO THE DCC Concepts Cobalt point motor range is the Cobalt-SS – a compact above-board motor designed to operate with 'N', 'OO' and 'O' gauge track components. The motor is 27mm long and 14mm wide excluding its mounts.

Cobalt-SS is delivered in twin, six and 12 packs with a full complement of accessories in each to allow mounting and connection of the motor. Each of these main packs comes with a control board included for each pair as well as

dummy Westinghouse point motor models to position next to the point.

Prices start from £48.95 for the twin pack (Cat No. DCP-CBSS-2) rising to £139.95 for six (DCP-CBSS-6) and £269.95 for 12 (DCP-CBSS-12).

The Cobalt-SS uses a stepper motor and has been designed to operate with analogue and digital control. It can be operated with switches in both cases or, with DCC, through a command from a handset. The motors have been designed for 'plug and play' operation with pre-wired plugs and



sockets while extension cables are also available. Cobalt-SS does not require soldering for installation.

The control board includes all the abilities associated with DCC Concepts' standard Cobalt iP stall motors including feedback to panel lights, frog switching,

direction swap for the motor, adjustable throw length and more.

A full review and installation guide for these new compact motors will feature in a future issue of *Hornby Magazine*.

● Visit www.dccconcepts.com for more information.

Automatic crossing kit

Train-Tech has produced an illuminated and sound equipped level crossing kit for 'OO' and 'N' gauge based around the Peco Automatic Half Barrier (AHB) crossing. The kit has been designed with digital operation in mind, but can also be operated via DC power, a conventional switch or through automation with a track sensor.

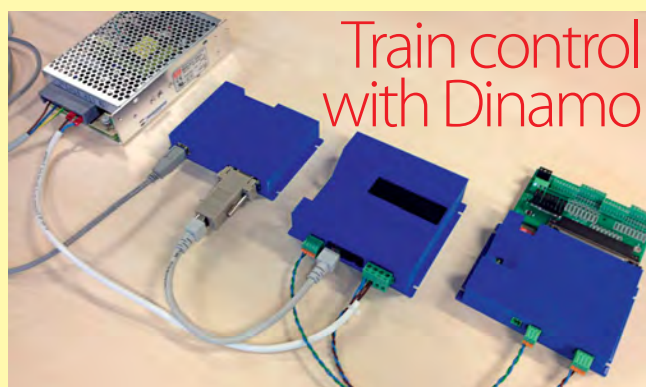
The kit contains the Peco AHB crossing components together with replacement lighting units, a speaker and suitable single core wire for connecting the components to the required power supply. Train-Tech recommends a DCC track power supply or a smooth 9-16v DC power supply for safe operation.

The heads are designed to replace the original Peco mouldings and require a single 10mm diameter hole to be drilled in the baseboard

for installation. The two lighting heads can be connected to work together and for DCC operation they can be programmed with Train-Tech's one-touch button for quick accessory addressing. The duration of the lights and sounds can also be adjusted.

The AHB light and sound kit costs £25 for a single head (Cat No. LC10) and £45 for a twin head kit (LC10P) and a full guide for its installation will be included in a future issue.

● Visit www.train-tech.com for more information.



The operation of analogue and digital locomotives on the same layout is now possible with a train control system called Dinamo by VPEB. The system operates with computer control software including iTrain, Rocrail, Windigipet and Train Controller using a PC or laptop.

The Dinamo starter kit consists of an RMU interface to the computer, a TM44 module to control four blocks which detects the train in up to four sections per block and an OC32NG module to operate all

accessories such as points, signals, servos, lights, effects and more.

Advantages of the Dinamo system include no need to fit decoders to all locomotives, short circuit protection block to block, 2 amps power per block, fully expandable and multiple analogue and digital locomotives can work on the same layout.

Priced at £340 for the starter pack and further modules are available to expand the system.

● Visit dctrainautomation.com for more information.

Hatton's reveals...

SOUTHERN 'P' AND INDUSTRIAL BARCLAY

for 'OO'

**FIRST
REPORT**

THE SOUTH EASTERN & CHATHAM RAILWAY (SECR) 'P' 0-6-0T and the industrial Andrew Barclay 0-4-0ST have been revealed as new 'OO' gauge ready-to-run products to be produced exclusively by Hatton's Model Railways.

Both new products are due to be released across December 2017 and January 2018 with the SECR 'P' being first on the list. There will be 12 versions each of the 'P' and the Barclay with prices set at £99 per locomotive. Pre-orders can be placed now at www.hattons.co.uk.

The SECR 'P' 0-6-0T was introduced in 1909 to a Wainwright design with the initial batch consisting of just two locomotives. It was followed in 1910 by a further batch of six with detail differences from the first including an increase in size of the side tanks and cab. The last were withdrawn in 1961 and four have been preserved with three at the Bluebell Railway and one at the Kent and East Sussex Railway – all of which have played a part



in Hatton's research for the 'P'.

Hatton's model of the 'P' is set to feature RP25 wheel profiles, a 6-pin Digital Command Control (DCC) socket in the tanks and space for a speaker for sound installation, blackened wheels, separately fitted handrails, NEM pockets with small

tension lock couplings, a five-pole motor, fully detailed and painted cab interior, turned brass details, all wheel pick-up and a detailing pack including etched headcode discs, headlamps and oil can.

Variations in the tooling will cater for early and late build locomotives, lubricators on the smokebox where appropriate, BR numberplate on the smokebox, two types of buffers, cab window guards, smokebox rivets and different rear steam heat pipes.

An extensive list of liveries has been selected for the 'P' – see Table 1 – covering SECR, Southern Railway, British Railways, industrial

and preservation era schemes.

Delivery of the 'Ps' is expected across December 2017 and January 2018 with Hatton's showing a fully working engineering prototype at its product launch in August with a second prototype and colour samples in production as *Hornby Magazine* closed for press.

The Andrew Barclay 0-4-0ST is one of the most common industrial locomotives, with the first being introduced in the 1880s. They served industry into the early 1980s with more than 25 being preserved at various sites around the country.

The Hatton's model will be



'O' gauge 'Warwells' get colour



The new Hatton's 'O' gauge 'Warwell' has progressed to the decorated sample stage.

TABLE 1 – HATTON'S SECR 'P' 0-6-0Ts

DESCRIPTION	CAT NO.	PRICE
178, SECR lined green, 1910-1911 – and as preserved	H4-P-01	£99
753, SECR lined green, 1909-1911 – and as preserved	H4-P-02	£99
754, SECR wartime grey, 1910-1920	H4-P-03	£99
A325, Southern Railway olive green, 1924-1937	H4-P-04	£99
1555, Southern Railway black, 1938-1948	H4-P-05	£99
1558, Southern Railway with 'Sunshine' lettering, 1941-1953	H4-P-06	£99
31027, BR black with early crests, 1949-1961	H4-P-07	£99
31323, BR black with late crests, 1959-1961	H4-P-08	£99
<i>Pioneer II</i> , Bowaters Paper Mill lined green, 1958-1968	H4-P-09	£99
<i>Pride of Sussex</i> , Robertsbridge Flour Mill green, 1961-1971	H4-P-10	£99
27 <i>Primrose</i> , Bluebell Railway lined black, 1961-1963	H4-P-11	£99
323, Bluebell Railway lined blue, as preserved	H4-P-12	£99



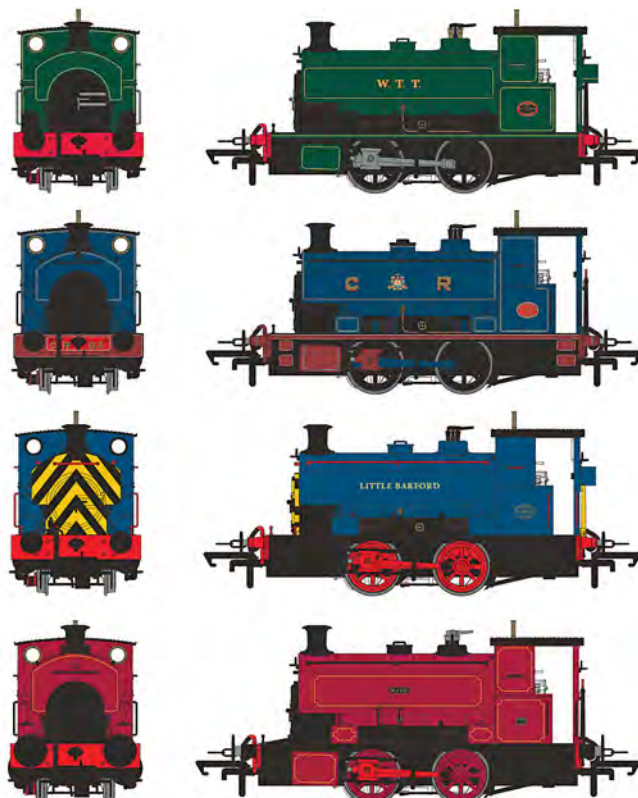
available as both 14in and 16in 0-4-OSTs incorporating detail differences between the two. These will include two cab front windows, four rear cab windows, BR numberplate on the smokebox where appropriate, two buffer shanks and buffers, tank steps, lubricators, different front and springs and different saddle tank heights. The 16in version will also include the additional frame strengthening ahead of the smokebox.

The specification includes a similar level to that of the 'P' with a 6-pin DCC decoder socket provided in the tanks, separately fitted handrails, NEM coupling pockets with small tension lock couplings, a five-pole motor, fully detailed cab and weights within the boiler for maximum adhesion.

Livery variants include BR and GWR schemes modelling preserved locomotives, industrial greens, Caledonian blue and National Coal Board colours – see Table 2.

TABLE 2 – HATTON'S ANDREW BARCLAY 0-4-OSTs

SIZE	DESCRIPTION	CAT NO.	PRICE
14in	705 (2047), BR black with early crests, 1948-1957, as preserved	H4-AB14-001	£99
14in	705 (2047), GWR green with 'shirtbutton' roundel, as preserved	H4-AB14-002	£99
14in	2134 <i>Coronation</i> , lined green, 1980s	H4-AB14-003	£99
14in	1863, Caledonian Railway lined blue, 1990-2005	H4-AB14-004	£99
14in	2134 WTT, lined green, as preserved	H4-AB14-005	£99
14in	2069 <i>Little Barford</i> , Acton Lane power station blue, 1965-1983	H4-AB14-006	£99
14in	No. 1 (1927), Burnley Council Gas Department blue, as preserved	H4-AB14-007	£99
14in	No. 3 (2134), Fina lined blue, 1970s	H4-AB14-008	£99
16in	No. 10 (2244), NCB lined black, 1960s-1970s and as preserved	H4-AB16-001	£99
16in	No. 23 (2260), NCB green, 1960s-1970s	H4-AB16-002	£99
16in	2226 <i>Katie</i> , lined maroon, as preserved	H4-AB16-003	£99
16in	1964, CPC UK blue, 1970s	H4-AB16-004	£99



The engineering sample was on display at the launch of the Andrew Barclay, which is currently being revised prior to production of a second sample

and colour layouts. It is set to follow the 'P' with arrival expected at the end of January 2018.

● Visit www.hattons.co.uk for full details, pricing and pre-orders.



Hatton's has received decorated samples of its first exclusive 'O' gauge ready-to-run goods wagon – the 1942-introduced 'Warwell'.

The 'O' gauge model is following in the footsteps of its 'OO' gauge counterpart (HM122) and will be available in a selection of liveries from introduction to the present day. The tooling caters for detail differences including both diamond frame



'O' gauge 'Warwell' with Gloucester bogies.

and Gloucester GPS bogies.

Ten versions are being produced with liveries including GWR,

LMS and LNER lettered War Department grey, BR grey and BR bauxite, engineer's yellow and,

with Gloucester GPS bogies, three versions covering 1970s, 1990s and 2000s Ministry of Defence colour schemes.

Priced at £85 each, these new wagons are expected to be released in the first quarter of 2018 and come with turned metal wheels and working screw couplings.

● Visit www.hattons.co.uk for full details.

Kernow to produce 'TURBOT' BALLAST WAGON

KERNOW MODEL RAIL CENTRE (KMRC) is producing a ready-to-run 'OO' gauge YCV 'Turbot' bogie ballast wagon.

Converted from Bogie Bolster E wagons in the 1980s, almost 1,000 'Turbot' wagons were built at BR's workshops at Shildon,

Swindon and Doncaster for use on civil engineers' trains. They were fitted with a low-sided body, dropside doors and angled fixed ends and have been used to carry ballast, spoil, equipment and even sea-defence boulders during their careers. Most Turbots were withdrawn by the mid-2000s.

KMRC's model will incorporate a detailed body and underframe, three-hole metal wheels and short tension lock NEM couplings. They will be available in as-built condition in pristine civil engineers' 'Dutch' grey and yellow as YCV 'Turbots' together with EWS livery which also had a later

modification with extra handrails fitted. Four versions in each colour scheme will be available.

Priced at £29.99 each, a pre-order saving of £20 on a pack of four in either style is also available.

● Visit kernowmodelrailcentre.com for further information.



Western slant for new KMRC Limited Editions



Kernow Model Rail Centre (KMRC) unveiled details of four new 'OO' gauge exclusive limited edition models at the Old Oak Common Open Day on September 2, including a Diesel Multiple Unit (DMU), two locomotives and a trio of Mk 3a sleeper carriages.

Each model shares a Western influence with Bachmann's Class 150/2 DMU 150 216 in First

Great Western purple (Cat No. 32-935X), Class 47/7 47701 *Old Oak Common* in pristine revised Network SouthEast livery (31-657Z) and 47306 *The Sapper* in weathered Railfreight Distribution colours (32-816Z) amongst the new announcements. 512 of each will be available. Both Class 47s have Old Oak Common connections, as 47701 was named



at the depot open day in 1991 while nine years later 47306 *The Sapper* was selected to appear at the depot open day in 2000.

KMRC has also secured its first Hornby exclusive with a GWR 'Night Riviera' sleeper train pack (R4868) containing three BR Mk 3a sleeper vehicles as 10590, 10601 and 10612 in GWR green. Only 250 'Night

Riviera' packs will be produced.

Prices start from £159.99 (DCC ready) for the Class 47s, while the Class 150/2 DMU is priced at £189.95 (DCC ready), with delivery due in December. The GWR 'Night Riviera' sleeper pack is set at £89.99, with delivery anticipated in mid-2018.

● Visit kernowmodelrailcentre.com for more details.



Heljan plans Class 25/3 for 'O'



Heljan announced that it will be producing an 'O' gauge model of the Class 25/3 for at the Gauge O Guild exhibition at Telford on September 2.

The new model will use the Class 25 chassis developed for the 25/1, but with later style body without gangway connections and later style underframe tanks. The project

is in the early stages with delivery expected in late 2018. Prices are to be confirmed.

● Visit heljan.dk for more information

NEWS IN BRIEF

■ High Wycombe and District Model Railway Society's annual WYCRAIL exhibition returns to the Cressex Community School, Holmers Lane, High Wycombe, Buckinghamshire on Saturday November 4. 26 layouts will be on display together with trade support and demonstrations, plus the Society's latest 'OO' gauge Dapol limited edition seven-plank private owner wagon will also be on sale at the show.

Doors open at 10am with tickets priced £6 adults, £4 children and £18 family.

● hwdmrs.org.uk

■ Scalescenes has added a new castle or folly to its range of downloadable card kits. Available in 'N' and 'OO', it includes proportioned walls and towers, a choice of flags for the UK and Ireland and more. Measuring 195mm x 230mm x 290mm ('OO') and 100mm x 118mm x 149mm ('N'), it can be downloaded now, priced £5.99.

● scalescenes.com

■ Natural Scenics has introduced a new range of railway ballasts suitable for 'N' to 'G' scale applications. Washed and graded, they are available in two pack sizes and in a selection of colours including red, brown, light brown, light grey, medium grey, dark grey and limestone.

Prices start from £2.25 for small packs and £6.45 for larger 1kg packs.

● naturalscenics.co.uk

■ Wigan Model Railway Exhibition takes place at Robin Park Sports and Tennis Centre, Loire Drive, Wigan on Saturday September 30 and Sunday October 1.

Amongst the 30 layouts booked to attend are Gweek North Quay (HM71) and Nine Mills (HM57), together with trade support, demonstrations and societies.

Tickets are £10 per adult, with accompanied children admitted free. Doors open at 10am both days. A free vintage bus service will operate between the venue and Wigan North Western railway station.

● www.wiganfrm.co.uk

Minerva reveals GWR 'Iron Mink' for 'O'



Minerva Model Railways has revealed its first 'O' gauge ready-to-run goods wagon - the GWR 'Iron Mink'.

The new wagon will be released in November 2017 in Great Western Railway and British Railway liveries.

It will have three-link couplings, turned metal wheels and an injection moulded body including options for wooden and iron doors.

The 'Iron Mink' is priced at £42 per vehicle and is available to order direct from Minerva Model

Railways. It has been produced as a follow to its newly released GWR '8750' 0-6-0PT which will be reviewed in the next issue of *Hornby Magazine* - on sale on October 12.

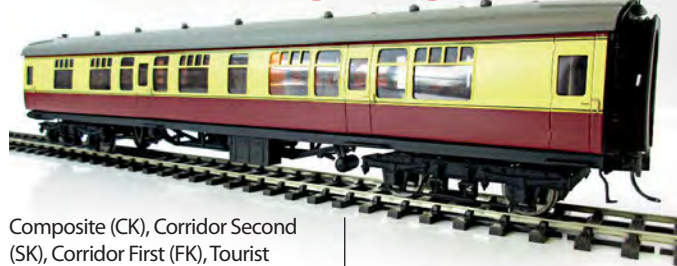
● Visit minervamodelrailways.co.uk for more information

Darstaed prepares 'O' gauge Mk 1s

Swiss 'O' gauge manufacturer Darstaed has taken delivery of a pre-production sample of its forthcoming new range of scale length BR Mk 1 carriages.

Comprising etched brass coach sides, fully detailed metal underframe, detailed interiors, spring action corridor connections, metal buffers, interior lighting and factory-fitted Kadec couplings, they will be available in BR carmine and cream, BR chocolate and cream, BR green, BR blue and grey and InterCity liveries.

Vehicles planned include Brake Corridor Second (BSK) Corridor



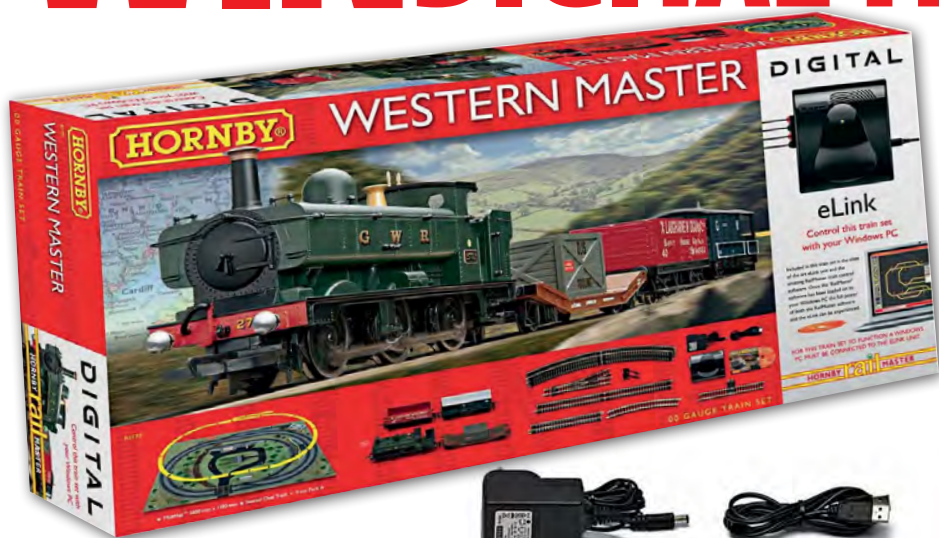
Composite (CK), Corridor Second (SK), Corridor First (FK), Tourist Second Open (TSO), Sleeper First (SLF), Sleeper Second (SLS), Restaurant Miniature Buffet (RMB) and Full Brake (BG) types.

Available singly and in multi-vehicle packs, they are priced at £189 for individual vehicles,

£565 for a three-coach catering set and £750 for a four carriage BSK+CK+SK+BSK set. This latter set is due first, with delivery anticipated during September/October.

● Visit ellisclarktrains.co.uk or scalelink.co.uk for more details.

WIN Hornby's Western Master DIGITAL TRAIN SET ...and more!



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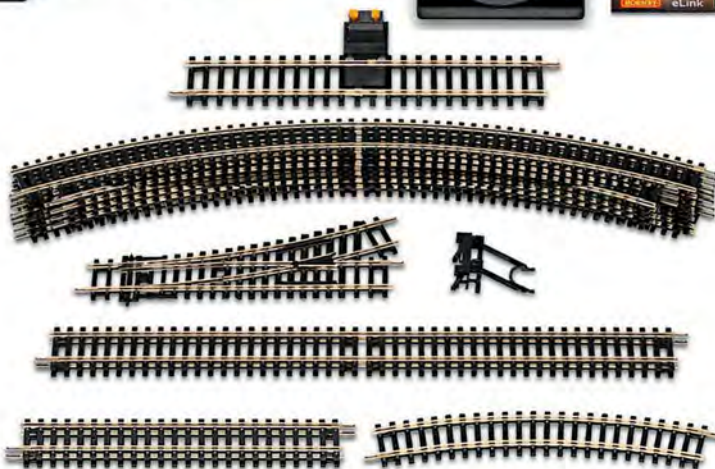
complete Western Master Digital Train Set which contains Hornby's RailMaster software and 'eLink' control unit together with much more.

Included is a GWR '2721' 0-6-0PT which is factory fitted with a Hornby digital decoder, a Lowmac wagon, open wagon, brake van, third radius oval of track plus a point and siding, transformer and power track. Plus we are adding in Hornby's Track Packs B and C to extend the track layout as well as six assorted Hornby goods wagons too bringing the total prize value to more than £300.

The RailMaster software requires a PC or laptop computer to operate and can support up to 9,999 locomotives, more than 2,000 electrical accessories and points while also offering full on-screen control of locomotive movements, routes, signals and more. This comprehensive pack is a great way to start building a first digital layout.

All you have to do to enter the competition is answer the following simple question by October 25 2017. Even if you don't win, the Western Master Digital Train Set is available from Hornby retailers now.

● Visit www.hornby.com for more information.



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Closing date for entries is October 25 2017 at 12:00 GMT and winners will be notified no later than November 1 2017. There is no cash prize alternative and the Editor's decision is final.

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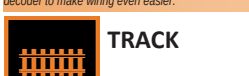
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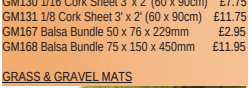
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OO SCALE LAMPS & LIGHTING

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GM807 Taper Post Gas Lamp BR/SR Grn (3) £13.95
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
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GM858 Taper Post Gas Lamp LMS Maroon £32.95
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GM861 Taper Post Oil Lamp Soft Black £32.95
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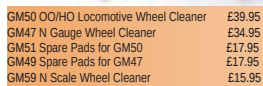
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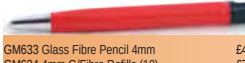
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GM76 Resistor 1K Ohm for LEDs (10) £1.65

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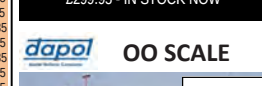
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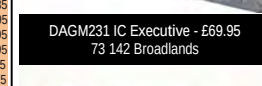
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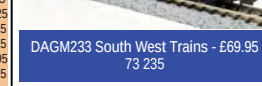
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St Michael's Bridge

Chelmsford and District MRC set out to create a layout on which they could let members' rolling stock run freely. **ROGER JOCELYN** introduces St Michael's Bridge – a continuous run layout in 'O' gauge.

PHOTOGRAPHY, TREVOR JONES





Right: Tower Brass Fowler 'Patriot' 5519 Lady Godiva looks resplendent in LMS lined crimson viewed across the farm's fields.



Below: A Gresley 'B17' 4-6-0 thunders round the main lines with a rake of Ian Kirk Gresley corridor carriages as a 'J68' 0-6-0T takes the goods line signalled by the semaphores.



FINDING space to build an 'O' gauge layout can be a challenge and especially a continuous run layout. Even to accommodate second radius set track curves in the scale demands a minimum layout width of 8ft. However, for clubs those problems aren't so difficult to conquer and the Chelmsford and District Model Railway Club's 'O' gauge group are fortunate to have an ample size clubroom in which to work.

St Michael's Bridge is a new layout from the 'O' gauge group of the Chelmsford and District MRC and came into being when the previous layout, Stoke Bishop, became run down and needed updating. During its career it has attended numerous exhibitions and it had become tired, but rather than revive it we decided to start from scratch and build a brand new layout.

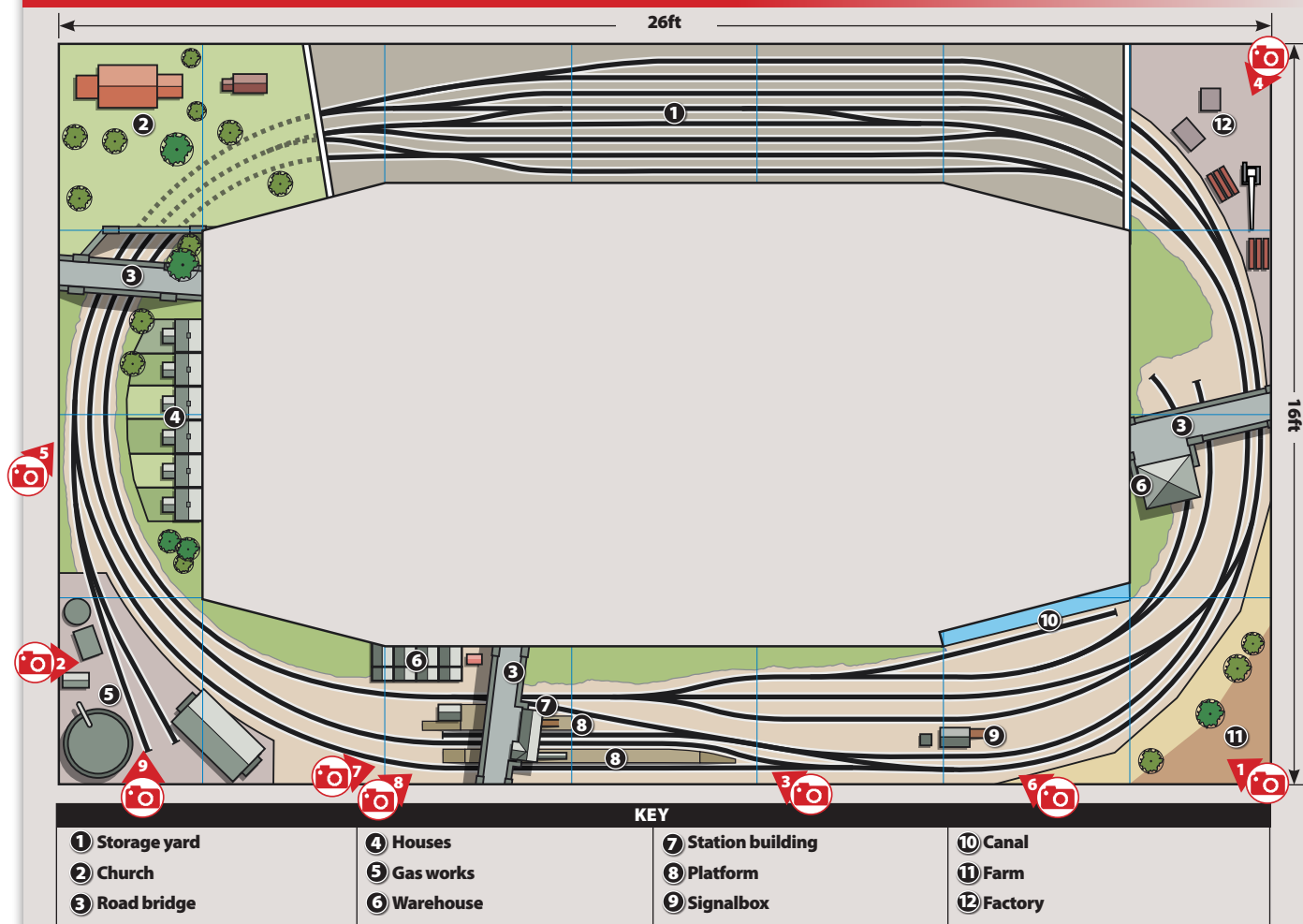
Construction of St Michael's Bridge started in 2010 and it is 26ft x 16ft offering a continuous run more than 80ft in length for our growing roster of 'O' gauge locomotives and rolling stock. Its primary purpose has been to offer a railway on which the group's stock can run unhindered by the constraints of a terminus layout – and with ample opportunity to run reasonable length trains too. As such it consists primarily of a double track main line with goods operations too. Scenery has been built up on three sides and there is an eight track storage yard at the rear of the layout. It has not been modelled on any particular »

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OCTOBER 21 2017**

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ST MICHAEL'S BRIDGE TRACK DIAGRAM (Not to scale)



location or region so as to accommodate members' preferences in locomotives and rolling stock which range from the 1940s pre-nationalisation era through to the 1960s steam to diesel transition.

MAIN LINE SCENE

The baseboards were built in 4ft x 3ft sections with the corner sections being bigger and odd shapes. They are all made from 3in x 1in timber topped with 9mm plywood and sit on adjustable legs.

Plain track is Peco with 80% of the pointwork scratch built to fit the track plan. All the points are controlled by Tortoise point motors. The track is laid on foam strip and ballasted in the well tried method of granite chippings set into place with diluted PVA wood glue. The track plan was built around a complex junction which was donated by a group member – this determined the rest of the track formations through the station and yards.

The layout depicts a through station with up and down main lines surrounding an island platform together with a bay platform and an independent bi-directional goods line which gives access to the goods yard and warehouse.

There is a narrow gauge railway which runs along the back of the station to serve a small jetty where barges load and unload. In one corner there is a

gasworks, which was researched and skilfully constructed by club members. The gasometer rises and falls by an electric motor, also built by a group member, which received the runners up award for the structure in the scenic category at Guidex in 2016. On the opposite corner there is a church - a

favourite view amongst the team and a building which really towers above the scenery in 'O' gauge - with a wedding party outside being blessed by the vicar. Bell sounds have been added to the scratch built church to give it a more realistic effect alongside digital sound locomotives running on the layout. »



The station has three platform faces – an island for the main lines and a separate platform for the bay. A Class 108 waits for a clear road as a J94 0-6-0ST crosses onto the main with a short goods.



 Class 33 D6575
passes the buildings
yard as Class 47 D1528
approaches with an express
in the opposite direction.
Both locomotives are Heljan
ready-to-run items.



Below: A Worsell J72' 0-6-0T leads a stopping train under the bridge on leaving the storage yard.

Right: A Mercian Models Hunslet 'J94' 0-6-0ST joins the main line with a short pick up goods while an ex-GWR '56XX' 0-6-2T shunts sand and sleeper wagons in the yard.



The wiring of the layout allows for operation with a choice of analogue and digital control systems.

When in analogue mode it is operated with Morley controllers while the changeover to digital sees a Gaugemaster Prodigy wireless system connected to the layout giving the team total flexibility over their driving positions. The layout can only be operated with one control system at a time and it takes approximately five minutes to change from one to the other involving disconnection of one and connection of the other and switching of all section switches to the on position for digital operation. This allows maximum flexibility for the group's stock to be run as some build for digital operation and others purely for analogue.

There are two power districts on St Michael's Bridge - one for the storage yard and the other for the station and goods yard side of layout. This is to ensure that running one area would not affect the other should a problem arise and it helps to maintain smooth operation of the layout both at home and away.

By choice points are switch controlled via a separate 12v DC supply - we felt that having them separate reduced the complexity of the layout. One set of controls for running locomotives, whether DC or DCC, and a separate DC supply for point changes. This means we only have to change the controllers for running DC or DCC not for point control as well.

The layout is fully signalled too with colour lights on the main lines and semaphores on the goods line. All of the signals have been built by club members and the colour lights on the main line are automatically controlled by the trains running around the layout and change from red to yellow to green in sequence after the passing of a train.

This sequence is controlled by Heathcote Electronics automatic control units. The semaphores are controlled by servos »

which give a realistic bounce when returning to danger. We decided not to have the signals control the locomotives, which means that the driver of each train must be vigilant at all times, especially when using DCC as there are at least two locomotives operating on each of the up and down lines at a time.

STOCK AND OPERATION

As mentioned the rolling stock used on the layout is owned by club members and all four regions and different eras are represented. Most of the digital equipped locomotives are sound fitted.

On running nights a good variety of trains can be seen including a Fowler 'Patriot' 4-6-0 hauling a rake of LMS carriages, an LNER 'J20' 0-6-0 with a goods train, a Southern Railway 'T9' 4-4-0 at the head of a rake of Bulleid stock and a 'Warship' diesel-hydraulic with BR Mk 1s. Locomotive sources include Tower Models, Connoisseur Kits, Mercian Models, Easybuild and others.

The increasing range of ready-to-run products also appears on the layout which have widened the market reach for 'O' gauge, although some products can be a bit expensive. However, you have to weigh-up your time and skills to build a kit against having a ready-to-run model. Of course where special coaches or rolling stock are required then kits and sometimes scratch building are the only way to get exactly what you want.

The rolling stock fleet is made up of Parkside, Peco, Slaters for the wagon fleet along with Ian Kirk carriages to name but a few. In addition there are ready-to-run items from Heljan, Lionheart, Tower Brass and Dapol.

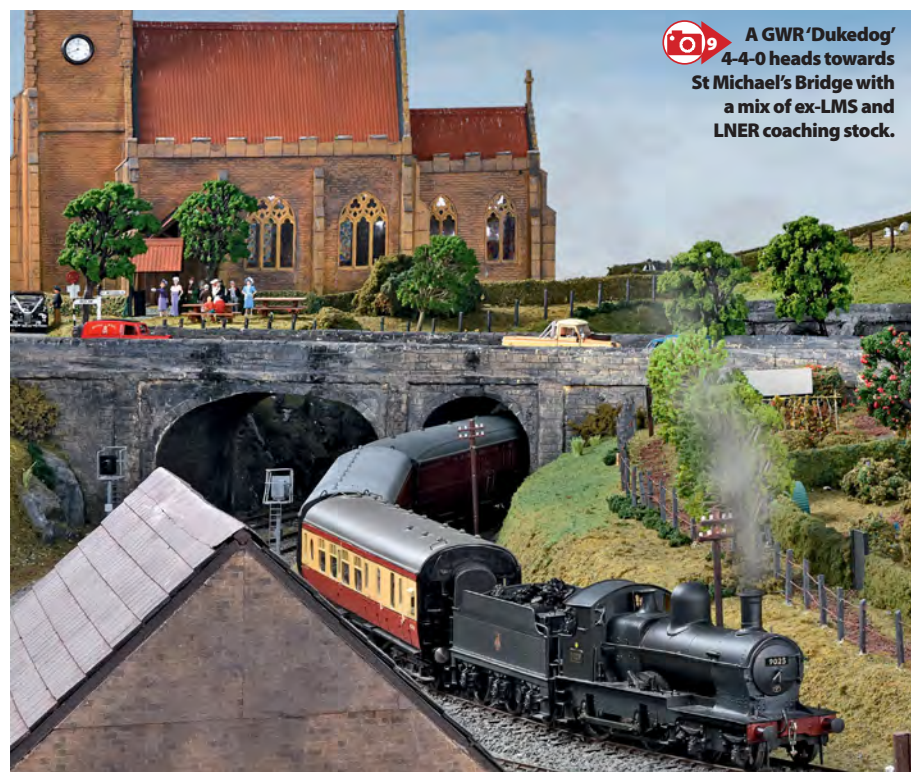
During a running session trains leave the storage yard and complete two or three circuits of the layout before returning



The Class 108 ticks over in the bay platform having arrived at St Michael's Bridge. All of the buildings and structures around the railway have been scratchbuilt by group members.



Heljan 'Warship' D869 Zest passes through on the main line and meets an Easybuild Class 108 in the bay platform and a GWR '94XX' 0-6-0PT on the outer main line.



A GWR 'Dukedog' 4-4-0 heads towards St Michael's Bridge with a mix of ex-LMS and LNER coaching stock.

to the yard to allow another train to do the same. Freights, on the other hand, leave the yard and proceed to the goods line arriving in the yard prior to running round the train and shunting wagons.

ON SHOW

St Michael's Bridge was exhibited at Guildex Telford last year and was a big success as it was a special exhibition to mark the 60th anniversary of the Gauge O Guild. This year it will be at the Chelmsford exhibition in October adding a fourth outing to the layout's public appearances. It has also seen visitors to the Chelmsford club with other clubs bringing their stock to stretch their legs on its 80ft running line.

All in all the layout has been enjoyable to build and operate and hopefully will continue to be so. As the layout is quite large to transport, dismantle and erect and, as club members are not getting any younger, we are planning to build a smaller more manageable layout to take to exhibitions in the future too. Baseboards have been donated by a club member for this purpose, so watch this space for the finished layout... 



With the scratch built church dominating the skyline a 'Terrier' 0-6-0T leads a short freight conveying tree trunks as a Drummond 'T9' 4-4-0 leads a short Bulleid rake back to the storage yard.



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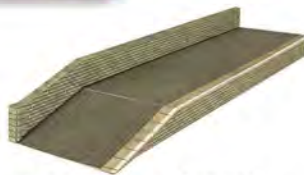
N CODE PN920 - £20.00



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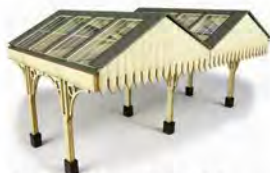
00 CODE PO321 - £21.00

N CODE PN921 - £15.00



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PLATFORM CANOPY

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N CODE PN940 - £16.50



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PREVIEW THE GREAT ELECTRIC TRAIN SHOW

The 2017 Great Electric Train Show opens its doors on October 7. **MIKE WILD** previews the event which is set to feature more than 60 stands this year.

THE FINAL LINE-UP for the Great Electric Train Show has been confirmed with 28 layouts, more than 30 traders and seven demonstrations making up the 63-stand exhibition. The event is held at the British Motor Museum in Gaydon, Warwickshire, and doors open at 10am each day on October 7/8.

For the fifth annual event, one of the largest 'P4' exhibition layouts has been lined up with the addition of Barrowmore Model Railway Group's stunning North Wales Coast model Mostyn. This giant exhibition layout hosts more than 620 items of rolling stock – amongst the largest finescale collections on the exhibition circuit – and models the year 1977 when BR corporate blue and grey ruled the railway scene.

In addition to the layout, the Mostyn team will be providing a series of demonstrations covering rolling stock maintenance, Digital Command Control and model construction together with

viewing space to see the layout's giant double storage yards behind the superbly detailed scenic vista. Visual presentations and videos will also feature on the Mostyn stand making this a not to be missed component of the show.

At the opposite end of the size scale,

Graham Gatehouse is returning to the Great Electric Train Show with a trio of micro layouts ranging in size from his tiny 7mm narrow gauge 'Lunch Box' layout through to Mini Inglenook and a Shunting Puzzle in 'OO' for visitors to the show to get involved with.

WHEN AND WHERE

When:	October 7/8 2017
Where:	British Motor Museum, Gaydon, Warwickshire CV35 0BJ
Times:	Sat 1000-1700, Sun 1000-1600pm (0930am entry for advance tickets)
Highlights:	25 layouts, 30 trade stands plus demonstrations
Tickets:	Advance (booking closes September 29): Adults £9, children £7 On the day: adults £12, children £9, family £34 (under 5s go free)
Facilities:	Refreshments, disabled access, free parking plus free courtesy bus from Leamington Spa station (Saturday only).
Contact:	01780 480404
Website:	www.grealelectrictrainshow.com



Barrowmore Model Railway Group's stunning finescale model of Mostyn is one of the largest layouts booked for this year's show. It comes with full operation, visible storage yards, demonstrations and more.



Barnhill MRC's recently completed 'O' gauge layout Kingsbury will be making its next appearance at the Great Electric Train Show. It featured in HM114 following completion in 2016.

Further new announcements for the show are Dave Smith's Brighton East modelling the Southern in the 1990s, Bradford City Road modelling a Midland Region terminus exhibited by David Harris, Appleton Junction covering BR's Midland and Eastern Regions from the Grimsby Town Modellers Group and David Lyon's popular Minic Motorways display, all in 'OO' gauge. The final 'N' gauge layout to be revealed for the show is Jon Dean's Deansmoor which offers a multi-level scene with a wide range of modern rolling stock in operation.

These 10 new layouts join the previously announced list of 18 which include *Hornby Magazine's* Twelve Trees Junction in its new format, Barry Platt's Ashdan Junction (HM121), Abingdon and District MRC's Leicester (Belgrave Road) (HM121), Redditch MRC's Chilcompton (HM8), Dave Westwood's Elmfield (HM122), Peter Griffiths' Gold Lane, Barnhill

MRC's Kingsbury (HM114) and more.

Trade stands include a welcome return for Hornby Hobbies which will be taking residence on the Galleries as well as Gaugemaster, Cheltenham Model Centre, Grimy Times, Digitrains, ADM Turntables, Eileen's Emporium and DC Kits. New to the show for 2017 are Albion Alloys, KS Laser Designs and C&L Finescale.

Demonstrators confirmed are Alan Buttler from ModelU with his popular 3D laser scanning stand, Mick Bonwick for weathering, David Wright for building construction and the 82G Loco Clinic for rolling stock.

Add to this full access to the British Motor Museum's outstanding collection of British automotive exhibits, on-site refreshments, free parking, disabled access and a free show programme for visitors and the Great Electric Train Show is not to be missed. A free shuttle bus service will be operating

TRADE STANDS

- ADM Turntables
- Albion Alloys
- Aspire Gifts and Models
- Ceynix Railway Trees
- Cheltenham Model Centre
- C&L Finescale
- DC Kits
- DCC Supplies
- Digitrains
- Don Bishop Photography
- Eileen's Emporium
- EKM Exhibitions
- Gaugemaster Controls
- Greenscene
- Grimy Times/Sankey Scenics
- H&A Models
- Hornby Hobbies
- *Hornby Magazine*
- KS Laser Designs
- Lord & Butler Model Railways
- Leamington and Warwick MRS
- MegaPoints Controllers
- Modelmania
- P&D Marsh Model Railways
- Phoenix Precision Paints
- Skytrex
- Steve Currin Books
- Ten Commandments
- Train Tech
- TTC Diecast
- WM Collectables

on the Saturday only from Leamington Spa railway station to the British Motor Museum – see website for the full timetable.

Discount advance tickets, offering early entry to the show at 0930 each day, remain on sale (£9 for adults and £7 for children) until September 29 with on the door prices set at £12 for adults and £9 for children (under 5s enter for free). A family ticket is available on the day for £34. 

● Visit www.grealelectrictainshow.com



Nick Wood's Much Murkle is a superb example of the GWR branch terminus.



Jon Dean's Deansmoor is an all-action main line scene on two levels in 'N'.

LAYOUTS

Layout	Period	Scale	Featured
Anderby Creek	Eastern/1930s	'OO'	
Appleton Junction	Midland/Eastern/1960s	'OO'	
Ashdan Junction	Western/1970s	'OO'	HM121
Bere Banks	Western/1970s	'OO'	HM110
Billingham	Eastern/1960s	'OO'	HM123
Bradford City Road	Midland/1960s	'OO'	
Brighton East	Southern/1990s	'OO'	
Chilcompton	S&DJR/1950s	'OO'	HM8
Deansmoor	Midlands/2000s	'N'	
Dyddley	Western/1940s	'N'	HM117
Elmfield	Western/1950s	'N'	HM122
Gold Lane	Midland/1990s	'OO'	
Kilve	Western/1950s	'OO'	HM113
Kingsbury	Western/1930s	'O'	HM114
Leicester (Belgrave Road)	Eastern/1950s	'OO'	HM121
Mini Inglenook	Southern/1960s	'OO'	
Minic Motorways	Vintage layout	'OO'	
Mostyn	North Wales/1970s	'P4'	
Much Murkle	Western/1930s	'OO'	HM61
Pallin's Yard	Industrial/1940s	'O'	
Porth Eithin	Western/1950s	'OO'	HM116
Rannoch	Scottish/2000s	'OO'	HM112
Seven Ash	Western/1970s	'OO'	
Tedburn St Mary	Western/1930s	'OO'	HM97
The Lunch Box	Industrial	7mm NG	
The Shunting Puzzle	Industrial	'OO'	
Twelve Trees Junction	Southern/1960s	'OO'	HM97
Wick End	Scottish/1970s	'O'	



Above: Ashdan Junction models the 1970s on the Western Region covering the final year of 'Western' hydraulics and the introduction of the HSTs.



Above: Peter Griffiths will be representing the late 1990s railway scene with his extended model of Crimson Road incorporating Gold Lane. Expect plenty of digital sound.



Right: Regular weathering demonstrator Mick Bonwick will be giving a hands-on introduction to recreating realistic effects.

Below: David Harris is the new owner of Bradford City Road and has turned the clock back to the final years of BR steam at the West Yorkshire city.

Chilcompton is the Redditch MRC's model of the highly popular station on the Somerset and Dorset route with plenty of suitable motive power for the BR era including the Fowler '7F' 2-8-0s.



FIND OUT MORE
WWW.GREATELECTRICTRAINSHOW.COM

Middlesbrough MRC will be transporting its 'OO' model of Billingham from the North East to Warwickshire for the show.



David Wright is a newcomer to the demonstration zone at the Great Electric Train Show. He will be on hand to explain how to make your buildings stand out.



Hornby Magazine's Twelve Trees Junction is making its return to the exhibition circuit at the Great Electric Train Show in its new format. Construction of the new storage yard is currently ongoing...



FREE COURTESY BUS TIMETABLE

Saturday October 7 only

BUSES TO THE EVENT

Leamington Spa Railway station	British Motor Museum
Departs	Arrives
9.30am	9.50am
10.00am	10.20am
10.30am	10.50am
11.00am	11.20am
11.30am	11.50am
12.00pm	12.20pm
12.30pm	12.50pm
1.00pm	1.20pm
2.30pm	2.50pm
3.00pm	3.20pm
3.30pm	3.50pm
4.00pm	4.20pm
4.30pm	4.50pm

BUSES FROM THE EVENT

British Motor Museum	Leamington Spa Railway station
Departs	Arrives
10.00am	10.20am
10.30am	10.50am
11.00am	11.20am
11.30am	11.50am
12.00pm	12.20pm
12.30pm	12.50pm
2.00pm	2.20pm
2.30pm	2.50pm
3.00pm	3.20pm
3.30pm	3.50pm
4.00pm	4.20pm
4.30pm	4.50pm
5.00pm	5.20pm

DEMONSTRATIONS

Alan Buttler	3D laser scanning
Mick Bonwick	Weathering
David Wright	Building construction
82G Loco Clinic	Rolling stock

GETTING THERE

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



BY RAIL: Leamington Spa is the nearest station to the venue and is served by Chiltern Railways, CrossCountry and London Midland services from locations including London, Birmingham, Manchester, Bournemouth, Stratford, Worcester, Coventry, Newcastle,

Leeds and Southampton amongst others. A complimentary bus service will be available from Leamington Spa station to the Great Electric Train Show running on a regular basis on Saturday October 7 only.

Mid-range DIGITAL COMMAND CONTROL systems

EQUIPMENT GUIDE

Choosing the right DCC system can be a minefield. **MARK CHIVERS** examines some mid-range options which explore the technology's full range of capabilities.

DIGITAL COMMAND CONTROL (DCC) systems come in all shapes and sizes from easy-to-use handsets to advanced fully integrated consoles, with specifications and prices to match. Having previously reviewed a selection of digital starter systems in our last Digital Special (HM107), this issue we look at an assortment of mid-range DCC hardware priced between £200-£500.

Given the potential outlay, it is important to think about the power supply and the capabilities of the system you are after and whether you want a traditional manual style controller or something a little more contemporary, such as a system employing wi-fi wireless technology, for example.

Some systems offer computer-based control with the potential for automated routines

too. Such is the market today, if you want to mix a little automation with manual control, there will be a system that can do this for you, and you can choose from controllers with push button and rotary dial controls to touch screen multi-menu systems. Look to the future, too, as the controllers do represent quite an investment. Is it future-proof? Some command stations now include a Universal Serial Bus (USB) computer interface to enable the system's firmware to be updated/upgraded.

Another factor to consider is ease of use, as there is nothing more frustrating than struggling to get the system to connect or remembering certain programming routines and 'which button does what'. If setting up a Local Area Network (LAN) is not your forte, there will be



a system out there that is more suited to your needs and capabilities. Conversely, there are systems available to control your layout utilising mobile applications (app) on a smartphone or tablet device. These are exciting times.

Some DCC systems act mainly as controllers with limited roster ability, while others will allow you to create a database of locomotives, including photographs of your models as well

36-504RC Bachmann Dynamis Ultima

Bachmann's Dynamis Ultima DCC system launched in 2015 with improved infra-red (IR) connectivity, Universal Serial Bus (USB) link and RailComPlus capability, while earlier this year the package was re-issued bundled with an evaluation copy of the manufacturer's newly-developed RailController DCC computer software (HM119).

As a combined system, it offers a 3amp power supply, full Configuration Variable (CV) programming and computer interface which elevates this system above what has gone before. It comes with a database of pre-profiled Bachmann and Graham Farish models, with accompanying photographs, together with the ability to load your own locomotives and images. Short and long locomotive addresses (1-9999) are supported, although individual CV values are only programmable through the supplied wireless IR handset as the RailController software cannot currently read/write these.

Each pre-loaded locomotive has been speed profiled with scale realistic top speeds, while the profiling routine also



enables you to calibrate your own additions to the system too. Universal and advanced consisting is also a simple process to set up by just clicking and dragging locomotives into a consisting box on-screen. If they feature different top speeds, both locomotives are regulated to the lower of the two maximums, while route setting is also possible, with the system

able to control up to 100 accessory addresses. Schematic track diagrams incorporating accessory addresses can also be developed.

Track voltage is adjustable, making it suitable for 'N' through to 'G' scale applications, while RailComPlus enabled locomotive decoders can communicate with the system.

Whilst RailController has been developed to

DIGITAL SPECIAL

● We would like to thank Digitrains of Lincoln (www.digitrains.co.uk) and Gaugemaster of Ford (www.gaugemaster.com) for their assistance in preparing this Hornby Magazine Equipment Guide.

Choosing just five systems to show here is a big challenge as there are so many choices on the market. Each of these is different, from the conventional to the computer-based and all sorts in between.



as developing schematic track diagrams and much more. If you have multiple turnouts on your layout, route setting may also be a consideration, so check that the system that interests you supports this and will cater for the quantity of turnouts you wish to operate.

As with any significant purchase, it is always good advice to try before you buy, to ensure the system is right for your needs. Speak with

layout operators and demonstrators at model railway exhibitions, visit your nearest model shop or one of the specialist DCC retailers and check out manufacturers' websites for system-specific manuals that you can download to aid the decision-making process.

With systems available from Bachmann, Digitrax, ESU, Gaugemaster, Hornby, Lenz, NCE, ROCO,

Sig-naTrak, ZIMO, ZTC and more, it has not been possible to include every product available. However, the following control systems offer a snapshot of those that have caught our eye with a range of control options including wireless, wi-fi, infra-red and computer console operation. [Digitrains](http://www.digitrains.co.uk)

+ RailController

enhance Dynamis Ultima's capabilities, the base station can also be operated with the supplied joystick wireless handset too. Up to four handsets can be used at the same time. This is particularly useful if you make use of RailController's programming routines, as you can set up automated sequences whilst also operating other locomotives manually. There appears to be no limit to the number of locomotives that can be stored within RailController's locomotive roster although the wireless handsets now only retain a roster of 30 locomotives and offer access to 20 locomotive decoder functions (plus F0 head/



tail lights), while the on-screen locomotive throttles display up to 15 function keys by default, with a further five functions accessible by clicking through to another page. Four on-screen throttles can be displayed at a time.

As supplied, the RailController software is an evaluation version but the full licence can be purchased from Bachmann retailers or online through the software.

At just shy of £350 for the combined Dynamis Ultima system and fully-licensed RailController software, it represents a considerable investment, but is easy to use and effectively offers two DCC control methods in one, offering computer control and freedom of movement around the layout utilising its wireless handsets.

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



DCC04 Gaugemaster Prodigy Advance² Wireless Starter Package

Gaugemaster's Prodigy Wireless starter pack offers its popular Prodigy Advance² DCC control system in true wireless format, utilising a plug-in wireless receiver for the base station unit.

Similar in appearance to its standard controller, the Wireless Walkaround version of the handset is supplied with four rechargeable AAA batteries which enable the system to operate over a wide area. As with previous handsets, it features a backlit screen display, push button selection and retains a socket to allow it to be tethered to the base station with the supplied cable, if required, which also doubles as the means to recharge the handset's batteries. A useful

battery voltage indicator is also provided.

At 3.5amps, it remains a powerful system capable of controlling ten locomotives simultaneously, although the roster memory can only store details of 25 locomotives. Of these, it can recall the last five addresses selected.

Locomotives can be controlled by standard rotary control dial or by selecting the incremental speed step buttons, while advanced/universal consisting and route setting are also supported. In fact, the route setting routine is particularly useful in that you can throw or close the selected route in quick succession by toggling the 1 or 2 keys on the handset, subject to a maximum of 31 routes, each with up to eight accessories. Signals are also easily controlled from the handset.

CV programming is a little more involved as you toggle between the menus, but can be used to programme on the main

line (POM) or programming track. It also supports two and four-digit locomotive addresses (0-9999), advanced and universal consisting, control of up to 29 locomotive decoder functions (although only F0-F12 will be displayed on screen) and provides a useful crib sheet printed on the rear of the handset.

In terms of connectivity, the base unit features outputs to the main track and programming track, together with three sockets at the front for tethered connections. System expansion allows

for up to 32 cab handsets to be connected



to the Prodigy Wireless system. On test, our example proved reliable at up to 40ft from the layout within the *Hornby Magazine* office, and the instructions suggest up to 100ft range is possible.

Gaugemaster's Prodigy Advance² is the control system of choice for use with *Hornby Magazine's* exhibition layouts and at £479.95 the Prodigy Wireless starter pack is at the upper end of the price bracket for its specification, offering a highly capable and impressive wireless DCC system which enables freedom of movement and the ability to add more handsets for multiple operator use.

● Visit www.gaugemaster.com for more information.

55040 Piko Smartbox Digital Starter Set

German manufacturer Piko's Smartbox Digital Starter system employs mobile telephone technology at the heart of its make-up.

Comprising a 2.5amp output base station and separate wireless throttle handset, the latter has the appearance and feel of a modern smartphone, combined with a large motor driven control dial on top. Also included are a power adaptor, USB to mini-USB cable, lanyard and comprehensive instruction manual.

Powered by the Android 4 operating system, connectivity is configured through touch screen menu settings within the handset to link with the separate base station. First appearances can be deceptive as its small footprint masks an impressive capability. As the system relies on a wi-fi connection, the manufacturer recommends that only one smart box is utilised per room, although up to 32 controllers can be connected to the one box.

Featuring adjustable track voltage, the system has full CV read and write functionality, with on-screen 'bit' selectors for calculating CV values, supports 28 locomotive decoder functions (plus F0 head/tail lights) and is RailComPlus enabled too. CV programming can be carried out on the main line (POM) or a programming track.

Central to the system is the wireless throttle handset with 3.5in TFT full colour touch

screen, which also features four separate customisable function buttons – two on each side of the device – for assigning specific tasks. Screen resolution is good, with slick navigation between menu settings and rosters, which can be personalised to your needs.

Up to four locomotives are supported per consist, while the internal database will store details of 16,384 locomotives and 1,024 accessory addresses. Speed control can be set through an on-screen slider or by turning the motor-driven rotary control dial. When operating multiple locomotives, the system remembers the speed of each locomotive and the control dial moves accordingly to its last known setting as each active address is selected.

A USB interface aids computer updates, provides a charging point for the handset and enables the use of third-party DCC control software. It also features an ECoSlink connection for linking to other similarly compatible systems such as ESU's ECoS Command Centre, as the handsets are virtually identical.

At £425, this is a well specified system with a high-quality feel to it and plenty of data storage, although you will need to remember to charge the handset.

● Visit www.gaugemaster.com for more information.



DIGITAL COMMAND CONTROL SYSTEM COMPARISON									
System:	Roco Z21	Dynamis Ultima	Piko Smartbox	Sig-naTrak ACE	Prodigy Advance	Digitrax EVO	Hornby Elite	Lenz Set100	NCE Power Pro
Catalogue No:	10820	36-504RC	55040	ACE 2	DCC04	EVO	R8214	60100	524-001
Power supply:	3amps	3amps	2.5amps	3.5/5amps	3.5amps	5amps	4amps	5amps	5amps
Adjustable track voltage:	✓	✓	✓	X	X	✓	X	✓	✓
Base station dimensions (mm):	207 x 146 x 37	178 x 79 x 62	180 x 75 x 30	220 x 145 x 40	118 x 177 x 61	137 x 103 x 73	200 x 140 x 55	120 x 120 x 55	190 x 127 x 64
Speed steps:	14/28/128	14/28/128	14/28/128	14/28/128	14/28/128	14/28/128	14/28/128	14/27/28/128	14/28/128
Functions:	29	21	29	29	29	29	29	13 (l)	29
Universal consisting:	✓	✓	✓	✓	✓	✓	✓	✓	✓
Advanced consisting:	✓	✓	✓	✓	✓	✓	✓	✓	✓
Locomotive address range:	1-9999	1-9999	1-9999	1-9999	1-9999	1-9999	1-9999	0-9999	1-9999
Two or four-digit addressing:	✓	✓	✓	✓	✓	✓	✓	✓	✓
Locomotive entries (max):	100	30 (a)	16,384	127	25	100	255	12	250
Accessory address range:	10,144,255	100	1,024	2044	255	2044	254	1024	2044
Route setting:	✓	✓	✓	X (j)	✓	✓	X (m)	X	✓
PC control capability:	✓	✓	✓	X (j)	✓ (i)	✓ (k)	✓	✓ (k)	✓
Cabs (max):	250	4	32	4	32	100	10	31	63
Operations mode prog:	✓	✓	✓	✓	✓	✓	✓	✓	✓
Service mode prog:	✓	✓	✓	✓	✓	✓	✓	✓	✓
Communication:	(e)	(b) & (g)	(e)	(f)	(d)	(h) (b)	(f)	(h)	(h)
RailCom/RailComPlus enabled:	✓	✓	✓	X	X	X	✓	✓	X
Firmware upgrade/update:	✓	✓	✓	✓	X	✓	✓	✓	✓
USB interface:	✓	✓	✓	✓	X (i)	X	✓	X	X
Wi-fi LAN socket:	✓	X	✓	X	X	X	X	X	X
Feedback enabled:	✓	X	✓	X	X	✓	X	✓	✓
X-Bus/Xpressnet connection/s:	✓	X	X	X (j)	X	X	✓	✓	X
Loconet connection/s:	✓	X	✓	X (j)	X	✓	X	X	X
ECoSLink connection:	X	✓	✓	X	X	X	X	X	X
Booster connection:	✓	✓	✓	X	✓	X	✓	✓	✓
NCE Cab Bus:	X	X	X	X	X	X	X	X	✓
CAN-Bus connection:	✓	X	X	X	X	X	X	X	X
Price:	£359.95	£349.90 (c)	£425	£192/£204	£479.95	£365	£249.99	£342.95	£430

NOTES: (a) Unlimited storage in RailController software (b) Wireless Infra-red (c) Including RailController software licence (d) Wireless (e) Wireless Wi-fi (f) Console (g) PC link (h) Tethered (i) Separate computer interface cable available (j) PC control planned for future expansion (k) Requires additional interface (l) Upgradeable (m) Route setting possible with third party software/Hornby Railmaster system

10820 Roco Z21 Digital Control System

Introduced in 2012, Roco's Z21 digital control centre is sleek in appearance, with its gloss black exterior accommodating an accomplished 3amp system which has been designed to utilise smartphone and tablet technology.

The Z21 package includes the base station, wi-fi LAN router, power supplies and LAN cable together with a basic instruction manual and does offer quick plug and play set-up. Our example was up and running in under ten minutes, having connected to the system's network and configured the downloadable mobile app, which is available for Apple and Android devices. Further set-up instructions can be found at www.z21.co.uk and it can also be connected to a PC and configured for use with third-party DCC software control systems too.

Roco's Z21 supports 28 functions (plus F0 head/tail lights) and the on-screen keypad controllers can display 24 of those – 12 per page – all of which are fully configurable through the app. You can read

and write CV values and as you add locomotives to the roster, you can also take a photograph from the device and import directly to the roster card. Once in the system, you can choose to

activate the locomotive or leave it inactive until a future session, which determines whether it appears on the ribbon feed in the throttle control screen. Consists are also relatively straightforward to configure and the Z21 uses a time elapse equation to match locomotives ahead of consisting. Layout track plans can also be photographed and overlaid with pre-loaded track components to create a digital plan, while route settings can also be configured.

The Z21 offers impressive connectivity with LAN, CAN-Bus, feedback, B-Bus, L-Bus, R-Bus, Sniffer Bus and three X-Bus sockets, as well as programming track and main track ports. It is

RailComPlus enabled, includes a track current regulator, plus it can control up to 100 locomotives simultaneously (subject to sufficient power), which would need plenty of concentration to exploit fully!

Roco recommends ten

devices can be linked comfortably, although more than 250 connections are possible.

If you'd prefer to retain an element of traditional control, a Roco multiMAUS control handset can also be connected.

For added novelty, the Z21 includes the ability to download driver cab apps to your mobile device which put you in the cab of a full-size locomotive. These can be selected from the controller app and appear with active control handles, although they take a little getting used to. The cabs are of Continental steam, diesel and electric outline, but certainly add a new dimension to operating locomotives and multiple units in miniature.

Taking it another step further, the Z21 can also be linked to Roco's range of video enabled locomotives which can relay real-time footage of your layout to your mobile device, overlaid by the driver cab 'skins'. At £359.95, this really is a superb piece of kit, combining functionality, connectivity, and ease of use with sheer entertainment – plus, it also looks the part too.

● Visit www.z21.co.uk for more information.



Sig-naTrak ACE 2

A relatively new name to digital control systems, Sig-naTrak's ACE 2 digital control system offers some serious competition to the established manufacturers. Two versions are available in 3.5amp and 5amp formats and, interestingly, the price difference between the two is just £12.

Cased within a rectangular silver and black box, the ACE 2 aims to simplify the setup, programming and operating processes through a series of touch-screen modes, utilising coloured buttons along the bottom of the screen. Power features include an emergency stop button which can stop a specific train or all locomotives (but system power remains 'on') and a power 'off' button which cuts power to everything.

Clearly thought has been given to the end user with a number of useful features such as the ability to read and write CVs on the same screen, a useful on-screen CV29 slide button calculator and the ability to display locomotive control with full access to all 29 decoder function buttons – no more scrolling through multiple screens when operating DCC sound-fitted locomotives. Locomotive control can be performed by incremental speed steps or by slider control.

As well as operating multiple locomotives from the on-screen controllers, you can also add basic manual rotary controllers which feature limited functionality (f0-f4), and require DCC addresses allocating to them by the main command centre before they can be used. Whilst this undoubtedly keeps the costs down, it also offers additional flexibility as these hand-held controllers can be unplugged from the main system and moved elsewhere on a layout without interrupting



the selected locomotive's movement.

Set to 128 speed steps by default, the ACE 2 also supports 14 and 28 speed steps and has capacity to store 127 locomotives (address 1-9999) and up to 85 accessories (address 1-2044) within the system's memory. Data is saved in a roster and it supports Operations (POM) and Service Modes (programming track). A useful on-screen total power draw indicator is also included showing the current



readout of all accessories and locomotives.

Consisting is clear-cut with on-screen sliders to select direction and function characteristics for each locomotive. Up to six locomotives/multiple units can be grouped in a single consist.

Point control can be a slower process and currently the system doesn't provide route setting, but at just £192 for the 3.5amp system and £204 for the 5amp system plus the cost of separate handsets (£29 each), this really is a remarkable system which belies its price point. It is fully NMRA compliant and has been designed to keep things simple while its built-in USB interface provides for firmware upgrades. Looking to the future, route setting and PC control are planned together with Loconet and Xpressnet compatibility.

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

ALSO AVAILABLE



EVO DIGITRAX EVOLUTION ADVANCED STARTER SET

- 5amp DCS210 command station/booster
- Tethered dual control handset
- Price: £365
- www.digitrax.com



R8214 HORNBY ELITE

- 4amp command station
- Console control
- Price: £249.99
- www.hornby.com

524-001 NCE POWER PRO

- 5amp command station
- Tethered handset control
- Price: £430 (requires separate 5amp power supply)
- www.ncedcc.com

60100 LENZ SET LH100

- 5amp amplifier/command station
- Tethered handset control
- Price £343
- www.digitrains.com





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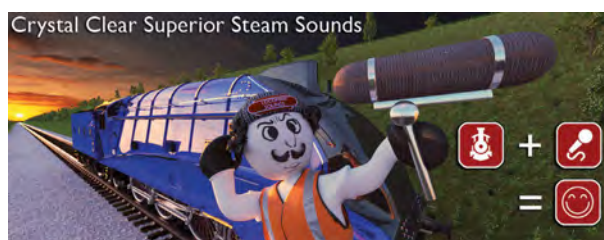
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12 WAYS OF... MODELLING INTERMODAL TRAFFIC

'OO' and 'N' gauge modellers have never had it so good when it comes to running container trains. **TIM SHACKLETON** looks at how you can make the most of what the trade has to offer.

AIR-BRAKED CONTAINER TRAINS have been a feature of the UK railway scene for more than half a century. The original Freightliner operation – then part of British Rail – began running what were called 'liner trains' in the final years of the steam era. Unlike earlier experiments such as the 'Condor', they looked much like the intermodal trains of today – and Triang/Hornby were quick to rush a suitable bogie container wagon into production.

Unfortunately, in modelling terms that's where things stayed for the best part of four decades. It's only in the last ten years or so that we've had much choice in terms of having scale wagons and containers available in 4mm and 2mm scales. Quite a few kits have appeared in the meantime but – other than Colin Craig's exquisite (and exquisitely complicated) FFA/FGA – they've tended to cover the less common

types and some, quite frankly, have verged on the nightmarish in terms of buildability.

Today all that's changed. Having offered well over a hundred different designs and liveries in 'OO' and 'N', C-Rail Intermodal has cornered the market for containers. Half a dozen different types of container wagons are now available over the counter in 'OO' gauge from manufacturers such as Bachmann, Hornby, Dapol and Realtrack. Bachmann is also developing the iconic FFA/FGA – the wagon that started it all – and Dapol has also recently released the low-bodied IDA type. In 'N' gauge, with fewer manufacturers, the choice is more limited but even then the options are still surprisingly wide and new wagon types are promised from C-Rail and Revolution Trains. If you care about realistic operation, the challenge now is less to do with getting any kind of plausible-looking intermodal train together and more about getting the right containers

on the right wagons in the right combination behind the right locomotive. You can't just hitch any old selection of intermodals behind a spare Class 47 or 66 and send it off to Felixstowe or Southampton – well you can, but that's not what my kind of prototype-based modelling is about.

In this piece I want to look at making best use of the wagons and containers that are available ready to run. We'll look at who owns them, how they operate, the formations they run in and what they're loaded with. Our primary focus is on deep-sea containers and those used on international rail routes although there are other containerised traffic flows carrying, for instance, domestic refuse, limestone and even coal.

For the last 50 years, container trains have added a welcome splash of colour and variety to rail operations and once you get interested in them, they can become dangerously addictive. **Helm**



SECTION 1: CONTAINER TRAINS

1 THE HUMBLE BOX

Containers in all their infinite variety are at the root of all intermodal modelling. I'm as fascinated by them as by the wagons that carry them and the locomotives that haul them. All the major manufacturers have had a go at modelling containers – some with more success and attention to detail than others – but for me the best by far are those from C-Rail Intermodal, which to date has produced getting on for 80 different designs in 'OO' gauge as well as transfers for a great many more. The subtle variations of body styles and the crisp and accurate rendition of the liveries puts them in a class of their own. These are 20ft boxes from the days when Freightliner was a British Rail operation.

But even these wonderful models can be improved by careful weathering. My inspiration is always the real thing – deep-sea containers weather differently to those that mostly travel by road transport, and



an hour or two studying them from a safe position behind the lineside fence can reap rich rewards. In most cases the once-bright colours need toning down to reflect the effect over time of sun, rain and sea water – I replicate this by a gentle overall misting of a pale pinkish-beige filter (ComArt Light

Dust acrylic for choice). A spot of rust around the anchor points, a few dings and scrapes along the bodysides, the odd bit of patch-painting and you should be just about done – but with any container train, whatever shipping lines are involved, don't forget to include a few newish-looking boxes!

2 WHO OPERATES WHAT?



Container trains are long and getting longer – you'll sometimes see trains loading to only around 10-12 platforms (five or six bogie twin wagons) but usually they stretch off into the far distance. Here a long double-headed train with a typically varied mixture of 20ft and 40ft boxes heads north on the East Neuk MRC's 'N' gauge layout Law Junction. Container trains really come into their own on a big layout like this, where the gentle curvature of the track allows them to run at scale speeds. I'd suggest you make yours as long as your layout, fiddle yard and budget will allow.

Other than DRS's Stobart, Tesco and Asda 'shopping trolley' trains formed of IKA and IDA megafrets, intermodals made up exclusively of the same type of wagon are very unusual – I'm not saying it never happens, but you're far more likely to see a miscellany of various types of rolling stock. Nor will you ever see trains with a mix of different operators' stock – Freightliner and GBRf in the same train, for instance.

Ownership issues aside, sets appear to be entirely random in formation, rather than being grouped according to type. For authenticity, you need to be aware of which

companies operate what type of wagon. In terms of what's available from the trade for the different operators, the choice is a good one but it's much wider in 4mm than in 2mm.

DRS – IKA (and the Dapol IDA)

EWS/DBC – FFA/FGA (Bachmann – due 2017), FIA/IFA (Bachmann), IKA (Dapol), KFA (Hornby)

Fastline – FEA/B (Dapol), KFA (Hornby)

Freightliner – FEA/B, FEA/S (Dapol), FFA/FGA (Bachmann – due 2017), FLA (Realtrack), IKA (Dapol), KFA (Hornby), KTA (Dapol)

GBRf – FEA/B, FEA/S (Dapol), IKA (Dapol)



Today's container workings are tightly timed and as predictable as the passenger services with which they share the tracks. 66542 powers out of Felixstowe at the start of its journey with 4705, the weekdays-only 11.10am to Trafford Park on April 11 2017. After being recessed at Ipswich and Crewe Basford Hall, the 1,200-tonne train will reach its destination some ten hours later, having travelled over the North London line and then up the West Coast Main Line. The maximum permitted line speed for this train is 75mph.

3 MOTIVE POWER

Nothing if not predictable. The first air-braked container trains of the modern era relied on Class 47s and

later they were joined by pairs of Class 37s. These locomotives, by then well over 30 years old, were still the basis of Freightliner operations as we entered the privatisation era but were soon swept aside, to be replaced first by the newly re-engined Class 57s and then by the supremely reliable products of General Motors and General Electric.

These days, the Class 66 is universal among all operators although Freightliner use Class 70s on some services, as well as Class 90s and the venerable Class 86s on electrified lines. DRS will often schedule a Class 68 for one of its intermodal workings. For the short time it was in the intermodal business (2006-2009) Fastline Freight employed three Class 56s painted a striking grey and black livery with diagonal flashes. Its small Class 66 fleet was used exclusively on coal traffic and they only appeared – and then very briefly – in intermodal service after being sold to DRS. They



were quickly repainted in DRS corporate blue.

Other classes have appeared from time to time, either in special circumstances or in an emergency. In the 1990s the powerful BR-owned Class 56s were regularly used on the steeply-

graded Felixstowe branch but the longer and heavier trains of the modern era need serious muscle and these days your traction options are limited. Apart from some minor detail variations, only the liveries vary nowadays.

SECTION 2: WAGON TYPES

4 FIA MEGAFRET (4mm, 2mm)



Bachmann's FIA/IFA intermodal twin was the first high-quality, highly detailed container wagon released in 4mm scale and was subsequently followed by an 'N' gauge version from Graham Farish. If your tastes run to large-scale garden railways, there's even a Gauge 1 version from

Bachmann's associate company Aristocraft. In some ways it was a strange choice – never very numerous, the FIA was developed in the early 1990s for Railfreight Distribution and was generally employed on dedicated Channel Tunnel services. In the privatisation

era they've been used exclusively by EWS but since DB Schenker took over, many have been taken out of service, while others find use as translator/barrier vehicles. IFA wagons are European-registered versions of the same thing that are occasionally seen in this country.

These wagons have only a 50ft platform so, since the UIC standard box is either 20ft or 40ft long, their payload is limited – most intermodal wagons have 60ft of usable deck space. Bachmann has issued various versions, some with 45ft containers and others with 20ft boxes. The real thing is generally seen carrying 40ft containers mounted centrally. The FIA's bright green livery looked attractive at first but was quickly overlaid by a thick coat of grime.

5 THE UBIQUITOUS KFA



The KFA is very much the default-setting lease-fleet container wagon of the last 30 years. They were built in large numbers and

are used in intermodal traffic by all the major operators apart from GBRf – Fastline used them to supplement its small fleet of FEA/B

container twins. They run as single wagons and can be seen in all parts of the country, tucked in among intermodal stock of all kinds.

Launched in 2010 and recently reissued, Hornby's model is, in my view, the very best 4mm scale container wagon that's ever been released in this country – let's hope the forthcoming 'N' gauge version from Revolution Trains is as good! Absolutely nothing needs doing to it other than applying the universal coat of grime – the only blue showing should be where the data panels have been rubbed clean. There are many different types of container wagons but since they're all universally filthy – most will never have been repainted and still less cleaned since the day they entered service – you'll need great consistency in the way you weather them. A clean one is rare!

6 THE ICONIC FFA/FGA (4mm, 2mm)



These wagons – I suggest you start saving now for the forthcoming Bachmann model! – were a staple of container operations from the very start and they only passed out of front-line service around 2004. Freightliner, not surprisingly, was the main employer, going right back to when the operation was first set

up by British Rail, though EWS had some in pre-DBS days. Some were still in BR blue right to the end. The wagons ran in sets of up to five, always with two outer FGA wagons with buffers and conventional drawgear at one end.

Hornby brought out an 'OO' gauge model almost as soon as the real thing appeared and

it's still in production under the RailRoad banner. It's only vaguely accurate, unfortunately – it's the right length but it sits much too high on its bogies, and the open latticework construction of the real thing has been compromised and beefed up in a bid to produce a plastic model that will resist warping. Graham Farish offers something more refined in 'N' gauge but once again only the inner wagon is available.

However, all this will soon change when Bachmann brings out both an inner (FFA) wagon without buffers and the essential FGA outer wagon with a full set of drawgear. Anticipating what Barwell will do, I built a five-car set of FFA/FGAs by merging Hornby wagons with S Kits detailing parts. The key features are the new buffer beams on the outer wagons, the bogies lowered on their mountings and fitted with scale wheels from Alan Gibson, container mountings and air tanks. They're still only an approximation of the real thing but to me they pass muster.

7 IKA LOWLINER (4mm, 2mm)

Since their introduction in 2001 this wagon type has become pretty ubiquitous – along with the KFA, it's a rare container train that doesn't include a few examples. They run in pairs and have low-slung bodywork to enable them to carry 9ft and 9ft 6in tall high-cube containers on routes from which they'd otherwise be barred. Nevertheless, they're often loaded with standard 8ft 6in containers. As with the FIA, whose dimensions are surprisingly similar, the platform is 50ft long and the containers are always loaded centrally. If the cargo is two 20ft boxes, then these will be spaced out symmetrically but normal practice is to load them singly, one per wagon.

Dapol's model (an 'N' gauge version first, followed by the 'OO' model) was heavily criticized in some quarters when it first appeared – unfairly, in my view. The vibrant blue livery takes some getting used to but these wagons are always indescribably filthy, with the blue only showing through where data panels have been rubbed clean. If you want to practice weathering, this is an ideal opportunity! The model's major failing is the way the ends of the bodywork are fixed to the bogies to enable the wagon to run round



a dinner plate. Rectifying this calls for some simple but aggressive surgery. Remove the bogies and cut through the blue plastic flush with the sideframes. Thin down the bodywork sections you've just removed and, having packed

them with 20thou styrene strip, glue them to the main body. You'll need to round off the outer ends of the bogies so they won't foul the bodywork. To touch up the blue paintwork, use Revell No. 50 Light Blue let down with white.

8 FEA/BTWINNS



The majority of intermodal wagons are leased and carry a nondescript livery but both Freightliner and GBRf operate substantial fleets carrying their own branding. One of the most familiar types is the FEA/B which is available from Dapol in both 4mm and 2mm scales – and a splendid model it is too. GBRf and Freightliner FEA/Bs have been offered while the now-obsolete Fastline wagons in their striking grey and yellow livery were offered some years ago as a limited edition.

These wagons are produced in limited batches and once they're gone, they're gone. My advice is always to buy as soon as they're released – you may not get a second chance. On the other hand, the pre-owned market is usually pretty healthy for intermodal wagons. Keep an eye on internet auction sites, local model shops, swapmeets and the second-hand stands at shows, it shouldn't take long to acquire what you want.

9 FEA SINGLE WAGON

A simple conversion from the FEA/B is the single unit FEA operated by Freightliner and GBRf. FEA/Bs have buffers and drawgear only at the outer ends of each two-car set, whereas the single-unit FEA/S has them at both ends. I found they were quite easy to make in 4mm by copying the drawbar ends in styrene, measuring directly from the Dapol wagon. I made the distinctive buffers from two diameters of brass tube, seated securely in the headstock, with buffer heads of shaped styrene.



10 FLA 'LOWLINER'



The global adoption of ISO standard containers revolutionised international freight transport. Container widths and lengths are fixed but

the height has varied – early ISO containers were 8ft or 8ft 6in tall, but later 9ft and 9ft 6in tall high-cube boxes came in. Increased

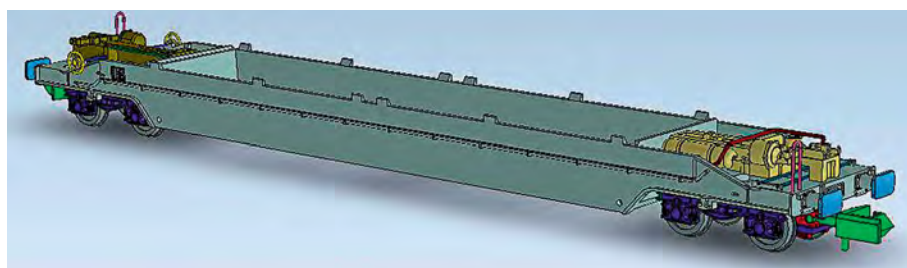
clearances along major routes allowed BR and its successors to use conventional platforms to carry 8ft 6in boxes but for the taller boxes, new and lower wagons were required.

Realtrack Models offers an excellent model of the Romanian-built FLA twin wagon, which was introduced in 2004. A development of an earlier five-wagon design, they operate in pairs on Freightliner services to and from Southampton, Felixstowe, Trafford Park and other key hubs. Depending on what traffic is available they can be seen carrying all kinds and sizes of container, and not just the high-cubes for which they were designed. They are invariably seen in the company of other wagon types operated by Freightliner, such as the KFA, FEA/B and KTA.

11 KTA/KQA POCKET WAGON

These wagons, owned originally by Tiphook but now operated by GE Rail Services, are another attempt to

deal with the problem of transporting high-cube containers within Britain's limited loading gauge. The load – one 40ft box or two 20-footers – is carried on an open lattice framework slung low between the bogies, with the solid sides giving the wagon much of its structural strength. The wagons entered service in 1997 and, like all container wagons, have probably never been cleaned in their lives although traces of their Tiphook blue livery can be glimpsed where data panels have been wiped over. Recoded from



KQA to KTA around 2004 when their ownership changed, Freightliner is the only user of this type.

In 2010 Dapol brought out an excellent 4mm scale reproduction of this unusual wagon type. Custom-weathered versions have been sold by

both Hatton's and Kernow – the bodysides look great but the 'pocket' lacks the characteristic scrape marks that are a standard feature of the real thing. The upcoming 'N' gauge model from C-Rail Intermodal is well advanced.

SECTION 3: MODELLING POSSIBILITIES

12 WEATHERING

The concept of 'lightly weathered' simply

doesn't exist for intermodal wagons – they're either brand new or absolutely filthy, as these before and after shots show. A gentle overall misting doesn't look very plausible!

With their unvarying (but subtly varied) livery of all-over brownish grey, weathering container wagons is a great way to practice your skills. I

almost always apply a first coat of LifeColor's Frame Dirt (UA719) acrylic to which I'll then create a second mix by adding a generous measure of Burned Black (UA736) and blending them together with an airbrush. Spray the wagon from all angles, not just above, otherwise you'll see the original



livery showing through where you don't want it.

Although I get on fine with them, many modellers seem to struggle with acrylics – the answer is to dilute the paint more than you might imagine, around 60% paint to 40% thinners, and to spray at a higher pressure (say 30psi) than is normally recommended. This, of course,

is much as you might do with enamel paint only we're applying the same figures to acrylics. Don't expect to do it all in one hit – a series of light coats is better, while thick paint will only clog your airbrush. Remember also to stir the paint for a good two minutes beforehand – a battery-powered paint stirrer is the best way to do this. If you follow these four simple tips – stir the paint well, give it a good dose of thinners, blend it all together and spray a series of thin coats at around 30psi – then your airbrush will be far less prone to blockages with acrylic paint.





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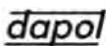


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GOING SOLO

DIGITAL SPECIAL

Hornby's Twin Track Sound (TTS) decoders have created a wallet-friendly introduction to the world of digital sound, but until now they have only been available inside a locomotive. **MIKE WILD** selects a group of new solo diesel TTS decoders and shows how to get the very best from them.

THE OLD PROVERB that you get what you pay for is often true, but every now and then a product comes along which bucks that trend and stands out by offering true value for money. Hornby's Twin Track Sound (TTS) decoders, which made their debut in the 2015 catalogue, are a fantastic introduction to the world of digital sound – and more importantly they won't break the bank.

Digital sound can be an expensive pursuit with most high-end decoders having a price tag of around £100 and upwards including a speaker. There are other lower cost options in the Econami range produced by Soundtraxx and distributed by Gaugemaster (HM118 and HM120) as well as the LokSound Select decoders.

The TTS decoders have been designed by Hornby and offer a wide range of programming options as well as a number of features on the diesel decoders which make them a worthy choice alongside higher priced items. Initially they have only been available in a locomotive – usually adding around £25 to the price – but the arrival of the TTS decoders as separate items is opening up new possibilities for further developing a sound fitted fleet while keeping an eye on price. The solo decoders are priced at £39.99 at full retail price – by far the most wallet friendly sound decoder currently available. This is excellent value for money, especially the diesel versions which include manual

notching and superb sound reproduction as well as the full custom setting of sound outputs through Configuration Variables (CVs).

For this feature, we are concentrating on the diesel sound decoders in the TTS range. All are delivered with 8-pin plugs wired to an 8-pin harness and this makes them straightforward to connect to Hornby's own products as well as a range of others including Bachmann, Heljan and ViTrains locomotives fitted with the 8-pin socket. There aren't many Bachmann models with 8-pin sockets on the diesel front, but if you are the owner of an early Class 37 then it is well worth considering this option. Similarly, TTS decoders can be used in Heljan Class 47s, ViTrains Class 37 and 47 models – while at a stretch, Heljan's model of BRCW prototype D0260 *Lion* can be equipped with the Class 47 sound file as a means to introducing sound to this Sulzer powered locomotive which was closely related in terms of engines to the Brush Class 47.

A sound decoder is only ever as good as the speaker it is connected to and this is something I have learnt to my benefit over a number of years of installing decoders into ready-to-run locomotives. The resulting improvement in sound quality by choosing a high-quality speaker can be nothing short of exceptional, bringing clarity to the sounds as well as revealing many hidden details which couldn't be heard previously.

Hornby's TTS decoders are supplied with either 28mm round or 40mm x 20mm rectangular speakers depending on the locomotive they have been designed to work with, but we thought we could better their sound output by choosing higher priced speakers to suit each installation.

The first step in our process was to install the decoders in a couple of locomotives to see how they sounded straight from the box. All were good, but on some locomotives – notably the Class 47 and Class 60 – some of the more subtle sounds were muffled or impossible to hear with the factory speaker. With this in mind, we made a quick shopping trip to Digitrains to amass a handful of Zimo's high quality cube speakers, including several in the new 3D printed sound enclosures to assess whether we could make them better. The simple answer was "yes" – and in this guide we'll show how we went about installing these decoders – none took more than ten minutes once the speaker had been chosen – in a group of Hornby, Bachmann and ViTrains locomotives. [Heljan](#)

● To hear more of these sound projects with their new speakers visit www.hornbymagazine.com to watch videos of them online.

WHAT WE USED

PRODUCT	CAT NO.	MANUFACTURER	PRICE
TTS Class 31 decoder	R8101	Hornby	£39.99
TTS Class 37 decoder	R8102	Hornby	£39.99
TTS Class 47 decoder	R8103	Hornby	£39.99
TTS Class 60 decoder	R8104	Hornby	£39.99
Single cube speaker in 3D enclosure	LS26x20x08	Zimo	£11.00
3D twin speaker, 40mm x 22mm	LS40x22x09	Zimo	£18.00



Four locomotives from three different sources all fitted with Hornby's new Twin Track Sound decoder. A simple change of speaker makes a big difference to how these decoders sound too.

STEP BY STEP INSTALLING HORNBY TTS DECODERS



1 The solo Twin Track Sound (TTS) decoders are supplied with a speaker pre-attached as well as a full manual and suggestions for their installation. The first decoder we are going to work with is the Class 31.

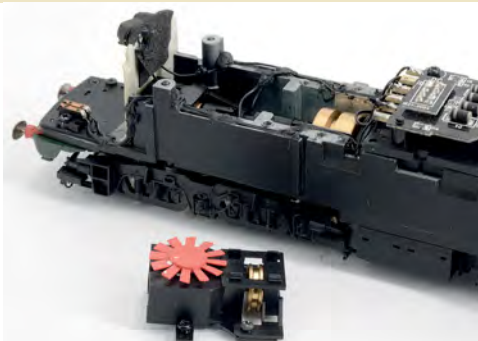
2 Removing the body on the Class 31 is a simple case of releasing the four screws tucked above the bogies. They don't have to be removed completely, so long as the threads have disengaged from the body, it should come apart.



3 With the body removed, the internal space is shown. The decoder socket is positioned to the left on the main printed circuit board, but the prime position for a speaker is currently taken up by the roof fan mechanism.



4 Removing the roof fan opens up a perfect position for a speaker. All that is required to take it out is the release of four small crosshead screws and cutting of the drive band.



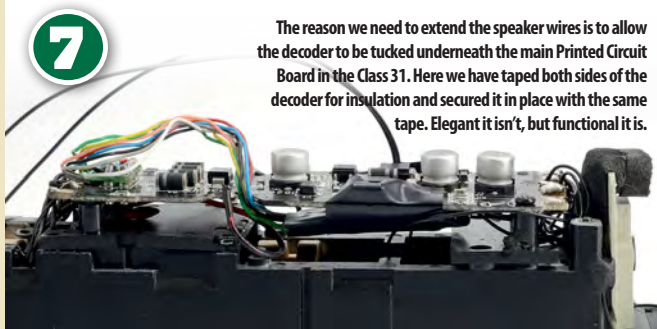
5 Using the decoder as supplied, the 40mm x 20mm speaker is a comfortable fit in the space available, but we think we can gain an improved sound output from upgrading the speaker to a higher value aftermarket design.



6 Replacing the speaker is a simple task, but is complicated slightly by the need to extend the speaker wires from the decoder for this installation. You have two choices: cut the red and black wires from the speaker as close to the chamber as possible to leave the maximum length of lead for connecting to the new speaker and then extend these with suitable decoder speaker cable and insulate the joins before connecting the new ends to the speaker. Alternatively, as here, if you are confident with a soldering iron you can detach the original speaker wires from the decoder and then add your own cut to length.



7 The reason we need to extend the speaker wires is to allow the decoder to be tucked underneath the main Printed Circuit Board in the Class 31. Here we have taped both sides of the decoder for insulation and secured it in place with the same tape. Elegant it isn't, but functional it is.



8 Using electrical solder and a quick action, solder the new speaker wires to the new speaker. This is a Zimo LS40x22x09 (40mm x 22mm x 9mm) speaker which has bus wires on each side making for a very simple means of attaching the new cables from the decoder. The body can now be refitted and the locomotive tested and addressed.



9 Moving onto the Class 37, here we are using an early Bachmann model in BR green. It doesn't have lighting fitted and with the body off there is only limited space available for a speaker inside the locomotive.



10 The only space which is available is to roof mount the speaker underneath the fan grille. This does mean sealing the front and rear of the speaker fully and mounting the decoder board to the roof to ensure everything will fit inside. We had already removed the fan moulding from this model prior to starting the sound installation.



11

Here the original 28mm round speaker has been used - partly for its economic use of space, and partly because with the available space this particular design provided the best sound output for the TTS Class 37 sound. The decoder has been taped to the roof with insulating tape and the body can now be refitted to the chassis and the locomotive addressed ready for service. Simple.

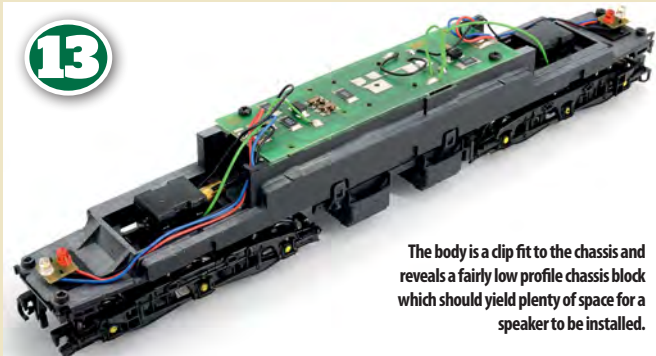


12

ViTrains' Class 47 arrived during 2009 with a wide range of liveries being available. All had 8-pin decoder sockets which makes them a simple conversion to digital sound with a TTS decoder. Our subject choice is 47401 in BR large logo blue.



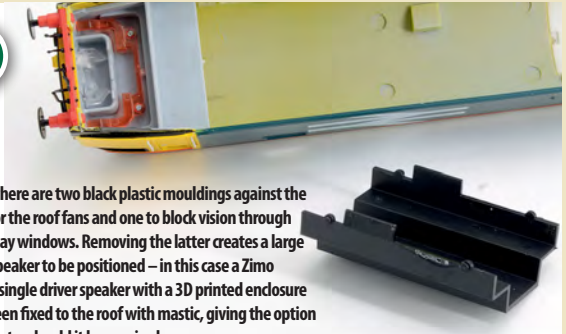
13



The body is a clip fit to the chassis and reveals a fairly low profile chassis block which should yield plenty of space for a speaker to be installed.

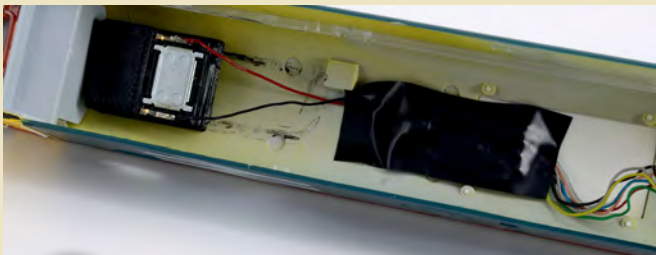
14

In the body there are two black plastic mouldings against the roof - one for the roof fans and one to block vision through the engine bay windows. Removing the latter creates a large space for a speaker to be positioned - in this case a Zimo LS26x20x08 single driver speaker with a 3D printed enclosure which has been fixed to the roof with mastic, giving the option for removal later should it be required.



15

To complete the installation, the original speaker wires from the decoder are soldered to the new speaker, the decoder is taped to the roof to keep it away from the PCB on the chassis and it can now be plugged into the 8-pin socket in place of the blank, taking care to correctly align pin 1. Job done.



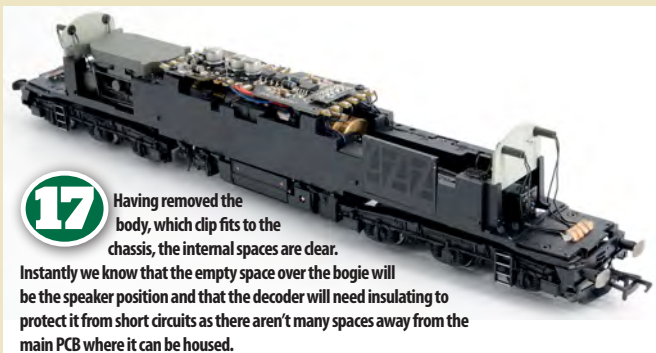
16

The final locomotive of our quartet is the Hornby Class 60 - widely recognised as one of the best modern ready-to-run locomotives. The real locomotives have a powerful sound, but one which is difficult to replicate in a model.



17

Having removed the body, which clip fits to the chassis, the internal spaces are clear. Instantly we know that the empty space over the bogie will be the speaker position and that the decoder will need insulating to protect it from short circuits as there aren't many spaces away from the main PCB where it can be housed.



18

The speaker of choice here is a Zimo LS40x22x09, which is the largest speaker we could physically fit in the space available. It stands on top of the chassis casting over the drive shaft. What we weren't prepared for was just how much of a difference this speaker made to the sound output of the Class 60 TTS chip. It sounds superb.



19

The speaker wires for the Class 60 decoder have been extended in the same way as the Class 31 - by replacing them from the decoder connection point. With the decoder insulated and the speaker fixed in place with mastic, the body can be refitted ready for addressing and testing.

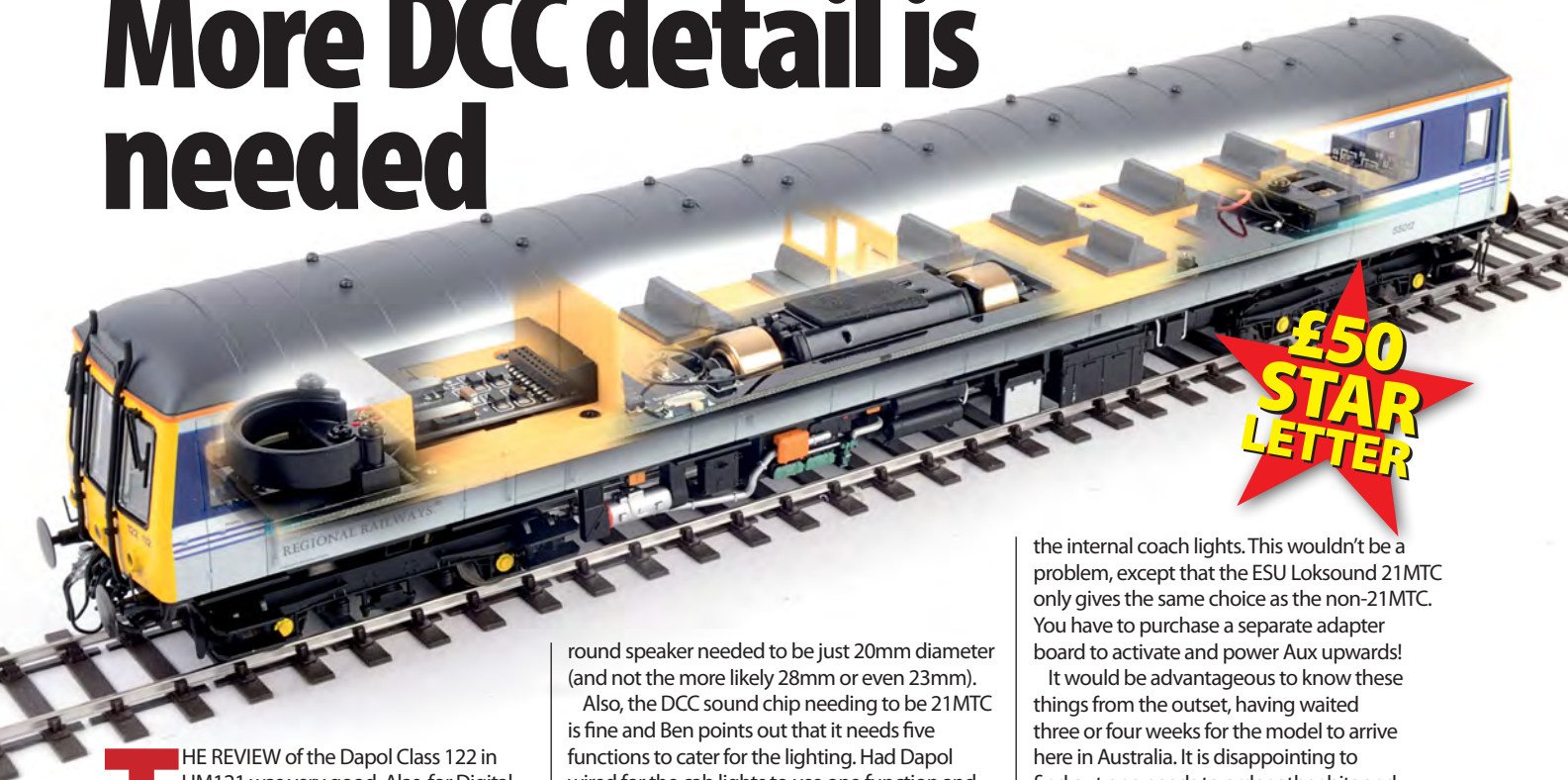


20

The four completed locomotives are all ready for service. The upgraded speakers make a tremendous difference to the sound quality, improving the tone of horns and bringing out detail sounds which otherwise couldn't be heard. Once addressed, we adjusted the CV values for the different sound outputs to tailor each locomotive to our liking before sending them out into service.



More DCC detail is needed



THE REVIEW of the Dapol Class 122 in HM121 was very good. Alas, for Digital Command Control (DCC) operation, it would have been nice to know that the

round speaker needed to be just 20mm diameter (and not the more likely 28mm or even 23mm).

Also, the DCC sound chip needing to be 21MTC is fine and Ben points out that it needs five functions to cater for the lighting. Had Dapol wired for the cab lights to use one function and set them for forward/reverse as per the external lights (F0), the other could have been used for

the internal coach lights. This wouldn't be a problem, except that the ESU Loksound 21MTC only gives the same choice as the non-21MTC. You have to purchase a separate adapter board to activate and power Aux upwards!

It would be advantageous to know these things from the outset, having waited three or four weeks for the model to arrive here in Australia. It is disappointing to find out one needs to order other bits and wait another month for their arrival.

Bob Graffham, New South Wales, Australia.

MANUFACTURERS MUST TREAT ALL SHOPS EQUALLY

The Hobbybox (Uckfield) has gone, and apparently seen off by the internet. We now have a round trip of 40-50 miles to access our next nearest model shop.

Simon, the last Hobbybox owner, told us: "Christmas never happened and I was faced continually with customers telling me they can get it much cheaper on the internet or through the 'Big Boys' - and the prices are lower than I can buy at the trade prices

available to me. One major manufacturer could not supply me with one item of a new locomotive as there were not enough and big orders were supplied to the detriment of me - I could not fulfil my advance orders."

Use them or lose them - who will be next? Where do you go for that sudden purchase of small items, pot of paint or replacement point motor?

Each shop lost is detrimental. Lose your

local shop and you lose convenience, service and help. The pleasure of seeing the article before purchase, exploring the shelves for small items and impulse buys. Lose your local shop and you gain inconvenience, loss of time, postage costs, travel costs, no helpful advice and repairs. The whole model railway world loses another shop window advertising a wonderful hobby to the world at large.

Roger Bradgate, President, Uckfield MRC.

MAIL FROM THE...

HORNBY

GOODS TRAIN PACKS

FORUM



Read more at: hornby.com/uk-en/forum/whats-with-the-goods-train-packs/

I have just looked at the new goods train packs and noted that they are not trains at all, just a locomotive and three wagons - no guard's van, so not a complete train. A train of the period mentioned has a guard's van on the rear and can't leave the goods yard without one. In the case of these two the van should be different for each, a GWR van for one and an LNER for the other. So why are they not in the freight train packs?
Hornby forum user Buz

IN RESPONSE:

■ I think the packs are aimed at getting a train together and are just starter packs. Personally, I think the wagon packs are a better buy, as they are either a set of the

same type or a variation that can be split to get a real train appearance. I cannot see the point of oddball wagon sets but I suppose it gives those with less to spend a variation at a bulk price.
Hornby forum user Vespa

■ A brake van would make those sets cost too much, plus there might not be room in the box for another wagon. Don't forget the prices for these two packs are just under £200.00.
Hornby forum user GNR-Gordon-4



■ Looking at the front covers of the Collett pack, I would question their choice of wagons. This pack has a locomotive with a late BR crest and private owner wagons. Surely there would be none left by then? I also thought the same about the Peppercorn pack, but I think the locomotive is early British Railways period so you could get away with the pre-nationalisation wagons in that case. I wonder if a better option would have been to have two BR wagons and a brake?
Hornby forum user 81F

A green light for signalling features



I look forward to every issue to drop on my front door step and each page is carefully read. I have been getting back into my modelling since stopping as a child.

My old Triang-Hornby set has gone through a bit of an upgrade and I now have a three-track oval round my loft space. I am coming up to the part where I need to plan for signals and I am not looking forward to it. I want to model the mid to late 70s but do I have semaphore or lights? How best to control them? Where is best to place them? The questions seem endless and as I am not modelling an exact place, I am unsure where or what. Maybe this could be a little feature in a future publication, because I certainly would not miss that issue.

Many thanks for a great read every month.

Barry Halls, by e-mail.

Signalling is a minefield of a subject with many small variations on standard practice to suit particular locations, junctions and route possibilities – and we will look at this subject in future issues of Hornby Magazine. This is the gantry at Redhill with 4-VEP 7812 forming a London Victoria-Brighton service passing the Southern Region pneumatic signals on June 15 1983. Gordon Edgar Railphotoprints.co.uk.

Why are prices rising so much?

In HM123 you review three new Hornby releases – classes 50, 60 and 66. Whilst realising that prices only rise, I find it disconcerting that the manufacturer is quite happy to release two of these models at very high prices (£169.99 and £99.99), despite having some errors. At these prices, there should not be any issues such as those that you have quite rightly pointed out. In fact, the Class 66 is really only a Railroad model – for 100 quid?

And then there is the excellent new South West Trains Class 450 – but at £349.95. Some on-line stores are now selling the Class 350 (an albeit almost identical model) in other liveries for under £100.



High priced models can only be acceptable if they do not have any errors.

Paul Carter, Chelmsford.

LET'S HAVE MORE DETAIL ON TRAIN FORMATIONS

I find the train formations articles to be very helpful with regards modelling realism – may I request more informative pieces? It would be helpful to know about the variations in steam classes, such as livery (green/blue), tender differences, those that were lined/unlined, and so on.

There are too many 'how to weather' articles in all the modelling magazines at present. What I would find more useful is information that is more helpful regarding renumbering. I renumbered an '8F' ten years ago only to find out recently that it had a Fowler tender and not a Stanier one.

Keep up the good work, it's a great magazine which I look forward to getting every month.

Phil Mead, Hitchin

HAVE YOU ANY UNUSUAL LOCATIONS FOR YOUR LAYOUT?

Read more at: hornby.com/uk-en/forum/have-you-any-unusual-locations-for-your-layout/

My latest brainwave is an 18ft DC track that runs over the top of the headboard of a double bed. It works quite well but there should be a 'Beware of the Trains' sign to warn of the possibility of them landing on your head!

Hornby forum user Jimbopuff

IN RESPONSE:

■ I have 'O' gauge round the garden, not common but not unusual either, 'OO' gauge in a garden shed, and I have seen articles from people who built layouts in guitar cases and in box files. 'OO9' inside a coffee table used to be popular. I did once many years ago, build a circular 'N' gauge layout in an old TV

Hornby forum user LC&DR

■ I run a school model railway activity and after many years of having to erect and take down our layout after each session (in a science lab), we have now got a permanent location – on top of all the filing cabinets in an office area. The layout is 12ft x 6ft with an operating space down the middle. The filing cabinets also open inwards. We don't have a lift-up flap to access the operating area/filing cabinets, but fortunately the cabinets are quite tall so you don't have to duck down that far.

Hornby forum user The Doc

■ Years ago, for my son I built an 'O' gauge funicular railway running up one side of my staircase.

Hornby forum user Caipitean

■ My next unusual location for a layout will be in a cafe just above the tables along the walls. My cousin and I are planning long term for a cafe and model shop on the Norfolk coast with trains running in shock-proof display cabinets just above table height so customers can dine and watch the trains.

Hornby forum user The son of Triangman

■ There's a brilliant layout that I've seen at several shows that is mounted on an ironing board.

Hornby forum user walkingthedog

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

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2522 Class 05 Diesel Shunter No. D2595 BR Green.	£109.99	R3468 0-6-0ST J44 Class No. 22 United Steel Company.	£72.99	R4739 Pullman Third Class Parlor Car 'No. 34'.	£47.99	2D-007-003 Class 66 Diesel No. 66 054 'Forth Railer'.	£89.99
2523 Class 05 Diesel Shunter No. 88 BR Green.	£109.99	R3469 Railroad 0-4-0 No. 7 Kelly & Son Paper Mill.	£29.99	R4740 Pullman First Class Kitchen Car 'Angus'.	£47.99	2D-007-004 Class 66 Diesel No. 66 012 'Forth Railer'.	£89.99
2608 Class 26 Bo-Bo D5339 BR Green small yellow panels.	£92.99	R3498 Railroad 'Jinty' No. 19 S&DJR.	£37.99	R4741 Pullman Third Class Kitchen Car 'No. 34'.	£47.99	2D-009-000 Class 121 Bubble Car DMU No. W55022 BR.	£113.99
2609 Class 26 Bo-Bo D5341 BR Green small yellow panels.	£92.99	R3515 Battle of Britain No. 21C168 'Lion'.	£161.99	R4742 Pullman Third Class Brake Car 'No. 162'.	£47.99	2D-009-002 Class 121 Bubble Car DMU No. W55032 BR.	£113.99
26001 Class 26 Bo-Bo D5300 BR Green, semi-gloss finish.	£104.99	R3520 Britannia Class No. 7007 'Coeur-de-Lion' BR LC.	£152.99	R4743 Railroad Composite Coach No. 5055 Southern.	£18.99	2D-009-100 Class 121 Bubble Car DMU W55028 Non-motised.	£49.99
26011 Class 26 Bo-Bo D5301 BR Green.	£104.99	R3523 B17 Class No. 61665 'Leicester City' BR E/E.	£135.99	R4755 Railroad Pullman Parlor Coach 'Cynus'.	£20.99	2D-009-101 Class 121 Bubble Car DMU W55020 Non-motised.	£49.99
26021 Class 26 Bo-Bo D5309 BR Green.	£104.99	R3524 West Country Class No. 34096 'Trevone' BR LC NEW £144.99		R4756 Railroad Pullman Parlor Coach 'Phoenix'.	£20.99	2D-009-102 Class 121 Bubble Car DMU W55030 Non-motised.	£49.99
26031 Class 26 Bo-Bo D5317 BR Green, small yellow panels.	£104.99	R3525 Battle of Britain Class 52C1159 'Richbold Sinclair'.	£140.99	R4758 GWR Collett Corridor 3rd Class Coach No. 5008 GWR.E38.99		2D-010-004 Class 67 Diesel No. 67 004 'Thomas Telford'.	£104.95
26032 Class 26 Bo-Bo D5318 BR Green, small yellow panels.	£104.99	R3526 Stroudley Train Class No. 4 W&CP&R.	£72.99	R4759 GWR Collett Corridor 3rd Class Coach No. 5009 GWR.E38.99		2D-008-000 Class 67 Diesel No. 67 004 'Thomas Telford'.	£104.95
26051 Class 26 Bo-Bo D5312 BR Green, weathered finish.	£114.99	R3584 Railroad Ex-Industrial 0-4-0 Godfrey & Mitchell.	£29.99	R4759 GWR Collett Corridor Brake 3rd LH Coach No. 5090 GWR.E38.99		2D-010-005 Class 67 Diesel No. 67 010 'Caledonian Sleeper'.	£104.95
2711 Class 27 Diesel 5373 BR Blue with full yellow ends.	£101.95	R3586 Railroad Schools Class No. 30395 'Sevenoaks' BR E/E.	£80.99	R4760 GWR Collett Corridor Composite LH Coach No. 5630 GWR.E38.99		2D-010-005D Class 67 Caledonian Sleeper. DCC Fitted.	£126.95
2712 Class 27 Diesel 5374 BR Green w/small yellow ends.	£101.95	R3587 Railroad Class 37 Jinty Steam No. 7109 LMS NEW £38.99		R4761 GWR Collett Corridor Composite RH Coach No. 6531 GWR.E38.99		2D-010-006 Class 67 Diesel No. 67 015 DB Shenker Red.	£104.95
2713 Class 27 Diesel 5370 BR Green w/small yellow ends.	£101.95	R3670 Collett Class 72xx South Wales Coal Freight Pack.	£164.95	R4763 Collett Corridor Coach 3rd Class No. W5147 BR.	£38.99	2D-010-006D Class 67 DB Shenker Red. DCC Fitted.	£126.95
2725 Class 27 Diesel 5349 BR Green.	£101.95	R3671 K1 North Eastern Freight Pack.	£168.95	R4764 Collett Corridor Brake 3rd Class Coach RH W4935W BR.	£38.99	2D-010-007 Class 67 Diesel No. 67 005 'Queen's Messenger'.	£104.95
2726 Class 27 Diesel 5347 BR Green w/small yellow panels.	£101.95	HORNBY OO DIESEL & ELECTRIC LOCOMOTIVES		R4765 Collett Corridor Brake 3rd Class Coach LH W4936W BR.	£38.99	2D-010-007D Class 67 'Queen's Messenger'. DCC Fitted.	£126.95
2727 Class 27 Diesel 5363 BR Blue with yellow panels.	£101.95	R3215 Class 373 Eurostar 4 Car Train Pack 2013.	£124.99	R4766 Collett Corridor Composite Coach LH W6137W BR.	£38.99	2D-012-004 Class 22 Diesel D6313 BR Gm, small yellow panels £116.99	
3228 Class 32 Diesel 3208 BR Class Engine Laidhau.	£101.95	R2883 Railroad Bagnal Diesel Shunter.	£20.99	R4767 Collett Corridor Composite Coach LH W6137W BR.	£38.99	2D-012-002 Class 22 Diesel No. 6330 BR Blue, weathered.	£89.99
3229 Class 32 Diesel 3209 BR Class Engine Laidhau.	£101.95	R3414 2-HAL 2 Car EMU Train Pack Set 2623 BR Blue.	£89.99	R4768 Mauseil Corridor Brake 3rd Class No. 3778 SR NEW £38.99		2D-013-001 Class 27 Diesel No. 27 001 BR Green.	£104.95
3229 Class 32 Diesel 3206 BR Blue with yellow ends.	£101.95	R3432 Class 08 Diesel Shunter No. 88 489 BR Blue.	£113.99	R4769 Mauseil Corridor 3rd Class No. 1224 SR Olive Green NEW £38.99		2D-013-051 Class 27 Diesel No. 27 203 BR Blue non-motised.	£46.99
3336 Class 33 Diesel 33 202 'The Burma Star' BR.	£101.95	R3433 Class 08 Diesel Shunter 08 822 'John' FGW.	£113.99	R4770 Mauseil Corridor 1st Class No. 7419 SR Olive Green NEW £38.99		2D-013-053 Class 27 Diesel No. 27 033 BR Green.	£44.99
3348 Class 33 Diesel D6511 BR Blue w/full yellow ends.	£101.95	R3434 Class 08 Diesel Shunter 08 822 'John' FGW.	£113.99	R4790 GWR AutoCoach No. 191 GWR Chocolate & Cream.	£29.99	2D-013-054 Class 27 Diesel No. D5369 BR Green non-motised.	£45.95
3356 Class 33 Diesel 3312 102 BR Blue w/full yellow ends.	£101.95	R3435 Railroad 92 Electric No. 92 019 'Wagner' Triple Grey EWS.	£54.99	R4791 GWR AutoCoach No. W190W BR Crimson & Cream.	£29.99	2D-017-002 Driving Van Trailer No. 82101 InterCity Non-motised.	£35.95
3357 Class 33 Diesel 33 116 BR Grey.	£101.95	R3531 Class 153 Single Car DMU Set No. 57358.	£74.99	R4796 Mauseil Brake 3rd Class No. S3775 BR NEW £38.99		2D-018-001 Hymek Diesel No. D7061 BR Blue.	£92.99
3414 Class 33 Diesel D6570 BR Green w/full yellow ends.	£101.95	R3373 Class 71 Electric Loco No. E5001 BR Green.	£146.99	R4797 Mauseil First Class Corridor No. S7125 BR NEW £38.99		2D-018-002 Hymek Diesel No. D7026 BR Blue, weathered.	£98.99
3430 Class 33 Diesel D6506 BR Blue w/full yellow ends.	£101.95	R3374 Class 71 Electric Loco No. 71 012 BR Blue.	£146.99	R4798 Mauseil Third Class Corridor No. S7775S BR NEW £38.99		2D-018-006 Hymek Diesel D7035 BR Blue, unpowdered.	£104.99
3431 Class 33 Diesel D6544 BR Blue w/full yellow ends.	£101.95	R3376 Class 71 Electric Loco No. E5022 BR Green.	£146.99	R4799 Mauseil Third Class Corridor No. S7775S BR NEW £38.99		2D-018-007 Hymek Diesel D7036 BR Blue, unpowdered.	£104.99
3436 Class 33 Diesel 33 047 'Spartan' BR Civil Engineers.	£101.95	R3399 EWS Freight Train Pack - Limited Edition.	£124.99	R4813 Railroad BR Mk1 Corridor 2nd Coach E25002 BR.	£19.99	2D-018-007D Hymek Diesel D7003 BR Green. DCC Fitted NEW £109.99	
3523 Class 35 Hymek Diesel No. D7012 BR Green.	£109.99	R3403 InterCity 125 Anniversary Train Pack Original.	£208.99	R4814 Railroad BR Mk1 Corridor Brake 2nd E34734 BR.	£19.99	2D-018-008 Hymek Diesel No. D7043 BR Green NEW £98.99	
3523 Class 35 Hymek Diesel No. D7054 BR Green.	£109.99	R4771 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	HORNBY OO WAGONS/BOXES/VANS/TRUCKS/CRANES		2D-018-008D Hymek Diesel D7043 BR Green. DCC Fitted NEW £109.99	
3524 Class 35 Hymek Diesel No. D7076 BR Green.	£109.99	R4872 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6369 Railroad Brake Van.	£7.99	2D-020-001 Class 153 DMU No. 153 378 Central Trains.	£91.99
3525 Class 35 Hymek Diesel No. 7017 BR Blue.	£109.99	R4873 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6768 LMS Horse Box 42513 LMS.	£15.99	2D-020-002 Class 153 DMU No. 153 371 Central Trains.	£91.95
3910 TANGO 02 Steam No. 3965 LNER w/stepped tender.	£156.99	R4874 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6712 5 Plank Open Wagon Triple Pack BR Bauxite.	£19.99	2D-021-001 Class 156 2 Car DMU Set 156 508 Strathclyde.	£110.99
3911 TANGO 02 Steam No. 3966 LNER w/stepped tender.	£156.99	R4875 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6712A 5 Plank Open Wagon Triple Pack BR Bauxite.	£19.99	2D-021-002 Class 156 2 Car DMU Set 156 419 Strathclyde.	£110.95
3912 TANGO 02 Steam No. 3968 BR E/E with stepped tender.	£156.99	R4876 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-003 Class 156 2 Car DMU Set 156 443 Central Trains Express.	£110.95
3913 TANGO 02 Steam No. 3969 LNER w/stepped tender.	£156.99	R4877 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3920 TANGO 02 Steam No. 3962 LNER with flush tender.	£156.99	R4878 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3921 TANGO 02 Steam No. 3963 BR E/E flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3922 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3923 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3924 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3925 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3926 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3927 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3928 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3929 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3930 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3931 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3932 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3933 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3934 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3935 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3936 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3937 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3938 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3939 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3940 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3941 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3942 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3943 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3944 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3945 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3946 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3947 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3948 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3949 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R6817 7 Plank Wagon No. 1262 - Crystalline NEW £14.00		2D-021-004 Marnham Steam No. 7501 'Bromley Manor' GWR.	£114.99
3950 TANGO 02 Steam No. 3968 BR E/E with flush tender.	£156.99	R4879 Class 50 No. 50 026 'Indomitable' Network SouthEast.	£149.99	R			

Poulton-le-Fylde

*Poulton-le-Fylde is a modern image finescale 'OO' exhibition layout based on the North West market town. Its builder, **GREIG MACKENZIE**, reveals its construction and operation.*

PHOTOGRAPHY, NIGEL BURKIN

**DIGITAL
SPECIAL**



SEE IT AT...

**WIGAN MODEL RAILWAY EXHIBITION
SEPTEMBER 30-OCTOBER 1 2017
STAFFORD MODEL RAILWAY EXHIBITION
FEBRUARY 3/4 2018**

1 Right: Local team supporters help to give Poulton-le-Fylde's location away. All are hand painted Langley Models products.

2 Below: A Class 150/1 crosses the junction and enters the station as a Class 66 departs with an engineers working.



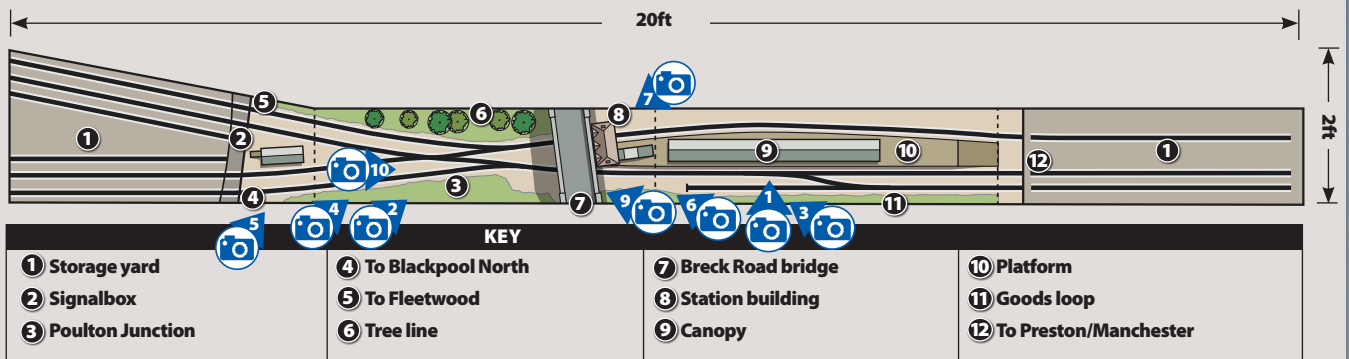
LAYOUT CONCEPTION can take inspiration from a wide range of subjects. For some, it's being able to run the trains of their childhood, for others it is to recreate that place that they saw in a magazine and for some it is just a figment of their imagination. For me, it was the opportunity to model a location on the Fylde coastline, somewhere I had spent holidaying as a child and now enjoy returning to every year; whether it's visiting the quiet of St Annes and Lytham, quaint villages such as Bilsborrow or experiencing the thrills and spills of Blackpool Pleasure Beach.

The Fylde coastline has always been, in my view, an exciting and unique location with its own atmosphere and charm. I originally looked at the busy terminus station of Blackpool North but space would be the limiting factor for me and it proved too big to even attempt a reasonable representation. Looking elsewhere for inspiration, I used Google Maps to track the Fylde coast lines back inland and came across Poulton-le-Fylde, a little station full of character. Further research on the station and a visit in June 2011 to further understand the geography and layout of the station confirmed that this was the location I would like to model.

Poulton-le-Fylde features a single island platform station, once one of the longest in the UK, although now has been somewhat shortened to reflect the reduced needs of modern passenger stock. The station is managed by Northern Rail and features the prominent blue, purple and white branding and logos. The elevated booking office is situated on Breck Road bridge, an interesting feature in itself, with stairs leading down onto the platforms. The island platform is part covered by a fantastic original iron canopy which also contains the red brick waiting rooms and stores. The road overbridge forms the centre of the layout with the station platform, canopy and buildings to the right-hand side.

To the left of Breck Road is Poulton Junction, now mothballed and only serving the left-hand fork towards Layton and Blackpool North. Regular trains from Manchester (Piccadilly, Victoria and the »

POULTON-LE-FYLDE TRACK DIAGRAM (Not to scale)



 A Class 158, modified with directional DCC controlled lighting, departs under control of Poulton-le-Fylde's semaphore signals.





A pair of Direct Rail Services Class 37s head a charter train away from the station and pass a Class 150/1. The point rodding is made from Model Signal Engineering etched metal components.

Airport), York and Liverpool Lime Street run through Preston to Blackpool North. Longer distance Virgin Trains services also frequent the line with trains from Euston to Blackpool. Until 1970 the right-hand fork of Poulton Junction facilitated passenger and freight services to Fleetwood and until 1999 freight services to the former ICI plant at Burn Naze Halt. The remaining sections of the Fleetwood branch are currently being restored by the Poulton & Wyre Railway Society which hopes to be able to run trains once again on the branch between Poulton-le-Fylde and Fleetwood.

Substantial changes have taken place to Poulton-le-Fylde junction since I decided to model the layout including electrification of the line and alterations to the junction and road bridge. This conveniently locks the layout in a time period between 2000 and 2010. For operational interest of the layout I decided to reinstate the passenger and freight services to Fleetwood.

CONSTRUCTION

Naturally, the significant difference between a stay at home layout and an exhibition layout is transportability. The design of an exhibition layout has to be such that it can easily be transported, assembled and dismantled without the risk of damage or breakages. Poulton-le-Fylde has been built as a 20ft end to end layout split into four sections - two central scenic boards and two fiddle yards. With each board approximately 5ft long, it allows us to transport the layout either in a van or a couple of cars depending on the distance to the exhibition.

Construction of the baseboards is very

conventional with softwood frames and MDF tops which provides a fairly light but solid frame. The backscenes are permanently attached to provide protection to the scenic section in front of them. Each board has its own set of hinged legs which fold under for transport. Adjustable metal feet are fitted to accommodate the variances in exhibition floors (and the run on the concrete floor in the garage in which it was built). Alignment is provided by pattern makers dowels and latched catches to lock the boards together. I would recommend using the larger screwed in alignment

dowels rather than the smaller bullet type as they seem to perform better over time.

Off scene storage yards are an essential part of any layout to provide storage of trains off scene – but for exhibition layouts, particular attention has to be paid to the design to ensure trains can be efficiently moved on and off scene. For Poulton-le-Fylde I have opted for two types. The junction end features a dual double track sector plate yard to serve both the Blackpool North and Fleetwood lines. Each sector plate features three 4ft long storage lines, with each being able to connect to both >>



Poulton-le-Fylde signalbox is fully detailed inside and out.

the up and down tracks of the relevant branch of the junction. Although it took time and patience to get all tracks perfectly aligned during construction, it has proved a reliable and practical solution.

In contrast to the relatively complex construction of the sector plate fiddle yards, the station end of the layout features a simple cassette design. The separation of the tracks as they entered the off scene area due to the island platform meant that a sector plate or turntable couldn't be accommodated in the space available. Cassettes are 4ft long with electrical continuity and track alignment achieved through the use of brass rodding protruding from the ends of each cassette which plugs into the adjoining socket in the edge of the baseboard.

Layout lighting is a key feature to the overall finish of an exhibition layout that is often overlooked. All too often you see a great layout let down by the absence of lighting or the use of sporadic spot lighting creating unwanted shadowing and dark spots. Lighting should be balanced along the entire length of the exhibit and used to lift the appearance of a layout and bring out the colours in the scene.

On Poulton-le-Fylde, I have used T5 fluorescent tubes with diffusers which run the entire length of the scenic section of the layout. I have also replaced the supplied tubes with daylight variants to provide a nicer balanced light. Using tubes instead of spotlights ensures that the shadows are on the whole eliminated. I also found it effective to install the lighting at as early a stage as possible in the layout's construction. This enables painting and finishing of the model to be done under the true lighting conditions leading to a more realistic finish.

TRACK AND SIGNALS

All track on the layout is Peco Code 75, chosen for its more realistic appearance yet retaining the ease of installation and laying. Concrete flexible track has been used on the running lines with the points and crossings having wooden sleepers to reflect the real location at the time of modelling. Live frog points have been used

Right:
 **Surveyors**
 carry out their
 work beneath
 Breck Road
 bridge as a Class
 150/1 departs for
 Preston.

Below:
 **On Breck**
 Road ice creams
 are available all
 year round.



to ensure seamless running due to the slow speeds that trains would be travelling in and around the station. Ballast is 'N' gauge granite ballast. I often find that the size of ballast can determine how successful the overall appearance of the finished trackwork looks with many of the 'OO' scale ballast products on sale appearing overscale. The track has been coloured using paints from the Railmatch range.

A distinct feature of the location is that it continues to operate using traditional semaphore signals. The signal on the layout has been constructed using a Ratio kit and operates using two tortoise motors to provide the movement of the arms. SMD



LEDs have been fitted into the signal lamps and positioned so they shine through the coloured lenses of the aspect. Micro wire provides power to the LEDs and is fed up inside the structure of the signal.

Point rodding and signal wires have been installed on the layout to reflect the current setup of the junction and to add extra interest and realism to the lineside areas. Components come from the Model Signal Engineering range. Outside the signalbox, the cranks and pulleys can be seen connecting the main rodding and wiring runs with the shorter connections to the signalbox itself.

The signalbox is a scratchbuilt structure

based on the current refurbished example at Poulton Junction. The model features a fully detailed interior created from a white metal kit including levers, instruments, chairs, desk and other items. On the desk can be found the signalman's favourite railway magazines and newspapers. The signalbox also serves as a scenic break hiding the entrance into the fiddle yards at the junction end.

SCENERY

It was my intention to not just model the layout but to try and portray some of the atmosphere of the location through the scenics used on the layout. With such a

simple track design, the detailing on the layout had to be such that the viewer's interest was retained between train movements and atmosphere was created.

As mentioned previously, the station is predominantly defined by the wonderful cast iron truss canopy covering the first half of the platform; this would have to be fully scratch built. Being a civil engineer, professional pride meant that the structural frame had to be created in its entirety. Soldered brass rodding and square section has been used to form the columns of the canopy as well as the main structural elements to give the model much needed rigidity. The conductivity of the brass was »



8 A Virgin Voyager departs Poulton heading back to the West Coast Main Line at Preston.

also exploited as the structure is used as the lighting column return, reducing the volume of wires to conceal. The numerous truss elements are assembled from angled plastic strip members, each fitted onto the existing brass structure to create the roof profile of the canopy. Lighting is provided through the use of SMD LEDs mounted to the truss members.

The waiting rooms under the canopy are also scratchbuilt. I have attempted to replicate the exterior of the real structure as accurately as possible including appropriate signage, posters and flower displays. Modellers' license has however been used for the detailed interiors of the building. The toilets have been kitted out with miniature cubicles, sinks, copper plumbing and mirrors, the waiting room with seating, posters and people.

It was important to me for the exhibition audience to be able to place the layout on the UK map even without knowing Poulton-le-Fylde itself. With Blackpool football club reaching the headlines with their promotion and following relegations and Fleetwood Town going strong, I decided to model the travelling football fans waiting on the platform to go to the match. The football supporter figures are castings from Langley Models, and have been hand painted into the appropriate team colours. Figures have been positioned to provide some amusement to the viewer. Other hints have been included for the non-football fans including advertising of various Blackpool attractions within the station area.

Cameo scenes can add great interest to a layout, and this is especially true of smaller layouts which heavily rely on the detail for interest. Breck Road overbridge features a hive of activity including a road maintenance team predominantly made up of components from the Ten Commandments range including dumper,

cement mixer and road roller. A little market scene has been set up to represent a typical weekend market that you might see in the town. The stalls and produce come from Langley and have been assembled and painted. The presence of animals always adds life to a layout. Due to proximity to the sea, a seagull is never far away from Poulton-le-Fylde. I again have used the Langley Models packs to represent the animal population including seagulls, rabbits, foxes, dogs and squirrels. Engineers working under the bridge undertaking some surveying are my small reference back to my profession.

CONTROL AND OPERATION

The layout is operated by Digital Command Control (DCC) using my very reliable NCE Powercab. The system is connected to a laptop and router running JMRI which enables the operating team to also control

the layout from their mobile phones using the Train Controller app or equivalent. This gives flexibility on operating positions and no tangled cables. Tortoise point motors have been used to operate the points and signals, which are in turn connected to an accessory decoder allowing full digital control of all elements of the layout.

The location of Poulton-le-Fylde means that traffic is predominantly passenger orientated with a fleet of appropriately liveried Class 150/1 and Class 158s taking the strain. Added to these are a Virgin 'Voyager' set to represent a through working, a charter train often hauled by a pair of Direct Rail Services Class 37s and a Realtrack Models Class 144 and Hornby Class 153s. Freight traffic isn't exempt from the layout as it sees engineers trains hauled by Class 66s intersecting the intensive passenger operation.



9 Football supporters aren't seeing eye to eye on the station as a Class 150/1 arrives heading for Blackpool.

REFLECTIONS

Poulton-le-Fylde has been a very interesting subject to model and was my first foray into recreating a real life location. It has presented some challenges including the intricate canopy - but on the whole has been a thoroughly enjoyable project to build. I have had the opportunity to exhibit

the layout in the North West and have received some great feedback from those who use and recognise the station and the line. Poulton-le-Fylde has inspired me to go on and commence the construction of my second North West layout based on the coastal village of Arnside complete with viaduct. The new layout will appear

on the exhibition circuit in 2018.

I would like to thank Ian Mackenzie, Roger Fairlie and Malcolm Baird for their advice and input into the layout's construction. If you would like to enquire about Poulton-le-Fylde or Arnside layouts attending your exhibition please do not hesitate to contact me at poultonrailway@gmail.com. 

 **With the station building standing proudly atop the angled road bridge, a Realtrack Models Class 144 two-car DMU departs on the Preston lines.**



Enquiry office

THE HORNBY MAGAZINE TEAM ANSWERS YOUR MODELLING QUERIES AND QUESTIONS

THE RIGHT STUFF

Multiple movements

A friend of mine has recently had his layout wired up for DCC operation and uses the Bachmann EZ-Command controller. He has been advised to turn off all locomotives while operating one, but when he operates one locomotive another similar one wakes up and moves at the same speed. Do you know what would cause this to happen?

Shaun Bates, via Facebook.

Mark Chivers replies: From what you have described this should be a simple problem to resolve as it sounds like both locomotives have the same address assigned to their decoders – the chips inside the models which take instruction from the controller.

To set locomotive addresses with the EZ-Command controller you need to remove all other locomotives from the track (apart from the one you want to address), run the locomotive you want to change and then stop it by holding the stop button on the handset. Keep the stop button pressed until the LED power light flashes. Now press the address button (from 1-10 listed on the handset) that you want to assign the locomotive to and the locomotive will move and the LED flash slowly. Press stop again and now the address should be logged to that locomotive only. Take it for a test run and note which address you have assigned to the model repeating the process for all others.

THE KNOWLEDGE

Control systems

Q I've seen Grosvenor Square at exhibitions and noticed that you use two different DCC systems at the same time. How do you do this and why don't they conflict with each other?

Michael Willoughby, Leicester.



WORK BENCH

Digital cleaning



Q I have about 15 DCC locomotives that I think need cleaning and I'm not sure how to do it. They are primarily steam locomotives and I was hoping you might be able to direct me to some information.

David Atkin, by e-mail.

Mike Wild replies: Cleaning locomotives is no different for digital control than it is for analogue. Wheels need dirt removing and any fluff and dirt build-up around the axles and pick-ups needs taking out too. Our recommendation for wheels is Gaugemaster's GM60 Wheel Cleaning Brush. This stands on top of the running

rails to take power which is fed into the brass brushes on top. Hold your locomotive on top and its wheels will rotate when under power – driven as you would on track through your DCC handset – and the dirt will be scrubbed away by the brushes. If there is fluff around the pick-ups, this can be removed with tweezers or for stubborn dirt deposits on pick-ups, Deluxe Materials Track Magic electrical cleaner is highly useful and versatile too (we've even used it to clean contacts on car electrics!). It's a simple process which will offer quick results and an instant improvement in locomotive performance.

MIKE WILD

Hornby Magazine's editor is always working on something whether it is a sound installation or a new project and knows his way around layout construction.

MARK CHIVERS

Hornby Magazine's assistant editor has an eye for detail together with a wide ranging knowledge of modern traction and train formations across the eras.

TIM SHACKLETON

Hornby Magazine's contributor has a lifetime of modelling experience building, detailing and weathering rolling stock of all kinds and much more.

Grosvenor Square uses both the Gaugemaster Prodigy and Hornby RailMaster/Elite DCC control system. The trains are driven by the Prodigy while points and signals are operated through RailMaster on a separate power bus.



Mike Wild replies: Grosvenor Square uses both the Gaugemaster Prodigy system and Hornby's RailMaster computer control software in conjunction with the Hornby Elite controller – and in fact, it has two Elites connected to the layout which are in turn connected to two separate computers.

To simplify the layout's operation, the Gaugemaster Prodigy is purely responsible for controlling train movements on the track – no other controller is connected to the rails as this would cause an electrical meltdown. The two Elite controllers are connected to separate areas purely for point control with one dedicated to the scenic area and the other to the storage yard.

In a home operating situation, the pair of Elites would be overkill – only one would be needed – but to operate the layout successfully at shows we found it easier to make use of spare equipment we had to create an extra operating position.

So, what's the downside? Buying two digital control systems is expensive and you need to take care over the wiring to ensure that each controller is only connected to a specific function on the layout. On the upside, it means we could use full Digital Command Control (DCC) for the points and the mimic diagrams on RailMaster took no more than 20 minutes to draw – I challenge anyone to build a control panel quicker! – and we can still retain the multiple driving requirement of a large layout with the Prodigy handsets connected to the track elements.

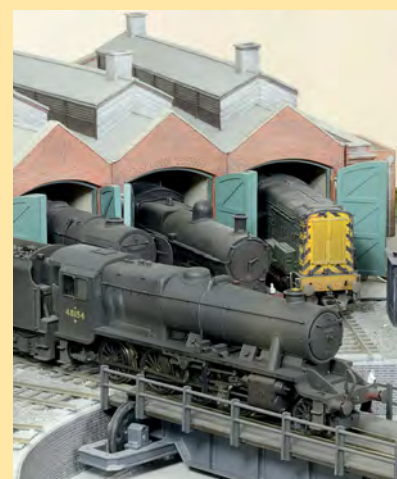
This system has been so successful for us on Grosvenor Square that we wish we had thought of the solution sooner and it will also be rolled out on Twelve Trees Junction when that returns to the exhibition circuit at the Great Electric Train Show on October 7/8.

CONTROL

Turntable polarity

Q If you want to install a fully functional turntable on a DCC sound layout, how do you keep power going to the track on the turntable at all times, even when it's moving?

Dylan Sanderson, via Facebook.



The ADM Turntables indexing drive system keeps the turntable deck permanently live with a polarity sensor meaning that digital sound locomotives retain constant audio.

Mike Wild replies: The simplest way to resolve this problem with a turntable is to use a reverse module – these are essentially short-circuit detectors which react quicker than your controller can recognise a short.

In an instant, they resolve the polarity of the two rails meaning that, in the case of a turntable, as the locomotive runs from the main line onto the turntable deck the polarity is instantly changed by the reverse module hidden below the baseboard.

Most DCC equipment manufacturers produce such a device and we have used the Gaugemaster DCC40 reverse module successfully on Grosvenor Square with one of its abilities being listed as turntable operation.

To install one all you need to do is connect the output wires to the turntable deck and the input wires to your DCC track power – it's that straightforward.

As an alternative, we would recommend looking at the ADM Turntables website as they offer fully built index drive turntables custom made for digital operation with a live deck as well as the option to programme exactly where the 'table stops. See HM106 for more on these devices.

● Visit gaugemaster.com and admturtables.com for more

DECODED

Point addressing

Q I've got a two-track crossover, requiring four points. I want to operate them all together, either both lines in parallel or crossing over. Can I wire them up together with one switch/address?

Graeme Galley, via Facebook.

Mark Chivers replies: Each point will require a separate point motor to operate the blades, but you then have two choices. If you have a high-powered accessory decoder such as DCC Concepts' ADS8FX (for solenoids) or AD8FX (for stall motors) you can wire two points into a single output. However, for the very best operation we would recommend giving each point motor its own accessory decoder but then setting the addresses to match. Some



of the more sophisticated accessory decoders allow for polarity changing through address changes if you find points are throwing in opposite directions whereas others will rely on physically swapping the wires over. In short, if you have two points you want to change at the same time, give them an accessory decoder each with the same address.

● Visit dconcepts.com and gaugemaster.com for more information.

Realistic WOOD

The natural colours of wood are becoming more attainable in model form through the introduction of an extensive range of paint shades. **NIGEL BURKIN** uses whisky casks to demonstrate his methods for modelling realistic wood shades.



REPPLICATING THE COLOURS and tones of wood can be a challenging prospect in model form, but with simple techniques and the right choice of colours it can be a rewarding process. For this project we are turning the spotlight on a group of 'wooden' casks for the Loch Dhu Distillery layout which all need to be painted in suitable wood colours. The techniques explained here are applicable to any 'wooden' models from wagon decks to fence posts and can be varied through colour choice to represent different types of timber.

Casks are linked closely to the railways and indeed, much freight was transported in casks, loaded into open wagons or vans in the steam era. Whisky casks were transported in a similar manner when rail served numerous distilleries throughout Scotland. Although I am modelling (as closely as possible) casks for the

Loch Dhu No. 1 arrives at the main line interchange with three loaded wagons filled with wooden casks.

output of Loch Dhu Distillery's spirit and whisky production, the techniques described in this article can be applied to casks for a variety of other industries including brewing and china clay.

The casks used for this project were sourced from Skytrex Model Railways (skytrexmodelrailways.com) which produces a useful range of cast resin models. Some of the cask mouldings came as a cluster of 36 stacked casks with a representation of the wooden racks separating them – perfect for a warehouse interior or casks stored in the yard. Packs of casks in clusters of four and five together with single casks are also available. I ended up with more than 100 casks in various forms by taking advantage of the bulk pack offers available on the Skytrex website.

Moulded from resin, the casks needed some cleaning and finishing to prepare them for painting. Moulding flash was carefully cleaned from the base and tops of each cask using fine wet and dry paper. The base of each cask was smoothed off and levelled by rubbing across wet and dry paper soaked in water to catch the dust. The casks were washed in warm soapy water to remove any traces of sanding dust and release oils from the moulding process.

To make the handling of each cask easier, I drilled a 2mm diameter hole in the base of each cask (or cluster) and inserted a cocktail stick. Once each cask was painted, it was left to dry supported on the cocktail stick which was pushed into a piece of foam.

RECREATING WOOD

I wished to recreate the brown/grey and sometimes blackened appearance of whisky casks rather than the more weathered grey appearance of casks being used to transport other goods. As casks are stored in a bonded warehouse for long periods of time, they can become lighter in appearance – almost grey with dust! However, the steel hoops always seem to rust stain the exterior of the staves in some places.

Key to creating interesting paint effects is to use a variety of colours, applied over base coats to build up a wide variety of tones using photographs as a guide. I looked no further than the superb water-based acrylic paint colour packs produced by LifeColor including the 'Weathered Wood' pack. Not all of the six paint colours supplied in the pack would be used for the cask painting exercise – I started off by painting a colour card to see exactly how each shade appeared on a white background. Using the card as a guide, I selected warm wood dark shade (UA713) as the first coat of paint to be applied using an airbrush (Sparmax MAX-4 airbrush). Some clusters were painted with several coats for a dense colour whilst others were given slightly less paint coverage to allow some of the underlying grey of the cask moulding to strike through.

Lifecolor acrylic paint is very durable and coats the resin castings with a good scratch-resistant covering which is fine enough for all of the moulded detail to be clearly seen. It dries very quickly too, allowing the second treatment to be applied: a touch of warm wood base colour (UA714) to certain casks to represent less worn staves. This was followed up with a very thin wash

of dirty black (UA731) from the Lifecolor 'Black Rubber Shades & Co.' pack. If you are pushing the time envelope, thin the paint with water to avoid reactivating the first coats of paint. Leave the model for at least half a day to dry between applications when using Lifecolor thinners.

TONING

Having completed the base coat of wood colour, I commenced the weathering process by blackening the wood in most places with a varied mix of warm wood dark shade and worn black (UA734) to represent the mix of charring and the black mould that can gather on casks used in whisky production. Some casks were treated with a dry brush application of wood cold base colour (UA717) to lighten some of the staves both before the application of charring and afterwards too. Some casks were left relatively untreated.

Once I was happy with my collection of blackened, weathered and stained casks, I added a touch of colour from the Lifecolor 'Rust and Dust' pack to highlight the steel hoop detail. The final task after touching up was to paint the top of each cask with an identifying colour. Casks containing spirit have to be carefully identified with full details of the distillery, distillation year and a unique identification number. This is usually stencilled on the top of the cask on a painted background. Part of the identification of casks filled with spirit is to paint them various colours and I have observed blue, cream, white, black and orange as colours used on cask tops. Identification is particularly important for those warehouses storing the production of several distilleries. www.lifecolor.co.uk



Casks are often stored outside in the yard of a distillery until they are needed leading to changes in the colour, weathering and staining too. This view is of Tamdhu Distillery, adjacent to Tamdhu station on the former Speyside line.



STEP BY STEP PAINTING WOODEN CASKS

Intermediate
Beginner **SKILL LEVEL** Advanced



1

Cast resin casks from the Skytrex '00' gauge range were found to be as close as I could find in reasonable numbers to represent hogshead casks used in the malt whisky industry. They will be used as wagon loads and to populate the distillery yard, but before that they all need painting.



2

Lifecolor acrylic paints were chosen to finish the casks in a mixture of weathered grey, brown and blackened colours using the 'Weathered Wood' pack. The fast drying time of acrylic paint shortened the project time considerably and with a great looking finish too.



3

The clusters of casks together with some of the singles needed some preparation before paint. Casting flash (what little there was of it) was shaved away and the base of the cask clusters smoothed flat.



4

The best way to level the base of resin details is to gently rub it on wet and dry paper in a smooth circular motion.



5

However, I strongly urge the use of water and protective gloves when undertaking the preparation of any resin models. The dust is trapped in the water where it is safe – otherwise do this job outside and wear a dust mask.



6

Having cleaned the castings, each one was mounted on a cocktail stick to make handling easier when coated with wet paint. This is a good tip for painting any small object – either glue it directly onto a strip of wood or fix it to some form of handle as here.



7

When choosing paint colours, it helps to make up colour index cards to compare shades of paint sets you may be unfamiliar with.



8

A basecoat of wood warm dark shade (UA713) and wood warm base (UA714) was sprayed on to the cleaned casks in varying depths of paint to create variation in the base colour.



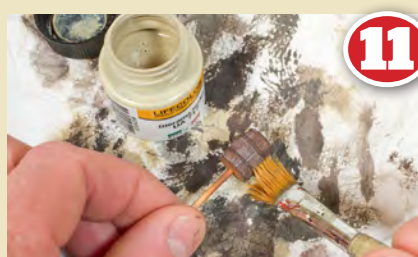
9

A little mixing of some wood shades was used to add further base colour to some of the casks representing rust staining of the wood.



10

On the left is a cluster of casks treated with just a thin coat of base colour to allow some grey to strike through. The cluster on the left has been treated to a wash of dirty black to start highlighting some detail. The latter finish could be used on casks being used for commodities other than spirits.



11

Dry brushing of light grey colours on the wood can be used to represent the bleaching of some of the wood staves. Follow up with a thin wash of dirty black.



12

Cask hoops made of steel or iron will rust and also stain the adjacent wood. Rusting effects were applied using colours from the Lifecolor 'Rust and Dust' pack.



13

The casks were weathered down with thin washes of dirty black, worn black and wood warm dark shade and finished with a coat of paint applied to the top ready for stencilling with details of the contents – usually the year of production, the distillery name and an identification number.



14

Casks were frequently transported in open wagons. The painted tops add a splash of colour to the scene. I may have to apply further washes of weathering to some of the casks, including some more light grey.

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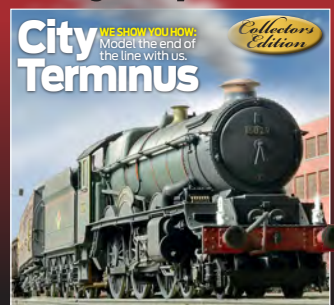
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**FIRST
REVIEW**

Realtrack delivers its 'SUPER SPRINT'

The Class 156 two-car DMUs had a big impact when they were built in the late 1980s - and now Realtrack Models has produced a 21st century standard model for 'OO' gauge. **MIKE WILD** takes a closer look at this highly specified unit.



IT'S HARD TO IMAGINE a world where Diesel Multiple Units (DMUs) didn't make up the majority of medium and long distance workings, as today almost all major services are handled by one form of fixed train formation or another.

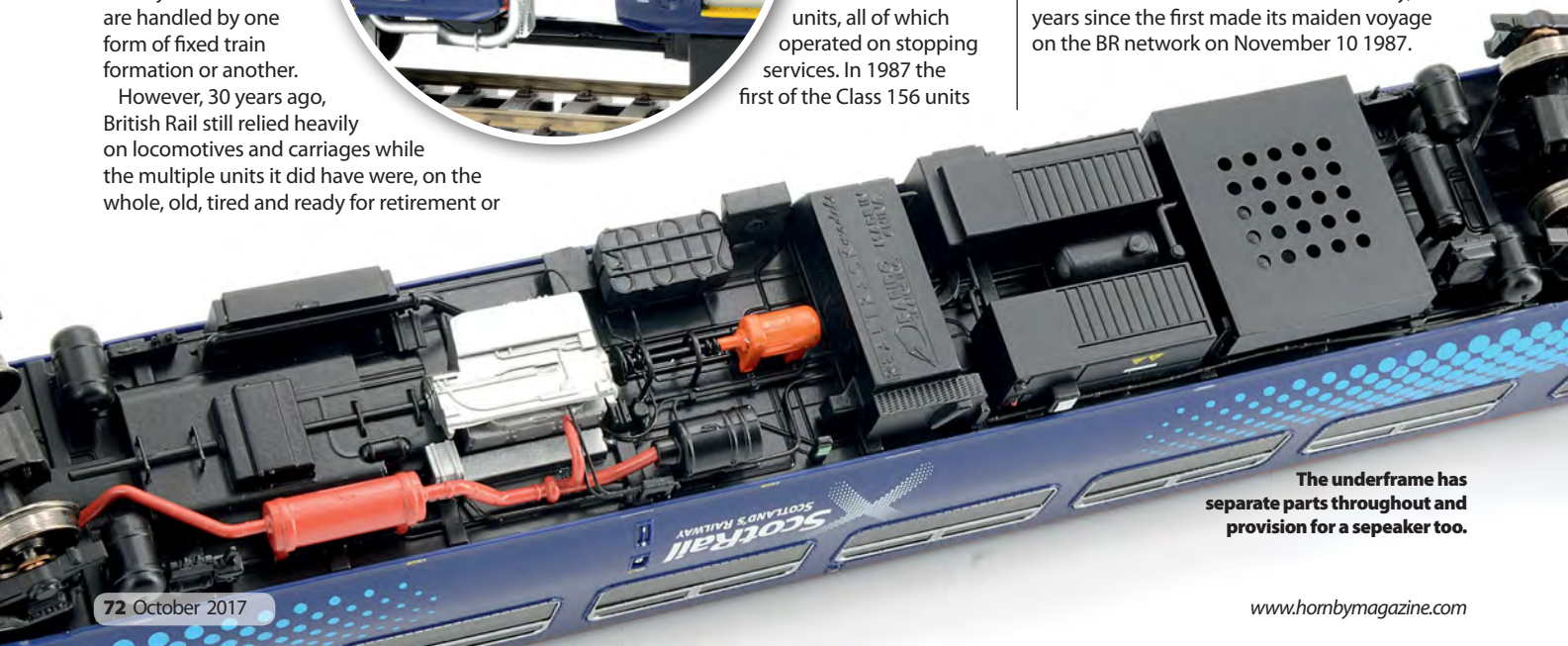
However, 30 years ago, British Rail still relied heavily on locomotives and carriages while the multiple units it did have were, on the whole, old, tired and ready for retirement or



major overhauls. The 1980s had seen new swathes of DMUs arrive on the scene with the 'Pacer' units of Class 141-144 coming in the first half of the decade alongside the Class 150/1 and 150/2 units, all of which operated on stopping services. In 1987 the first of the Class 156 units

made their debut following the placing of an order with Metro-Cammell for 114 two-car medium distance DMUs two years earlier.

With their single sliding doors at each end of the long 75ft vehicles, they featured a spacious interior and were soon seen working in many areas of the country, from Norfolk to Scotland. They have continued to serve through BR's ownership and into privatisation and the full fleet of 114 units remains in service today, 30 years since the first made its maiden voyage on the BR network on November 10 1987.



The underframe has separate parts throughout and provision for a sepeaker too.



THE MODEL

Such a long lived design has been the subject of ready-to-run models in the past including Dapol's product for 'N' gauge, released in the late 2000s, and the Lima 'OO' gauge version which was released in the early 1990s and – until now – has been the only choice to model this numerous class. Latterly the Lima Class 156 has been produced by Hornby.

However, all that is history as Realtrack Models has delivered an outstanding model of the Class 156 for 'OO' with a specification which ticks many options – and especially on the digital front too. For review we had the opportunity to test an analogue version of 156445 in ScotRail Saltire livery – a scheme most suited to the period from 2008 onwards.

There are more livery choices coming too including First ScotRail, East Midlands Trains and original 'Super Sprinter' schemes, but each is limited in numbers with our sample of 156445 being restricted to just 200 pieces.

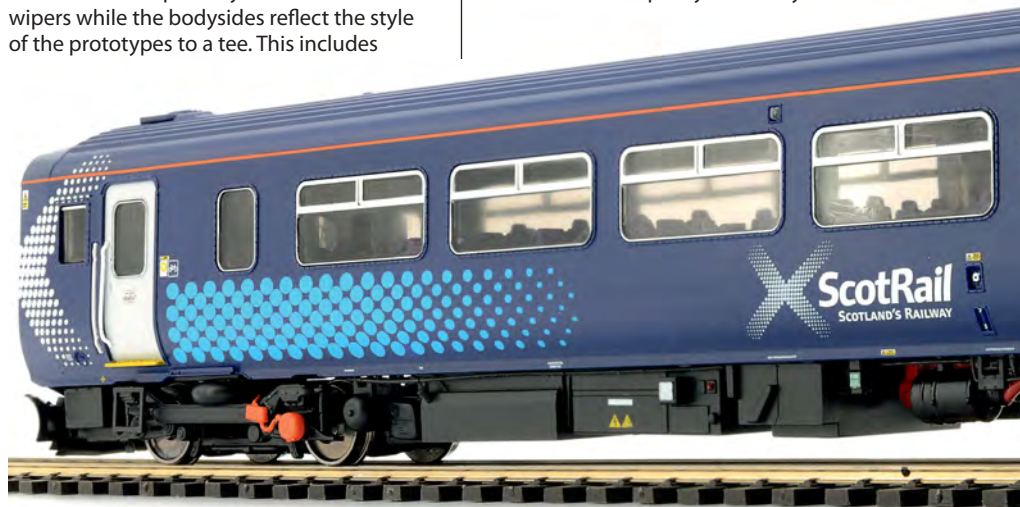
So what do you get? Realtrack's specification includes twin motors – one in each carriage – correctly detailed Driving Motor Second (DMS) and Driving Motor Second Lavatory (DMSL), full interior detail with a completely hidden mechanism, fitted toilet, driving cab detail, directional lighting (and operating door lights on DCC), a fully detailed underframe,

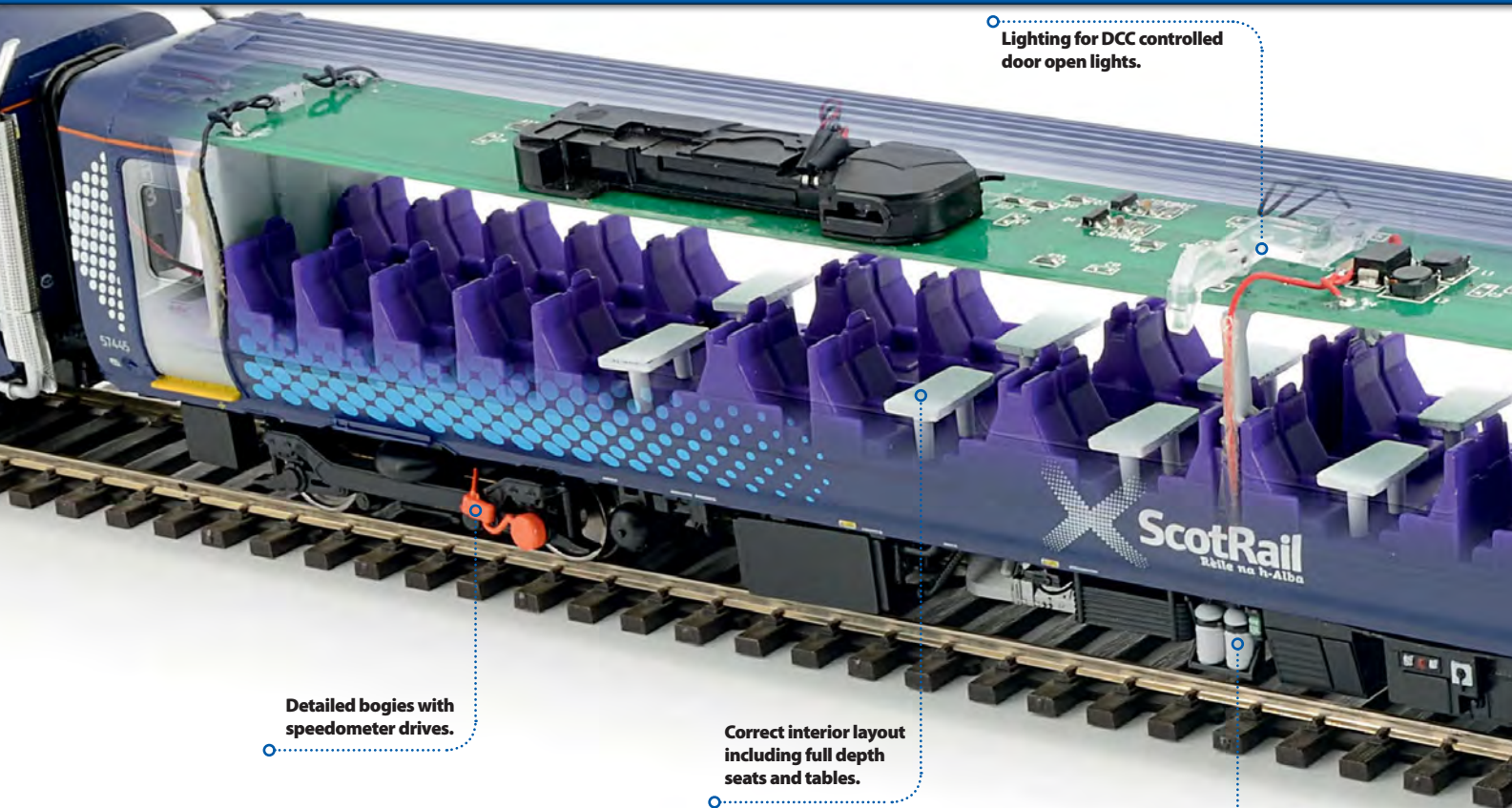
more separately fitted parts than you could imagine and unique destinations on each production run. This model has Glasgow Queen St and Fort William destinations.

For a model which includes such an amazing level of separately fitted parts, our sample felt very well built indeed. Nothing was loose and everything was just as it should be. The cab fronts model the units superbly including the light clusters, handrails and supremely fine windscreen wipers while the bodysides reflect the style of the prototypes to a tee. This includes

stainless steel coloured window frames, recessed doors and handrails to the outer doors. Add to this finely produced exhausts on the inner ends and close coupling which brings the centre gangways within 3mm of each other and it's an impressive picture.

The underside is, if anything, even more impressive with a full complement of separately fitted engine and underfloor equipment boxes which give a stunning effect better than pretty much any other DMU >>>





Lighting for DCC controlled door open lights.

Detailed bogies with speedometer drives.

Correct interior layout including full depth seats and tables.

Highly detailed underframe.

The standard of printing is outstanding on the Realtrack Class 156, even down to the tiny logos on the doors.

model we've seen to date. There is even space for a speaker built into the front 'box' on each vehicle while the drivetrain is entirely hidden from view. Topping off the detail elements is a pack of separate parts – such as snowploughs and bufferbeam fittings – to



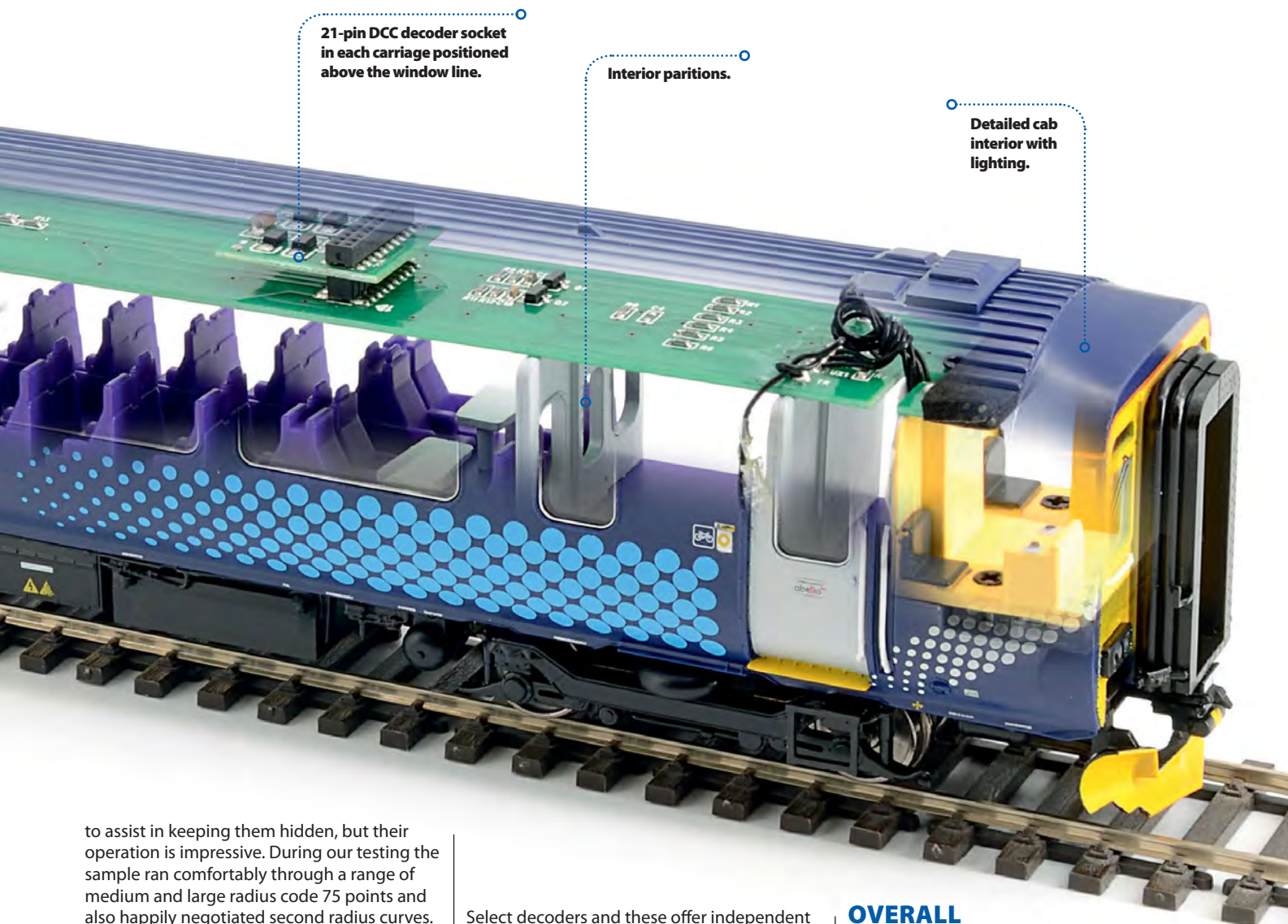
complete each end of the unit. These neatly fit around the factory fitted outer tension lock couplings retaining the models ability to work in multiple with snowploughs. Just like the detailing, the decoration on this complex ScotRail colour scheme is nothing short of

exemplary and not just in the big details either. There are so many small aspects to appreciate from the vehicle numbers to the door buttons, Abellio logos on the doors, cycles, ScotRail branding and even warning labels on the underframe equipment.

PERFORMANCE

Straight from the box, the 156 operated smoothly and faultlessly throughout the speed range offering beautiful speed control as well as flicker free interior and exterior lighting. The motors, both five-pole units, have 'micro gears'





21-pin DCC decoder socket in each carriage positioned above the window line.

Interior partitions.

Detailed cab interior with lighting.

to assist in keeping them hidden, but their operation is impressive. During our testing the sample ran comfortably through a range of medium and large radius code 75 points and also happily negotiated second radius curves.

The 156 is fitted with two 21-pin DCC decoder sockets – one in each vehicle – with the socket mounted out of sight in the roofline. For straight DCC operations (non-sound) Realtrack suggests ESU LokPilot V4.0 decoders with 21-pin plugs (Cat No. 54615). Realtrack Models offers a digital sound fitted option using a pair of LokSound

Select decoders and these offer independent control of the door opening lights, interior lights, directional head and tail lights as well as programmable announcements for different destinations. We've yet to see these features in operation, but the specification is tempting. If you want to add your own choice of sound decoder, the speaker spaces will hold a 23mm round speaker.

OVERALL

Having put the new Realtrack Class 156 through its paces both in appearance and performance, this truly lives up to the 'Super Sprinter' name. From its packaging to its operation and presentation, this is an example of how a second generation Diesel Multiple Unit should be produced as a ready-to-run model in 'OO'. An excellent follow-up to the Class 143/144. (MW)

With both cars coupled together the Realtrack Class 156 really looks the part. Note the depth of detail to the underframes and the impressive printing of the ScotRail Saltire livery.



THE DETAILS

Manufacturer:	www.realtrackmodels.co.uk
Cat No:	RT156-111
Description:	Class 156 156445, ScotRail Saltire blue
Scale:	'OO'
Price:	£210.00
Era:	9
DCC:	DCC ready, 21-pin socket (x2)
Couplings:	Small tension locks in NEM pockets on outer ends

Class 156s 156457 and 156447 run alongside Loch Carron as they approach Attadale with the 11.35 Kyle of Lochalsh-Inverness on August 19 1992. These units have been associated with Scotland since 1988 when the first units arrived in the Glasgow area.

[John Chalcraft/Railphotoprints.co.uk](http://John.Chalcraft/Railphotoprints.co.uk)

'Super



Sprinter'

*Amongst the most successful second-generation diesel multiple units ever built is the Class 156, a unit that has proved to be a fitting swansong for the famous Midlands train manufacturer Metro-Cammell for the last 30 years, as **EVAN GREEN-HUGHES** explains.*

THE CLASS 156 IS ONE of today's UK railway workhorses. On lines from the far north of Scotland through the Midlands and to the extremes of the coast of East Anglia these adaptable and reliable units work every day providing tightly-timetable semi-fast services. Although they are now three decades old, there is no sign that these reliable Diesel Multiple Units (DMUs) are to be set aside - indeed many are being upgraded at the moment to comply with the latest legislation and are likely to be with us for many more years to come. Their builders, Metro-Cammell of Birmingham, had had a long history in the production of diesel multiple units. It was the first private manufacturer to build DMUs for British Railways even before the Modernisation Plan was announced, and went on to build 760 first generation vehicles most of which had a very long life with the last remaining in service until 2004. By 1960 orders for such units had dried up but the company continued to add to its expertise with work for export with the result that when, in the mid-1980s, British Rail was looking at upgrading its fleet once more it was natural that Metro-Cammell should be invited to build a prototype for evaluation.

What emerged was a very stylish all-aluminium design which was known as the Class 151 and this went head-to-head with British Rail's own Class 150. Unfortunately for Metro-Cammell, its train was much delayed in production and

Carrying First ScotRail's bright purple livery 156496 winds its way down grade toward Rannoch Viaduct as it forms the 6.03am Mallaig-Glasgow Queen Street on June 13 2009.
John Chalcraft/Railphotoprints.co.uk.



by the time it appeared the BR product had become the favoured unit for further production, with the two Class 151 prototypes destined to have a very short life, being in service for only four years.

For a while it looked as though the famous Midlands manufacturer was going to lose out in the replacement programme but this was not to be so, as a couple of years later British Rail issued a tender for an upgraded 'Super Sprinter' unit that could be used on semi-fast and express services and which was to a higher specification than the Class 150. These units were to have vehicles 23 metres long (75ft) and would have doors at each end, rather than at third distance, to enable better draught-proofing for the saloons and were also to have much more luxurious interiors, including seating bays fitted with tables.

COMPETING DESIGNS

Two manufacturers tendered against the specification, Leyland/BREL submitted a design which used components from the National bus factory in Workington while Metro-Cammell put in an alternative based on a welded all-steel bodyshell.

Both designs looked very similar largely because the parameters had been closely set out by BR and both used the cab design of the Class 150 to save acceptance issues with the unions. Also carried on from the Class 150 was the use of a Cummins 285hp engine married with Voith hydraulic transmission.

This time Metro-Cammell was luckier and was awarded a contract to build the bulk of BR's requirements, obtaining an order for 228 vehicles, made up into 114 two-car sets, while rival Leyland got a smaller share with a contract for 35 two-car sets - the Class 155s. Construction was very swift for the 156s, largely because production of the bodyshells was subcontracted out with 118 coming from Procor at Horbury, 60 from WH Davies of Mansfield and the remainder from Standard Wagon of Stockport. Once at Metro-Cammell's Washwood Heath plant, mechanical and electrical work was carried out by the firm itself but with the interior fitout also being subcontracted out.

The first run of what was now known as Class 156 took place on November 10 1987 when 156401 ran to Banbury and back. It was then sent to the Railway Technical Centre in Derby the following month for evaluation and type testing before moving >>



156412 leaves Lowestoft with the 6.48pm to Norwich on May 6 2006. The unit is carrying Central Trains colours with ONE branding. *John Chalcraft/Railphotoprints.co.uk.*

East Midlands Trains is one of the current operators of the Class 156 fleet. EMT's 156410 passes Cossington with the 4.38pm Nottingham-Leicester on July 24 2008. John Chalcraft/Railphotoprints.co.uk.



on to Norwich Crown Point depot where further testing took place. A further 28 units were delivered before the May 1988 timetable changes which saw the class introduced on revamped services between Norwich and Birmingham in the process displacing Class 31s and hauled stock. A second batch was allocated to Scotland. These units were used on former inter-city services between Glasgow, Stranraer and Carlisle with later deliveries being allocated to Inverness where they were deployed on the West Highland lines, being first seen there in January 1989. Attention then turned to re-equipping the north of England with Class 156s being sent to Heaton depot in Newcastle, mainly for east-west and TransPennine services, and to Neville Hill in Leeds where they were used to replace locomotives on the Settle-Carlisle route. There was a slight blip in

the intended allocations when some of the Scottish units had to be diverted for a brief period to South Wales following difficulties with the door mechanisms on the Leyland-built Class 155s but all units returned to their intended areas within a year. Construction was completed by September 1989 with the first 100 units appearing in Provincial 'Super Sprinter' livery and the final 14, intended for services around Glasgow, turned out in Strathclyde PTE orange. During the build period, there were one or two noteworthy special workings. 156404 appeared at the Severn Valley Railway for a diesel gala in early May 1988 while 156502 had a much more exciting excursion when it went to a railway exhibition in Utrecht during July 1989, making its way to and from Holland under its own power and crossing the

Channel by means of a train ferry. Although the Class 156s were relatively new units it wasn't long before some were cascaded to alternative duties, due to the delivery of even more modern Class 158s, which commenced in 1990. The following May, Derby Etches Park began a long association with the class when it received six from the original batch from East Anglia, a number that was later made up to 20, it was also one of this batch, 156405, that was to be the first to accumulate one million miles in service, a feat that was achieved only five years after it first entered traffic. So heavily was the class used in this period that by 1995 it had become necessary to refurbish them, with 156450 being the first to receive its upgrades.

SPLIT FLEETS

By 1994 British Rail was being restructured ready for privatisation and the Class 156s were split between train leasing companies Angel and Porterbrook, though without much in the way of changes of allocation. The Scottish examples were leased by National Express, later passing to First ScotRail and then Abellio ScotRail some years later. Two different liveries were followed by the new Saltire scheme in due course. Those units that had originally been intended for Strathclyde PTE services lost their orange liveries in favour of carmine and cream but just recently have also been rebranded in Saltire blue.

East Anglia lost its original allocation for a while but in early 2005 the type returned to Crown Point depot when now defunct operator One swapped some for a number of Class 150s. These nine are



Displaying its original 'Super Sprinter' colour scheme, 156415 passes through Chepstow bound for Cardiff Central on May 6 1989. At two year's old the unit had already been worked intensively - owed in part to its high reliability. John Chalcraft/Railphotoprints.co.uk.

now operated by Abellio Greater Anglia on secondary services but are scheduled to be replaced with new trains in 2020.

The type has operated continuously in the North of England for the whole of their history with First North Western, Arriva Trains North and the various guises of Northern Rail all using them. Today the class is allocated to Allerton depot in Merseyside and Heaton near Newcastle and is more commonly seen in the North East and North West, rather than in Yorkshire and Humberside. Despite the passage of time, these units are ideal for the inter-urban routes of the north and further examples are due to be transferred there from other areas, particularly Scotland, once new units begin to arrive.

Units operating in the East Midlands have also seen various liveries, including Provincial Express, Central Trains and East Midlands Trains and they continue their core work of working medium-distance services on routes emanating from Derby and Birmingham and travelling as far afield as Hereford, Skegness, and Lincoln. The class also travelled as far as the Welsh coast during Central Trains days.

Although many new trains are now on order, the Class 156 fleet has been identified as one of those which will be retained as new rolling stock arrives. Consequently, a programme of refitting is under way which has seen them modified

so that they will be fully-compliant with new disabled-access regulations which will become mandatory from 2020. Units have been fitted with wheelchair-accessible toilets, improved grabrails and audio and visual information systems, making them suitable for long-term continued use.

A COMPLETE FLEET

Although several of the Class 156s have been involved in accidents during their careers their great strength has ensured that none have yet been written off. However, 156478 did have a narrow escape in December 2014 when it ran into floodwater in Scotland and was deemed not worthy of repair. Train repairer Brodie of Kilmarnock then purchased the unit and repaired it at its own expense, bringing it back to working order once again and, once completed, leasing it back to ScotRail.

The Class 156 is undoubtedly one of the great success stories of the 1980s and has proved much more durable than other DMUs of the era, particularly the Class 150, which is proving to be suffering more from the effects of corrosion than is its Birmingham-built cousin. Although they have already got almost 30 years service under their belt, it seems highly likely that they could go on to see as much as half a century of use, matching if not bettering the record set by Metro-Cammell's other great DMU product, the Class 101. 

FACTS AND FIGURES

Builder:	Metro-Cammell
Built:	1987-1989
Number in class:	114 two-car units
Running numbers:	156401-156514
Length:	23.03m per car
Width:	2.73m
Height:	3.805m
Weight:	76tons per set
Seating (as built):	150
Engines:	One 285hp Cummins NT855R5 per car
Transmission:	Voith T211R
Final drive:	Gmeinder Gm190
Bogies:	BREL B3-10 and BT38
Couplings:	BSI fully automatic
Brakes:	Electro-pneumatic tread
Maximum speed:	75mph
Original operator:	British Rail (Provincial Sector)
Current operators:	Abellio Greater Anglia Arriva Rail North Abellio ScotRail East Midlands Trains

The Class 156s can work in multiple with other designs including the Class 150 fleet. Formed of Northern's 150135 and 156441, the pairing leaves Buxton forming the 1.20pm Buxton-Manchester Piccadilly on

October 17 2012.

[John Chalcraft/Railphotoprints.co.uk](http://JohnChalcraft/Railphotoprints.co.uk)



BSO expands Hornby Mk 1 family

**FIRST
REVIEW**

● Price: £39.99 ● Cat No: R4777 ● Site: www.hornby.com ● Era: 6/7



Hornby has released its new model of the BR Mk 1 Brake Second Open for 'OO' gauge - it is also the first time that its new Mk 1 range has been released in BR blue and grey colour.

Hornby Class 71 goes plain green

● Price: £169.99 ● Cat No: R3568 ● DCC: DCC ready, 8-pin socket ● Site: www.hornby.com ● Era: 5

Hornby has released a further variation of its Southern Region Class 71 (original SR designation 'HA') electric, featuring a later version of BR green without the red waistband. The omission of that attractive detail leaves the 'HA' looking plain, although the off-white roof panels and windscreen surrounds bring relief to this mid-1960s colour scheme.

Class 71 fans will be pleased to see this livery variation which opens up more scope to expand their fleet. Hornby's model scores high marks for the cab shape and internal detail, and is also able to collect current from overhead wires. The mechanism is superb with the Class 71 more than capable of handling a 10 coach train. It also comes with a full set of valances to fill the void in the ends when tension lock couplings aren't used and a neatly detailed body.



E5018 entered traffic in April 1960 at Stewarts Lane depot in Battersea. Transferred to Ashford Chart Leacon in August 1966, in December 1968 it was renumbered E5003 following the conversion of ten 'HAs' into Class 74 electro-diesels. It became 71003

in 1973 and was withdrawn in 1976.

This is the first of two new Class 71s coming from Hornby this year and E5018 is due to be joined by E5005 in BR blue with full yellow ends (Cat No. R3569) during October. (BJ)



A USEFUL vehicle missing from the 'OO' gauge Mk 1 fleet, until now, is the much-requested Brake Second Open (BSO). However, thanks to Hornby we can now model a broader range of BR era trains more accurately with BSOs in 1960s BR maroon and 1970s/1980s blue/grey. These new carriages are set to arrive with Hornby stockists during October and it will be the first time that Hornby's new range of Mk 1 stock has been released in BR blue and grey colours.

Reviewed here is blue/grey W9353, one of the 1959/1960 batch of BSOs built by Gloucester RCW and delivered to the Western Region. In December 1976, W9353 transferred to the Scottish Region, eventually becoming departmental ADB977161 and was scrapped in August 1984.

Riding on 90mph Mk 1 bogies, it would have been relegated to slower secondary duties in the 1970s, although the vehicle end data shows it to have been retrofitted with electric train heating (ETH) and dual vacuum/air brakes unlike much of the BSO fleet.

Like Hornby's other recently-tooled Mk 1s, the BSO captures the classic shape and

look of the BR standard design, although some of the end handrails are moulded rather than separate fittings.

There are numerous positive points about the Hornby Mk 1 BSO, not least its versatility and potential for conversion into a Scottish Region BSO(T) micro-buffet as well as its neatly detailed sides and underframe, and the recommended price is currently just a few pence above that for Bachmann's Mk 1 stock, although the latter are now coming up to two decades in production. Aspects such as the fixed NEM coupling pockets and moulded handrails betray the model's origins in the Hornby Railroad range. On the plus side, the extra investment does buy you more detailed decoration – in this case neatly executed – and metal wheels with free-running pinpoint axles.

Also landing soon is a matching Hornby Mk 1 Tourist Second Open (TSO) decorated as W5025 (R4776). This is the first separately available Hornby Mk 1 on the company's impressive new Commonwealth bogies, as fitted to many vehicles from the early-1960s to improve ride quality and increase top speed to 100mph. (BJ)



'Final Day' limited edition LNER 'A3'

● **Price:** £189.99 ● **Cat No:** R3518 ● **DCC:** DCC ready, 8-pin socket
● **Site:** www.hornby.com ● **Era:** 3

To mark the end of the 'Big Four' railways in 1947, Hornby is releasing four limited edition locomotives in the final liveries of the LMS, LNER, GWR and SR – the first, 21C168 *Kenley*, arrived in June (HM121).

The LNER representative, and due to be in the shops during October, is Gresley 'A3' 108 *Gay Crusader* in the company's famous lined apple green with post-war unshaded Gill Sans lettering and numerals. Delivered as 'A1' 1477, the locomotive was rebuilt as an 'A3' in December 1942/January 1943 and renumbered 108 under Thompson's 1946 scheme. On the final day of the LNER, December 31 1947, it was allocated to King's Cross 'Top Shed' in London for service on the East Coast Main Line.

In this condition the model has a single chimney, 'banjo' dome and eight-wheel coal rail tender as well as a highly detailed cab interior.

A supremely elegant machine, the 'A3' looks



particularly fine in this version of LNER green, and the livery has been well applied. My only quibble, and it is a small one at normal viewing distances, is that the printing of the Gill Sans lettering and numerals isn't dense enough to entirely eliminate the green underneath. However, the black and white lining is crisp throughout, as is the fine red lining below the running plate.

The model is DCC ready and has interchangeable NEM couplings, an adjustable tender coupling bar and optional flanged wheels for the Cartazzi trailing truck. Just 500 of these models have been produced, and with a large band of LNER 'Pacific' collectors out there they are likely to sell out quickly – and rightly so. (BJ)

**FIRST
REVIEW**

BACHMANN OPENS THE 'Birdcage'

The first of Bachmann's eagerly awaited 'Birdcage' carriages have arrived. **BEN JONES** inspects these new carriages which are opening up new possibilities for the Southern Region.



OVER THE LAST couple of years, we've seen an increasing number of ready-to-run pre-Grouping steam locomotives in 'OO' gauge, but relatively little rolling stock of similar vintage for them to haul.

However, Bachmann is at last venturing into the realm of pre-Grouping carriages, in the form of South Eastern & Chatham Railway (SECR) 60ft 1in 'Birdcage' stock. While there were various designs and lengths of SECR

stock in the 'Birdcage' group (which refers to the raised, glazed end guard's lookout on the brake vehicle rather than any avian connection), Bachmann has chosen the long-lived 60ft type dating from the 1910s. Some of these vehicles survived until the late-1950s, seeing out their career in rural backwaters and helping out at busier times such as summer Saturdays and during the Kentish hop picking season.

Three different coaches have been produced consisting of a Diagram 159 Brake Third Lavatory

(BTL), Diagram 378 Composite Lavatory (CL) and a Diagram 158 Brake Third (BT). To modern eyes, the BT and CL have an unusual semi-corridor interior design allowing some, but by no means all, passengers access to the two toilets. CL S5468S, built by the Metropolitan Amalgamated Carriage & Wagon Co. and delivered to the SECR in November 1913 also has a rather luxurious First Class saloon with loose armchairs, denoted by the larger off-centre windows. BT S3428S is a more conventional design with eight separate compartments. The trio of BR crimson coaches reviewed here is designed to be used together to form three-car set 595.

The immediate impression is that these are something quite different and a bit special. The wooden bodies with raised beading are beautifully detailed and festooned with separate

THE DETAILS

Manufacturer: www.bachmann.co.uk

Cat No: 39-602 - 'Birdcage' 60ft Brake Third Lavatory S3500S, BR crimson
39-612 - 'Birdcage' 60ft Composite Lavatory S5468S, BR crimson
39-622 - 'Birdcage' 60ft Brake Third S3428S, BR crimson

Scale: 'OO'

Price: £59.95 each

Era: 4

Couplings: Small tension locks in NEM pockets



components, including roof vents, door grab handles, wire handrails, lamp brackets, step boards and brake hoses. Under the floor there are also finely modelled turnbuckle underframe trusses, neatly modelled bogies, vacuum brake equipment and battery boxes on the two brakes. One quality touch is the painting of the wheel faces in matt black, which looks so much better than shiny blackened metal.

The carriage ends are particularly fine, helped by the addition of the yellow set number on the outer ends of the two brakes. The raised 'birdcage' lookout is also well modelled and a novel period feature likely to convince many modellers to find use for these coaches. Detailed, unsprung buffers are fitted and there's a considerable gap between vehicles if the factory fitted tension lock couplings

are retained. The NEM pockets will allow closer couplings of your choice to be fitted, especially if you enjoy the luxury of large radius curves.

The BR crimson coaches of set 595 are first to arrive, but will soon be joined by vehicles in SECR 'dark lake' for the pre-1923 period and Southern Railway olive green for the 1923-1947 period. The decoration and printing of our samples was exemplary, although period photographs of these (and other) BR crimson coaches show a much more vivid red than the dark shade used by Bachmann. This could be due to the vagaries of colour reproduction on old film, but the difference is too marked to pass without comment.

The difficulties of designing and mass-producing accurate ready-to-run models of such vehicles should not be underestimated: pre-Grouping companies often built carriages in small batches for specific routes or trains with ornate decoration and designs, and various

details that were altered over careers lasting several decades. The existence of drawings and preserved examples helps to some extent, but survivors often exhibit numerous differences from their earlier lives, especially if they were later commandeered for departmental duties.

So, while some may be disappointed at having to wait four years for Bachmann to release the 'Birdcage' stock (it was first announced in 2013), this project has been somewhat more demanding than many the company has tackled over the years. This, coupled with the complexity of the detail, may also partly explain the higher than usual cost of these coaches, which have a recommended retail price of £59.95. While costlier than more conventional off-the-shelf coaches, when compared to buying, building and painting kits to the same standard they look like a bargain. Although there is lots of external detail, the models feel solidly built and have a reassuring 'swoosh' as they roll along the track.

Happily, the timing of their release will also coincide with Hornby's SECR 'H', which is an ideal companion, and the recent announcement of a Wainwright 'P' Class 0-6-0T by Hatton's. Other suitable locomotives include Bachmann's 'C' 0-6-0 and Maunsell 'N' 2-6-0 while BR '4MT' 2-6-4Ts have been seen hauling these vehicles too. We hope to see more South Eastern division locomotives released over the coming years adding further to the modelling of this interesting railway scene. (BJ)



Kernow receives its **GWR** **'1361'**

Compact tank engines have been a regular theme for 'OO' gauge during 2017 and now Kernow Model Rail Centre has received its exclusive model of the GWR '1361' 0-6-0ST. But does it better Heljan's model? **MIKE WILD** finds out.



A COMPACT tank engine is always an attractive proposition and this new release from Kernow Model Rail Centre certainly ticks that box. At just 105mm from buffer to buffer, it is only just longer than a Bulleid 'Pacific' tender, but in this small package is a wonderful charm and character.

This is the second model of the GWR '1361' 0-6-0ST to grace our review desk during 2017 with Heljan delivering its version in April (HM119). However, all is not lost as Kernow's model is set to take detailing of this class to another level as every single one of its six versions has custom details unique to the locomotive in question for the period of its colour scheme. Variations between the models include straight and tapered buffer shanks, lamp irons, bunker brackets, handrail positions, tank vents, cab roofs, lockers and chimneys.

KMRC has worked with the Great Western Society at Didcot to produce its Churchward/Holcroft '1361' with reference to the preserved example, 1363, which is currently being restored at the famous depot. They were the last saddle tank locomotive to be built by the GWR and were unusual in having outside cylinders and Allen valve gear.

Just five of these short wheelbase 0-6-0STs were built at Swindon in 1910 to work on mineral

EXCLUSIVE
FIRST
REVIEW



THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	K2202 – GWR '1361' 0-6-OST 1362, BR black with early crests
Cat No:	K2204 – GWR '1361' 0-6-OST 1364, GWR green
Scale:	'OO'
Price:	£134.99 - £124.99 when pre-ordered
Era:	4/3 respectively
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

railways. They were initially shedded at Plymouth Millbay in Devon and worked on Millbay Docks and the Sutton Harbour branch. Some were employed in Cornwall from St Blazey shed until 1928 while during their career examples were allocated to Newton Abbot, Taunton, Swindon and, briefly, on the Weymouth Harbour tramway.

The last was withdrawn in 1962 and 1363 at Didcot is the only surviving example. KMRC is also supporting its restoration with £5 from each model of 1363 (Cat No. K2203) being donated to the project.

THE MODEL

This version of the '1361' has been produced for Kernow by DJ Models and follows a similar format to the Beattie '0298' 2-4-0WT and Adams '02' 0-4-4T in that it has a removable smokebox door with magnets which hides the 6-pin decoder socket, a coreless motor, full geared drive chassis and pre-fitted wires through to the coal bunker to accommodate installation of a small 'sugar cube' type speaker beneath the moulded coal load.

For review we had an exclusive opportunity to look over the very first production samples of GWR green liveried 1364 (K2204) and BR black with early crests liveried 1362 (K2202). The full shipment was

expected to depart from the factory in China to the Cornish retailer as this issue closed for press giving an expected arrival date of October.

Like previous models by Kernow the level of separately fitted parts is quite outstanding on the '1361'. From traditional details such as handrails and lamp irons, there is also separately fitted smokebox dart, chimney, whistles, ejector pipework, fire iron hooks, cab window guards, sprung buffers, cab interior fittings, sandpipes, brake rigging and motion brackets. Plus a detailing pack is supplied with each locomotive containing bufferbeam parts together with an etched sheet of black colour fire irons. Another neat addition are GWR pattern lamps which even have a slot to slide over the lamp irons.

As a package the model is very well appointed and the standard of finish on our samples was very pleasing too. The main colours of both of our samples were smoothly and evenly applied while the cabside numberplates have raised letters finished in brass colour which really set the model off. The reversing lever is picked out in red too while the cab interior is fully painted. Incidentally, access to the cab is achieved by the same route to installing a speaker – the coal load is removed to allow the cab roof to be unclipped. It takes a little force to do this, but it is simple. Removing the

full body for access to the motor is tricky due to the number of small parts and, unless it is really necessary, we wouldn't recommend it.

PERFORMANCE

On the track both of our samples ran smoothly and quietly straight from the box on analogue control and following running in as recommended in the instructions they improved further. The coreless motor in these models is well suited to their size and the gearing gives them a realistic operational speed at all levels. From this point of view they will be perfect for shunting offering superb slow speed running through live frog points. In terms of capacity we loaded each of the '1361s' with a 15 wagon goods train formed of a mixture of open and closed wagons which they handled with ease in all our tests on a level layout.

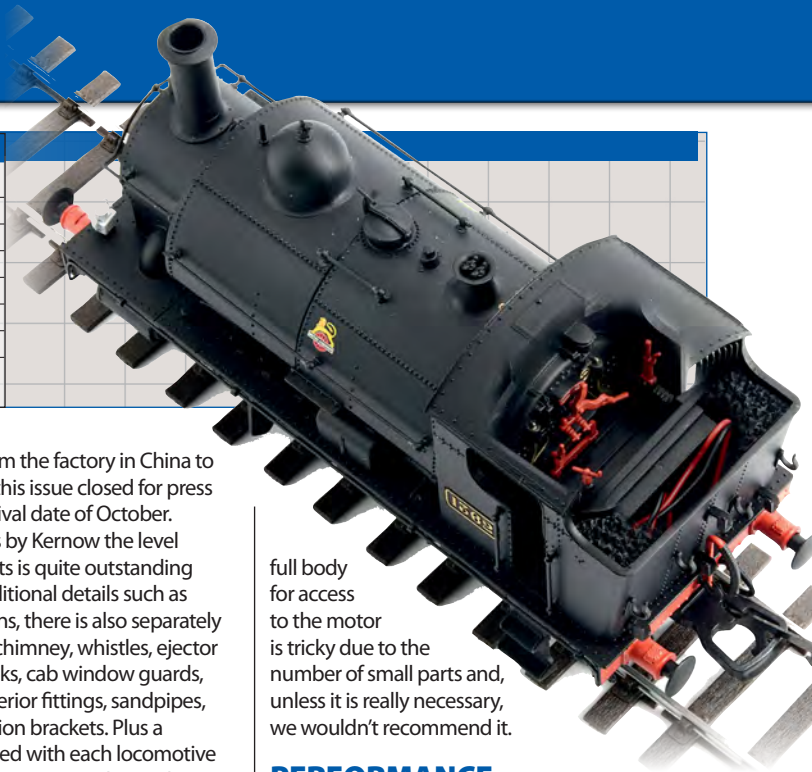
Digital operation is catered for with a 6-pin decoder socket mounted in the smokebox. This is covered by the smokebox door which clips into place with small magnets. Decoder choice will need to be made carefully though as, naturally with a locomotive of this size, space is at a premium. Using anything but a small motor only decoder, such as a sound decoder, will most likely require hardwiring to make best use of the space in the smokebox.

On the up side, wires for a speaker have been provided and these are curled into the bunker below the coal load. An enclosure is included which will cater for a 15mm x 10mm 'sugar cube' type speaker, but this will require its rear baffle removing in most cases in order to fit in the compact bunker. Nevertheless, sound provision has been considered and provided in the type of locomotive where more often than not this would be ignored altogether.

OVERALL

Kernow has delivered a top quality model of the GWR '1361' 0-6-OST and standing it side by side with its counterpart from Heljan there is a clear winner from the two. Kernow's leads the way for this small class of five locomotives in looks, performance and digital provision and has certainly been worth the wait. The unique details for each locomotive also push it to another level and follow the impressive finishing of the Adams '02' 0-4-4Ts.

This is a fantastic addition to Kernow's range of Cornish theme models and we are eager to see its next release touch down in the *Hornby Magazine* office for review. (MW)



'OO' GAUGE

Golden Valley gives its 'Janus'

a voice!

**FIRST
REVIEW**
EXCLUSIVE

● **Price:** £209.99 ● **Cat No:** GV2012XS ● **DCC:** DCC sound fitted, ESU LokSound
 ● **Site:** www.goldenvalleyhobbies.com ● **Era:** 5/6 and 9

GOLDEN VALLEY HOBBIES' (GVH) Oxford Rail-produced Yorkshire Engine Co 'Janus' 0-6-0 is now out in the shops, but landing in late September are the promised sound fitted models. GVH gave *Hornby Magazine* exclusive access to a production sound version for full inspection. We won't go into detail on the exterior and looks of the 'Janus', as we covered that in our first review in HM122, with this example being the same as that in National Coal Board blue representing a preserved locomotive at the Churnet Valley Railway.

The soundtrack is what makes this model stand out and with its twin engine setup and hydraulic transmission, the 'Janus' makes a good noise too. Recreating that in model form isn't always straightforward, but by working with Legomanbiffo, this LokSound equipped locomotive does sound the part from start-up which includes separate starting of the twin engines. The sounds have been recorded from a preserved locomotive at Scunthorpe Steelworks with the support of the Appleby and Frodingham Railway Preservation Society.

The sound file has clearly been well put together and features four levels of engine power by the time you reach speed step 105. However, as delivered, for our taste the model ran too fast so we adjusted the maximum speed and mid-speed to make it respond how we wanted it to. This had the effect of reducing the maximum speed to a more realistic level and allowing full use of the power bands available on the decoder. Our final settings were CV5=70 and CV6=20. We also adjusted the deceleration extending CV4 to 120. This is the beauty of digital command control – every locomotive can be adjusted to suit particular driving styles or layout requirements.

There is more to this decoder too as it uses ESU's new Drive Lock function. This holds the speed of the locomotive and allows the engine sound to be ramped up and down on the throttle. It takes some getting used to – and it would be better allocated in the single digit range of functions rather than at F15 – but it works well and allows the effect of a locomotive working hard at the head of a train or going up grade to be replicated.

In total, there are 14 sound functions on the decoder including excellent horns – F2 is



'OO9' GAUGE

Roco narrow gauge starter set

With 4mm scale British narrow gauge seemingly about to take off, this starter set from Roco could offer a very reasonably priced route into the subject. Containing a neat little Henschel 0-6-0T industrial steam locomotive, four four-wheel log carriers (with logs), a circuit of 'HOe'/'OO9' 9mm gauge track and a DC controller for just over £100, it represents excellent value for money.

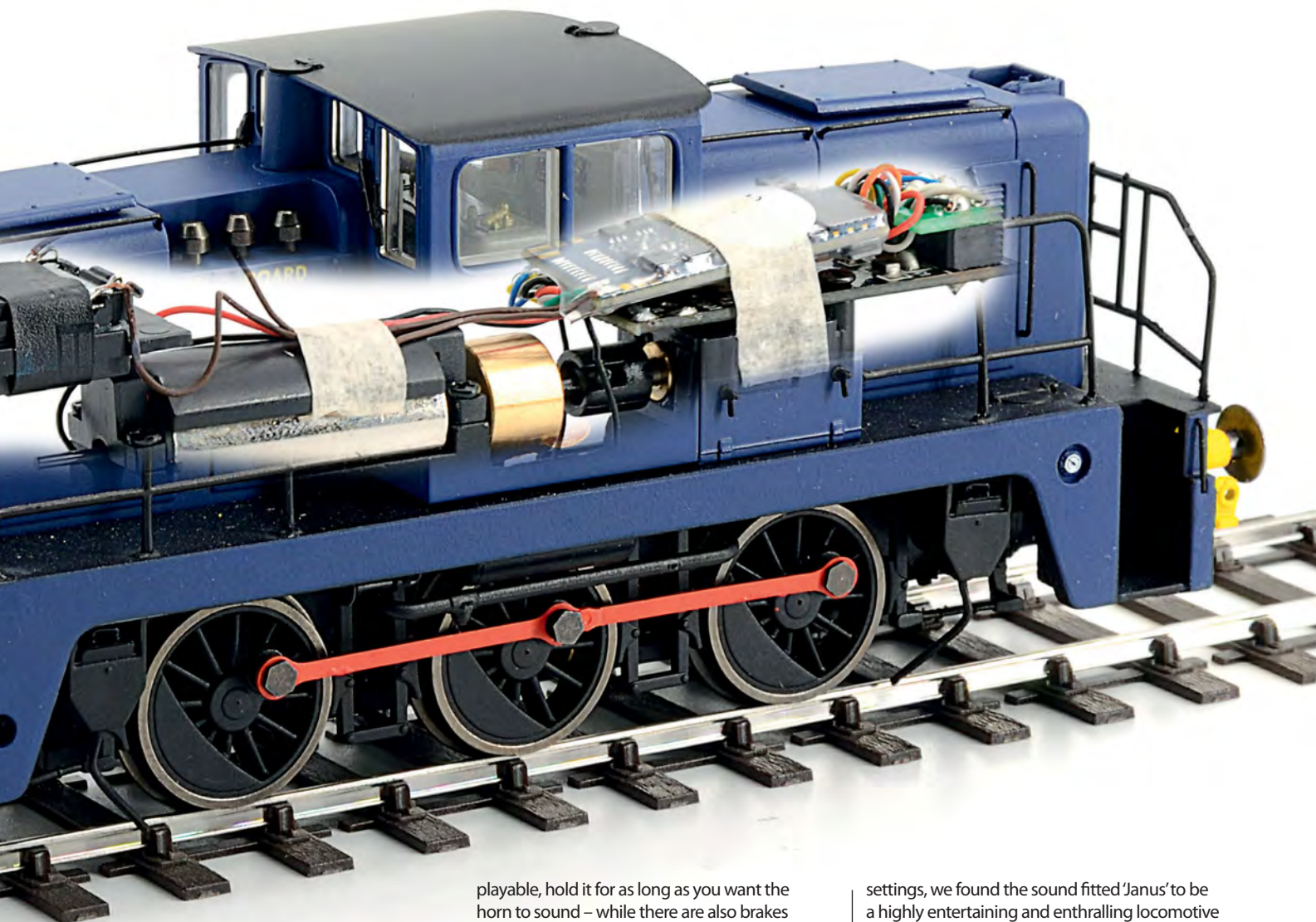
The locomotive is typical of small industrials exported all over the world to work on forestry, quarry and sugar cane railways, for example, as well as internal factory systems. Roco's model features a sturdy die-cast metal body, 6-pin DCC decoder socket in the cab, standard 'HOe' hook and loop couplers and smooth, reliable performance thanks to the heavy die-cast chassis. Our sample ran well even on quickly laid, uneven track, just like the prototype. The wagons are simple but effective and a wide range of additional vehicles is available from Roco, Minitrains and many other suppliers.

The oval of track covers an area 820mm by 550mm, which makes it ideal for a coffee table style layout, or as the starting point for a more advanced system.

● **Price:** £109.95
 ● **Cat No:** 31030
 ● **DCC:** DCC ready, 6-pin socket
 ● **Site:** www.gaugemaster.com
 ● **Era:** Flexible



With Heljan's Lynton & Barnstaple locomotives arriving now and Bachmann's First World War field railway models expected in the next few months, it's an exciting time for British narrow gauge and this set offers a simple starting point for less than the price of a 'OO' locomotive. (BJ)



playable, hold it for as long as you want the horn to sound – while there are also brakes on F5, door closing sounds on F6, flange squeal on F9, sanders on F13 and more. Having made our adjustments to the CV

settings, we found the sound fitted 'Janus' to be a highly entertaining and enthralling locomotive to drive. In fact, we probably spent a bit too much time taking it up and down the yard shunting on our test track... but isn't that half the fun? (MW)

'OO' GAUGE

Distressed Railfreight VGA van

- **Price:** £25.95
- **Cat No:** 37-604A
- **Site:** www.bachmann.co.uk
- **Era:** 8/9

Although it's been around for a long time, Bachmann's VGA sliding wall van remains one of the few modern freight vans available to 'OO' gauge modellers. This version sees it in typical 'distressed' condition with a liberal coating of dirt, missing paintwork and scars where previous Hazchem warning labels have been removed. These are often evident on vans that have been used for Ministry of Defence (MoD) traffic, a role which the surviving VGA fleet continues to perform today.

Decorated in post-1987 Railfreight Distribution livery, the model is nevertheless



suitable for the privatisation era too as many VGAs have gone two decades or more between repaints. Ideal for use with RfD, EWS, DB Cargo, and now GBRf locomotives as

well as Hatton's recently released 'Warwell' wagon for the same era (HM122). (BJ)

'OO' GAUGE

More Kernow 4-TCs

- **Price:** £289.95
- **Cat No:** 32-644Z/32-646Z
- **DCC:** DCC ready, 21-pin socket
- **Site:** www.kernowmodelrailcentre.com
- **Era:** 8/9



HOT-ON-THE-HEELS of Kernow Model Rail Centre's (KMRC) initial 'OO' gauge Southern Region 4-TC four-car trailer unit (HM123), two further exclusive four-car units have arrived finished as 410 in BR

Premier Charter plain blue and 8007 in BR Railway Technical Centre (RTC) blue and red.

410 was repainted by Network SouthEast (NSE) in the early 1990s in BR plain blue for a new role within NSE's Premier Charters special trains unit, while 8007

had a somewhat less glamorous existence on high-speed bogie trials for the RTC during development of the Eurostar project in the same period.

Representing the units in later life, both models have the addition of water fillers below the

secondman's window and high-intensity headlights at each end – details which were correctly omitted on the initial release of BR plain blue liveried unit 416.

Livery application is excellent and a set of etched metal BR double-arrows is also included

'N' GAUGE

Ivatt '2MT' returns for 'N'

The lovely little Graham Farish Ivatt '2MT' 2-6-0 is back, this time as Severn Valley Railway (SVR) favourite 46443.

The lightweight mixed traffic machine is presented in BR lined black with the post-1956 late crest and a Saltley (21A)

shedplate on the smokebox door. 46443 was resident at the Birmingham shed between November 1961 and October

- **Price:** £129.95
- **Cat No:** 372-628
- **DCC:** DCC ready, 6-pin socket
- **Site:** www.bachmann.co.uk
- **Era:** 5

1966 when it moved to Newton Heath in Manchester. Having moved under its own power to the SVR in 1967 it has now spent almost three times as long in preservation as it did in BR service.

Suitable for BR or preserved era layouts, the model features plenty of fine detail, locomotive drive and a 6-pin DCC decoder interface in the tender.

In the mid-1980s 46443 also made a couple of famous outings on the main line, working around Bristol and on the Cambrian Coast Line, so it could even be used on specials alongside BR blue diesels and DMUs.

Highly recommended and due to arrive in September. (BJ)



take to the rails



with unit 410. 8007 is finished in the eye-catching red and blue RTC colour scheme, with fine white lining, orange curtains, departmental vehicle numbers and attention to detail extending to the lack of unit identity on the cab ends and grey surrounds to

the high intensity headlights too.

As with the initial release, both units are unpowered and come with a 21-pin Digital Command Control (DCC) decoder socket, directional and interior lighting and a series of three switches to alter the lighting

options. Just one decoder is required for digital installations, courtesy of the through-wired plug and socket connection between each vehicle.

Versatile units which are sure to prove popular in these liveries. (MC)

'OO' GAUGE



Master Piece footplate crews

● **Price:** £10 (painted)/£5 (unpainted) ● **Cat No:** FF121-FF128
● **Contact:** 01428 727341 ● **Era:** 3-6

Master Piece Figures has added eight new packs of 'OO' gauge white metal locomotive footplate crews to its range.

These latest releases include four crews suitable for Hornby's recently released air-smoothed 'Merchant Navy' 4-6-2 and four pairings designed for Oxford Rail's new 'Dean

Goods' 0-6-0 locomotives.

Each pack features a driver and fireman in different poses. Decoration of our samples was superb, each featuring workstained blue overalls, black boots and hats, while a couple of the 'Dean Goods' drivers also have black jackets too. An excellent addition to any locomotive footplate. (MC)

'HO' GAUGE

Busch coffins

New from the Busch range of detailing accessories are these 'HO' scale coffins. Each pack contains eight pre-coloured one-piece plastic mouldings, measuring 19mm x 7.5mm at their widest point. Four colours are included, with two examples of each supplied in black, dark brown, light brown and white. Made to 'HO' scale, they won't look out of place in 'OO' churchyard scenes. (MC)

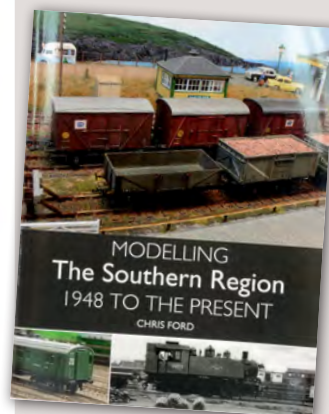


● **Price:** £4.40 ● **Cat No:** 7798
● **Site:** www.goldenvalleyhobbies.com ● **Era:** 8/9

RECOMMENDED READING

MAKING A START IN N GAUGE RAILWAY MODELLING

Author: Chris Ford
Publisher: www.crowood.com
Title: Modelling the Southern Region 1948 to the Present
ISBN: 978-1-78500-300-4
Price: £18.99
Spec: 176 pages, softback



MODELLING the Southern Region 1948 to the Present is a new

book dedicated to modelling BR's Southern Region over the last seven decades.

It begins with a brief overview of the region, the author focuses on the post-nationalisation period through the steam era and Electric Multiple Unit (EMU) network to diesel traction and a few modern-day glimpses.

Consideration is given to modelling the prototype in miniature, posing questions and offering suggestions to help the decision-making process. A series of modelling projects is included ranging from wagon kit building, painting, locomotive detailing, installing third-rail electrification and more.

Distinctive Southern Region structures such as the concrete platelayer's huts, tool huts and Track Paralleling Huts are explained, while the region's fleet of EMUs and Diesel Electric Multiple Units (DEMs) is also observed.

Offering a gentle introduction to all things Southern, there is plenty to inspire and encourage modelling the railway south of the Thames. (MC)

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31-728	GWR 3700 Class 3708 Killarney Great Western Green	£111.50
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20 TOP TIPS

DIGITAL LOCOMOTIVE CONTROL

Getting the most out of Digital Command Control can be tricky. **PAUL CHETTER** presents his top tips for getting the very best out of your locomotive fleet.

Digital command control introduces the ultimate in freedom for locomotive movements and their operation. Knowing how to get the best from your decoders makes operation even more satisfying. Here at Felton Cement Works a 'WD' 2-8-0 passes with a through coal working while a Sulzer Type 2 runs round its recently arrived set of Presflo hoppers.



IF THE ONLY CHANGE you make to your Digital Command Control (DCC) decoder is to give it a new address, you are almost certainly not getting the optimal performance from your models. This is because decoder

manufacturers generally do not know to which model any particular decoder will be fitted. To allow for this, they are supplied with factory settings designed to operate the majority of motor types reasonably well under a wide range of conditions.

Each motor and model combination will have its own characteristics, even between those from the same production batches. How different they may be from each other will depend upon the model types and the tolerances allowed.

Configuration Variables, or CVs for short, are the method by which 'preferences' can be stored in a decoder's memory. These preferences tell the decoder how and what to do. This is the way in which the operation can be specifically tailored not only to the model, but also to the layout on which it is to run and the operator's driving style.

CV changes are fully reversible, so if you try something which doesn't work out as planned just change it back. Don't be afraid to experiment - there's everything to be gained and nothing to lose. If it all goes

wrong, use the decoder's reset command (often CV8 = 8 but check the manual for your particular decoder type) but remember that this will also reset the address to '3'.

There are a large number of CVs possible. Some, a surprisingly small number, are mandatory for all decoders. Others are optional, but if the manufacturer includes them, there are specified ways in which they should work. Even more have no defined use so each manufacturer may use them for their own proprietary needs. Generally speaking, top quality decoders will have more scope for optimisation through a greater range of CVs, but please note that top quality is available at budget prices.

I use Zimo decoders exclusively. All of the features highlighted in the following tips are available with Zimo decoders. Which of them apply to other manufacturers will be specific to that brand or decoder type.

For this reason, many of the tips do not include lists of CVs and specific values, but are intended to point out what may be possible and how this might be achieved. Your decoder's manual will give such information specifically designed for that decoder type. Even adjustments in the basic CVs (commonly called 'programming') can produce worthwhile outcomes, which leads nicely onto the first of our 20 Top Tips.

SYSTEMATIC LOCO ADDRESSING

Decoder address	Locomotive #1	Manufacturer	Decoder type	Notes
29	MT 1.4.4.1 10000	Mountain	DCC (M10000)	
40	MT 1.4.4.2 10000	Mountain	DCC (M10000)	
120	MT 1.4.4.3 10000	Mountain	DCC (M10000)	
140	MT 1.4.4.4 10000	Mountain	DCC (M10000)	
160	MT 1.4.4.5 10000	Mountain	DCC (M10000)	
180	MT 1.4.4.6 10000	Mountain	DCC (M10000)	
200	MT 1.4.4.7 10000	Mountain	DCC (M10000)	
220	MT 1.4.4.8 10000	Mountain	DCC (M10000)	
240	MT 1.4.4.9 10000	Mountain	DCC (M10000)	
260	MT 1.4.4.10 10000	Mountain	DCC (M10000)	
280	MT 1.4.4.11 10000	Mountain	DCC (M10000)	
300	MT 1.4.4.12 10000	Mountain	DCC (M10000)	
320	MT 1.4.4.13 10000	Mountain	DCC (M10000)	
340	MT 1.4.4.14 10000	Mountain	DCC (M10000)	
360	MT 1.4.4.15 10000	Mountain	DCC (M10000)	
380	MT 1.4.4.16 10000	Mountain	DCC (M10000)	
400	MT 1.4.4.17 10000	Mountain	DCC (M10000)	
420	MT 1.4.4.18 10000	Mountain	DCC (M10000)	
440	MT 1.4.4.19 10000	Mountain	DCC (M10000)	
460	MT 1.4.4.20 10000	Mountain	DCC (M10000)	
480	MT 1.4.4.21 10000	Mountain	DCC (M10000)	
500	MT 1.4.4.22 10000	Mountain	DCC (M10000)	
520	MT 1.4.4.23 10000	Mountain	DCC (M10000)	
540	MT 1.4.4.24 10000	Mountain	DCC (M10000)	
560	MT 1.4.4.25 10000	Mountain	DCC (M10000)	
580	MT 1.4.4.26 10000	Mountain	DCC (M10000)	
600	MT 1.4.4.27 10000	Mountain	DCC (M10000)	
620	MT 1.4.4.28 10000	Mountain	DCC (M10000)	
640	MT 1.4.4.29 10000	Mountain	DCC (M10000)	
660	MT 1.4.4.30 10000	Mountain	DCC (M10000)	
680	MT 1.4.4.31 10000	Mountain	DCC (M10000)	
700	MT 1.4.4.32 10000	Mountain	DCC (M10000)	
720	MT 1.4.4.33 10000	Mountain	DCC (M10000)	
740	MT 1.4.4.34 10000	Mountain	DCC (M10000)	
760	MT 1.4.4.35 10000	Mountain	DCC (M10000)	
780	MT 1.4.4.36 10000	Mountain	DCC (M10000)	
800	MT 1.4.4.37 10000	Mountain	DCC (M10000)	
820	MT 1.4.4.38 10000	Mountain	DCC (M10000)	
840	MT 1.4.4.39 10000	Mountain	DCC (M10000)	
860	MT 1.4.4.40 10000	Mountain	DCC (M10000)	
880	MT 1.4.4.41 10000	Mountain	DCC (M10000)	
900	MT 1.4.4.42 10000	Mountain	DCC (M10000)	
920	MT 1.4.4.43 10000	Mountain	DCC (M10000)	
940	MT 1.4.4.44 10000	Mountain	DCC (M10000)	
960	MT 1.4.4.45 10000	Mountain	DCC (M10000)	
980	MT 1.4.4.46 10000	Mountain	DCC (M10000)	
1000	MT 1.4.4.47 10000	Mountain	DCC (M10000)	

All new decoders must be supplied with the address set at '3'. Though strictly if the decoder is supplied already fitted to a model, the seller may set a different address, in practice all manufacturers will also use '3'.

To be able to independently operate more than one locomotive concurrently on the same track each model must have a unique address. Operators can assign any of a large range of numbers to achieve this, normally between 1 and 9999, though there are decoders with restricted ranges.

It will be beneficial in the longer term to have a numbering system in place which can be added to easily and which allows operators to quickly identify a particular model's address without needing a photographic memory. Using 1, 2, 3, 4 and so on might seem OK when you have only four locomotives, but when that goes up to a dozen or so, and some are infrequently operated, it might turn out to be unreliable.

All real locomotives have a unique number which is usually visible. Many experienced DCC users will base their system around these running numbers or TOPS classification or a combination of these since there will always be a visible clue. If you apply your chosen addressing scheme consistently, it will always be possible to deduce the address.

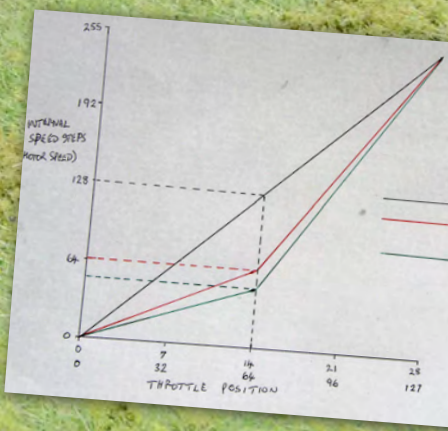
MODIFY THE SPEED CURVE

If supported by your decoder, the value in CV6 (always used in conjunction with CV5) will determine the power available at half-throttle. In some circumstances, a linear curve will be most useful. In this case the value in CV6 should be half of the value in CV5.

If you would like finer control at low speeds, however, this can be achieved with a CV6 value less than one half of CV5. Experimentation will allow you to optimise this ratio for your own needs, but a good starting point is CV6 = 1/3 of CV5.

The graph shows that when the throttle is halfway towards the maximum, the road speed of the model is only 1/3 of the maximum. This means that at lower speeds a large movement of the throttle control is required to vary the road speed, resulting in finer control.

Although the graph suggests a sharp change at the mid-point, in reality good quality decoders interpret this as the centre of a curve rather than a single fixed point and smooth out the transition automatically.



COMPENSATING FOR WORN COMPONENTS

3 If there is any wear, slack tolerance or excessive end-float in your model's drivetrain, this will often manifest in jumpy starts after a change in direction. This is because the first part of the motor's acceleration occurs whilst the slack is being taken up. By the time the driving wheels can be turned, the motor is spinning. The sudden engagement of the transmission with the spinning motor causes the model to start with a jolt; like letting the clutch out too quickly in your car.

Zimo decoders use CV146. Activation causes the motor to turn at minimum speed initially (per CV2) for the duration specified by the value in CV146. This gives time for the slack to be taken up before normal acceleration begins. The value is determined by observation, effectively increasing the value until the jolt start is eliminated. This feature only operates after a direction change.

AVOID RUNAWAYS

4 Decoders are often supplied set up to allow them to operate on analogue as well. If through poor or dirty track or degraded DCC signal the decoder decides it is not on DCC powered track it will switch to DC operation.

Since DCC track is always at full power, this commonly results in the model accelerating to full speed and running out of control until it derails or hits something. If you only operate on DCC, it can make sense to remove this potential problem at source.

CV29 is often referred to as a Configuration Register, since it stores preferences for several different features each controlled by a separate value. To enable DC operation, the value '4' is added to the other separate values in CV29. To disable DC operation without affecting any other feature controlled by CV29, the value '4' must be deducted from the existing total.

It is essential, therefore to read (and note) the value stored in CV29 before making this change. Some basic DCC controllers do not have the ability to read the existing values from decoders.



TEMPORARY POWER SUPPLY

5 Whilst well laid track properly maintained and cleaned is to be strived for, DCC has the ability to mitigate the impact of poor electrical supply by storing power in external capacitors for use when the track power is temporarily unavailable due, for instance, to electrically isolated sections or dirty track.

While most decoders will be able to be converted to allow this if you are prepared to solder to delicate decoder components, some are designed with external storage in mind, having proprietary 'stay alive' or 'keep alive' add-on packs whilst some Zimo decoders have onboard capacitor management circuitry to which inexpensive standard capacitors can be connected.

SPEED TRIMMING

6 Some models, otherwise in good mechanical condition, have a tendency to run more quickly in one direction than another. The impact of this can vary from minor inconvenience in single locomotive operation to disaster when part of a 'consist', a common name for trains with more than one locomotive. If your decoder supports this feature, it is

possible to adjust the power supplied to the motor when turning in one direction relative to that in the reverse direction. Useful to produce similar speeds in either direction (for a given throttle position), this fine tuning is called Trimming. CV66 is responsible for Forward Trim, CV95 for Reverse Trim on Zimo decoders. The higher the value, the more the voltage is increased in the respective directions of travel.



INERTIA AND MOMENTUM

7 With lower mass, a light engine will accelerate and decelerate more responsively than a heavy train. In model form, it is possible to automatically simulate the effects of mass by regulating the increase and decrease in power available to the motor over time. CV3 regulates the rate of acceleration to simulate the effects of inertia. The higher the value, the lower the rate of acceleration and the heavier the train will appear to be.

CV4 controls the rate of deceleration to simulate the effects of momentum. The higher the value, the lower the rate of deceleration and the heavier the train will appear to be. Even values of below 10 in these CVs will smooth out speed changes, thereby reducing oversensitivity to changes in the throttle position without unduly affecting controllability.

Larger values will have a greater effect; in CV4 this can be used to create realistic coasting effects but can result in very large stopping distances. Values over 75 are probably best left to either very experienced 'drivers' or for those decoders equipped with working brake features - see 20.

BANKING

8 Heavy trains climbing long steep gradients often required the temporary assistance of another locomotive. This is called banking. It can take many forms with the banking locomotive coupled or uncoupled.

A common method was for the banking engine to buffer up to the rear of the train without coupling. The banker would then take some of the load by pushing as the train's locomotive pulled from the front.

When the lead locomotive was able to

manage the train unaided, the banker would reduce speed, drifting off the rear allowing the train to continue its journey. The banker would return to the start position to await the next train requiring assistance.

Banking in this way is a special form of consisting which is difficult to achieve with analogue control but very straightforward for DCC. Each locomotive has a separate address, so may be controlled independently. Separate throttles or a dual throttle DCC controller offers the most convenient way to bank in this way - a single throttle can be used with practise.

ADD SPECIAL EFFECTS

9 A widely available facility is using the decoder's processing power to add a variety of effects to Function Outputs (FOs). By varying the frequency, intensity and duration of power available to the respective outputs, LEDs may be flashed randomly or to a fixed pattern, the output of smoke units can be varied to suit different running status, though effects can be applied in one direction only.

For example, using a diesel locomotive, Function Mapping (16) will allow you to assign each light type to a separate F key, but so far the control you have is limited to ON or OFF at full brightness. This may be fine for the high intensity lamp but it is not satisfactory for the others and you will have assigned up to eight F keys to lighting functions. Here are some possible improvements to simulation and convenience.

If your decoder allows the setting of a particular FO to operate in one direction only, use this feature so that at the No.1 end all 'white' lamps illuminate only when travelling forwards and the tail lamps only when travelling in reverse. At the No. 2 end, set the white

lamps to illuminate only when travelling in reverse and the tail lamps when in forward.

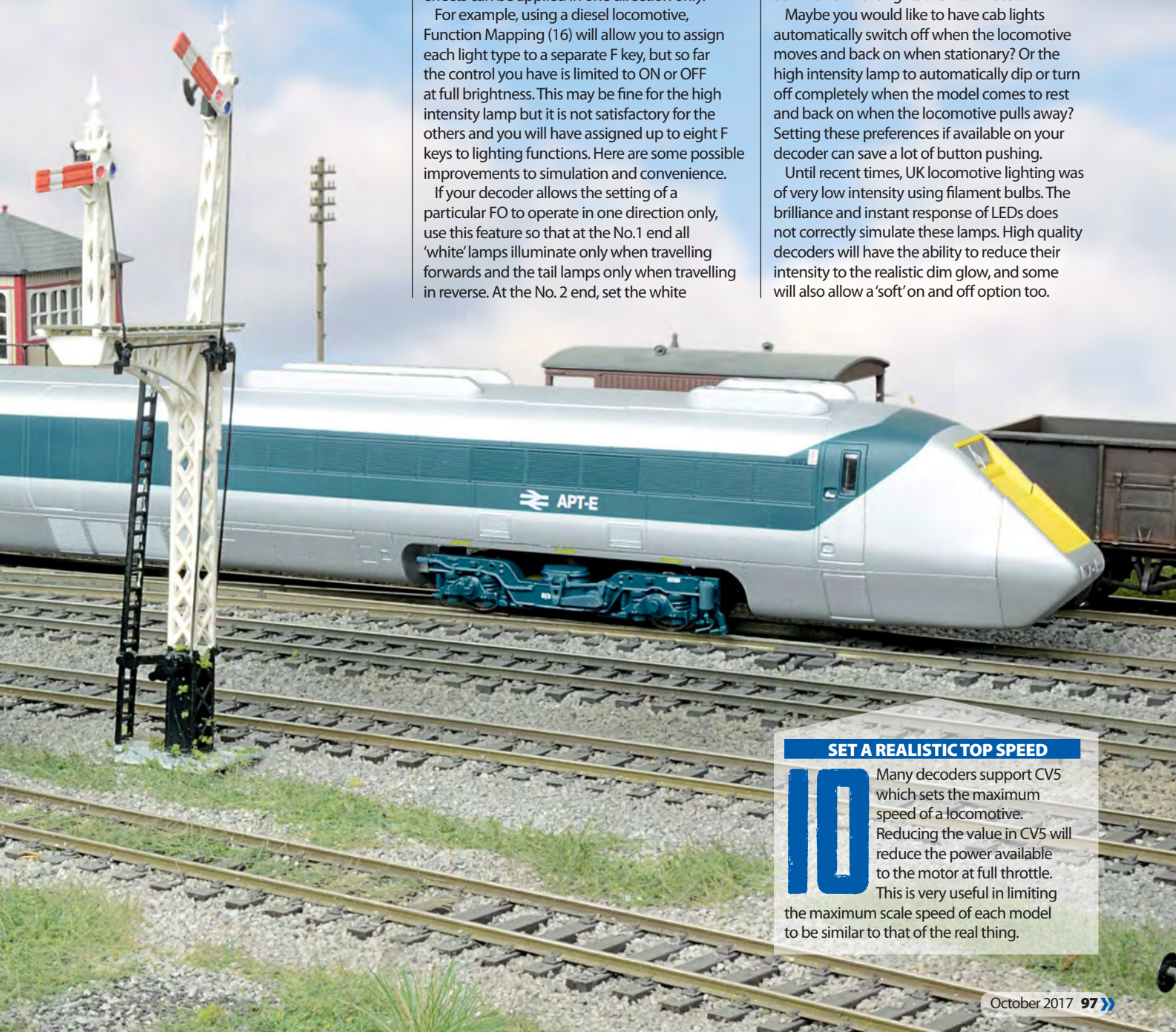
Map similar lamps from each end to the same F key. For example, assign the two FOs which control the cab lights to F key 8, or both tail lamp FOs to F key 10. This will result in half the number of F keys used. A single key determines if the tail lamps are on or off, and the direction of travel determines at which end the lights are illuminated.

Maybe you would like to have cab lights automatically switch off when the locomotive moves and back on when stationary? Or the high intensity lamp to automatically dip or turn off completely when the model comes to rest and back on when the locomotive pulls away? Setting these preferences if available on your decoder can save a lot of button pushing.

Until recent times, UK locomotive lighting was of very low intensity using filament bulbs. The brilliance and instant response of LEDs does not correctly simulate these lamps. High quality decoders will have the ability to reduce their intensity to the realistic dim glow, and some will also allow a 'soft' on and off option too.

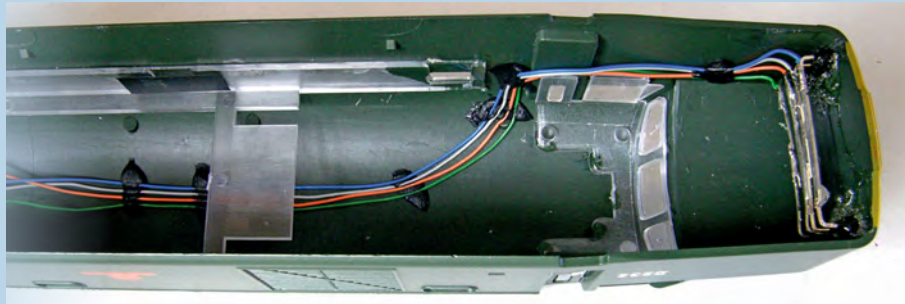
SET A REALISTIC TOP SPEED

10 Many decoders support CV5 which sets the maximum speed of a locomotive. Reducing the value in CV5 will reduce the power available to the motor at full throttle. This is very useful in limiting the maximum scale speed of each model to be similar to that of the real thing.



LIGHTING IMPROVEMENTS

11 As all DCC track has full voltage during operating sessions, any locomotive lighting may also be illuminated constantly. Using the decoder's FOs and ability to receive instructions from DCC controllers, individual or individual pairs of lights may also be switched on or off remotely. LEDs produce light with low power consumption and with little heat. These features, plus the very small physical sizes available, makes them ideal for model lights. You can add LEDs to your models either using pre-wired kits or as individual units following the fitting guides featured in *Hornby Magazine* from time to time. The number of FOs must match or exceed the number of lights you wish to separately control, so decide what you wish to achieve, calculate the



number of FOs required then take this into account when selecting your decoder.

As an example, a model diesel locomotive is equipped with white marker lamps and red tail lamps at each end. By wiring the white lamps at one end with the red lamps at the other, they can be operated with two FOs.

But what if you wish to run with marker and tail lamps illuminated during light engine movements but without the tail lamps when the locomotive is hauling vehicles, as on the

real railways? The link from each red pair to the opposing white lamps must be severed and separate power circuits provided. This means that four FOs are now required.

Developing this theme, consider a model diesel locomotive equipped with a cab light, white marker lamps, red tail lamps and a high intensity lamp at each end.

To provide full independent control will require four FOs for each end, giving a total of eight FOs overall.

UNDERSTAND YOUR DECODER

12 Arguably, 'Read the decoder manual' should have been first in this list, but no one wants to be told that. The features in this series of tips can help you to perfect your models' performance, but not all decoders offer the full range.

DOUBLE-HEADING

13 Operating multiple locomotives as one 'Consisted' power unit is common practice on real railways. The major drawback in simulating this on a model railway is that individual models react differently to a given throttle input. Poor running and even derailments can occur where the performance of motorised units are not well matched.

I have explained how, by setting preferences, we are able to determine how our models behave. You can use these techniques to closely match the starting, acceleration, road speed and deceleration characteristics of all motive power in a consisted train to ensure stable running.

OPTIMISE MOTOR CONTROL

14 Adjusting CVs 1 to 6, if supported, will be sufficient in most cases to achieve exhibition quality operations. For 'stubborn' models, particular motor types or ultimate finesse other motor controls are available with more fully featured decoders. CV9 can be used to modify the Pulse Width Modulation (PWM) duty cycles. This and the related CV56 Back Electro-Motive Force (BEMF) control can be tweaked in a number of ways to optimise smooth, quiet operations.

Special settings will be available to meet the requirements of the new breed of coreless motors which are becoming more popular of late. A full description of the changes to make is beyond the scope of this article, but if your decoder supports these CVs, it will be covered in the appropriate manual.

SMOOTH STARTING

15 The transition between a stationary locomotive and one which is beginning to move can be too abrupt. Decoders are able to smooth this out by setting a target starting voltage with CV2. The optimal value can be determined by observation. Begin with CV2 = 1 and set your throttle to speed step 1. If the model does not move, try CV2 = 2 and so on until smooth starting is achieved. Aim for the lowest value in CV2 which provides reliable smooth take off at speed step 1.

FUNCTION OUTPUTS

16 Virtually all DCC locomotive (or mobile) decoders also have physical connections to supply power to on-board features such as lighting and smoke units.

These are Function Outputs (FOs) also known as AUXs and the number available varies by brand and decoder type. Any electrical item you wish to be able to switch on and off independently will need to connect to a separate AUX. 'Normal', 'full power' and 'open collector' are different terms for the same thing and are the most common types. The positive lead from each item to be powered will be connected to the Common Positive terminal of the decoder and the negative to one of the AUX connections. To safeguard LEDs by restricting the available current, a series resistor may be required too to ensure that it doesn't receive too much power from the decoder.

COACH LIGHTING

17 It's easy to think of DCC only in terms of locomotives but Function-only decoders, or the Function portion of locomotive decoders can also be used to great effect in coaches where overhead, table, vestibule, kitchen and even lavatory lighting can be individually controlled, moving or stationary.

See HM86 where a sound decoder was used to provide both visual and sound effects, in a Hornby 12-wheel restaurant car.



FUNCTION MAPPING

18

The basic NMRA function mapping may not always be appropriate. You may wish different F keys to operate your FOs or it may be a sound decoder typically having sounds assigned to the lower numbered keys.

Whilst the physical connections (FOs) remain, their operating F keys can be changed in the decoder's software by assigning some or all to different F Keys in a process called Mapping. ESU decoders have a wide range of possibilities with their Indexed pages. Zimo decoder software has, in addition to the basic NMRA methodology, five or six different special and more convenient ways to remap functions. Other brands may only offer NMRA mapping.

CV	F Key Number	Function Output
33	Forward Headlight FL(D)	14 13 12 11 10 9 8 7 6 5 4 3 2 1
34	Reverse Headlight RL(D)	
35	Function 1	
36	Function 2	
37	Function 3	
38	Function 4	
39	Function 5	
40	Function 6	
41	Function 7	
42	Function 8	
43	Function 9	
44	Function 10	
45	Function 11	
46	Function 12	

Output Position vs. CV (a 'd' indicates the default position)

SHUNT MODE

19

Although the terminology may vary and the CVs used will differ, a few decoders offer the facility to temporarily halve the effective speed and reduce or eliminate the simulation of inertia and momentum with a single keystroke (CV3 and CV4). This can be very useful in shunting and other low speed movements as it gives finer speed control and instantaneous response to throttle changes. Simply disengage the operating key to restore your normal operating values.



UPDATE FIRMWARE

20

Decoders consist broadly of an array of physical components assembled according to the manufacturer's design and software which interprets the DCC signals from the controller in order to provide

the required outcomes. Similarly, DCC controllers have hardware and software elements to provide both power and control signals.

This type of software is often called 'Firmware' as it is an essential part of the operational requirements, is normally provided exclusively by the manufacturer and often cannot be altered by users.

Many DCC controllers and most decoders are supplied on this basis. What you buy is what you get, offering no opportunity for improvement other than to replace them with new.

A few manufacturers supply 'future-proofed' DCC controllers or decoders or both. In these cases, the operational firmware can be updated to incorporate improved algorithms, bug fixes and, most exciting of all, new features.

The way in which this is achieved varies. A common way to update DCC controllers is to return the unit to the manufacturer or their agents for a factory upgrade. This is usually achieved by installing new hardware with

upgraded/updated firmware already installed.

In some cases the equipment is designed so that the firmware can be updated by users. Improved firmware is developed by the manufacturer and distributed electronically. This is usually provided as a no cost download which is loaded to the controller or decoder. The recipient device instantly becomes the equivalent of the manufacturer's current model.

I would like to dispel the myth that this is an unimportant luxury feature only available in high cost equipment, so let me give you a couple of recent examples.

The Hornby Select DCC controller was launched as a no-frills budget DCC controller. With a limited power output, very restricted ability to programme decoders, and access to only 9 F keys many users quickly tired of the constraints and inconvenient menu structure. For a modest fee and return to Hornby, the latest firmware V1.5 can be installed. Whilst some operational constraints remain, the transformation is amazing within the limits of the original hardware. Access to all 29 F keys and a much improved menu structure make the unit far more versatile and convenient to operate. Plug in a 4A power supply and it will match the output of units costing three times as much.

Secondly, a high value in CV4 produces realistic

coasting but massively increases stopping distances. If the effect of this high figure could be temporarily and conveniently removed, it would be possible to have realistic coasting and short stopping distance when required.

In 2014 Zimo introduced a Brake Key feature for Zimo sound decoders designed to achieve exactly that outcome. It has since become one of Zimo's most highly regarded features.

The retarding effect is progressive. The longer the brake key is engaged, the higher the brake force applied. This allows short 'dabs' for minor speed adjustments and longer durations for heavy braking. Furthermore, the effects are fully adjustable by the user so that locomotives can be modelled with very efficient or with poor brakes as desired. The Brake Key feature is now available on all new non-sound decoders with the latest firmware, even the £19 entry level MX600.

Fortunately for owners of older Zimo decoders or those with earlier software versions, all Zimo decoders have user-updateable firmware. The latest version (V37.01) brings a large number of useful improvements, including the Brake Key feature.

This 'new for old' policy can mean that the cost of ownership of upgradeable equipment may be lower in the medium to long term than one-shot budget items.



Aldbury

Perth & District Model Railway Club resurrected this 'OO' gauge layout to its former glory. **BILL GARDEN** explains how they did it.

PHOTOGRAPHY, MIKE BISSET



 **Right: At the shed '3MT' 82019 takes on fresh coal ready for its next duty.**

 **Below: A North British Type 2 waits to depart Aldbury with a passenger working headed by a six-wheel milk tanker.**



ALDBURY is not a new layout, but in late 2010 it became new to us when after years in storage in a loft it was donated to the club by its owner who did not have the space or ability to set it up and run it.

The layout depicted a West of England village scene in the late-1950s and early-1960s. It had a terminus station with a main and bay platform, single road engine and goods shed - and the track plan offered a loop with tracks leading to both sheds. A village church and low relief houses, shops and offices completed the scene.

The years in storage had taken their toll on many of the buildings and other fixtures so these were all replaced with modern items suited to the location. There was daylight showing underneath the points where the motors had been fitted and although this was not something that we liked, they all worked perfectly so we decided to leave them alone with some subtle camouflage applied to lessen the gaps.

The scenery was faded and patchy so we set to work with copious amounts of Woodland Scenics material and static grass for the country side area. The darker and subtle shades of grass now available on the market made for a better presentation and blended with the existing colours on the layout.

The biggest task for the layout, which was a terminus to storage yard design, was to replace the original traverser which we found to be broken and beyond repair with a turntable. This was discussed and unanimously agreed that it would better aid the flow of traffic as it would save the handling of locomotives when returning trains. Whilst the turntable was under construction we agreed to do a complete rewiring to ensure that there were no hidden gremlins in the existing wiring.

When the rewiring was complete for DC operation, trains were run and we gained knowledge of possible operating sequences required for the running of the layout. In the discussions regarding the layout »

revamp, we also agreed that hands-free operation in train movement and shunting would be desired so all rolling stock should be fitted with Kadee style couplings and magnetic uncouplers were installed at the appropriate places. The existing signals on the layout did work but most were damaged so replacements were to be built and operated via MERG servos.

BACK ON SHOW

As the revamp was nearing completion, we were invited to show a layout at Elgin at Easter 2011 and although the signalling was still incomplete we decided to go anyway to give the layout a good test run. We displayed our then small selection of Western Region locomotives that were suitable for a branch line - but allowed some interlopers from further afield for good measure too. The layout worked well and the public admired it and fellow exhibitors liked it as well. To our surprise, we found ourselves winning best in show - not bad for a second-hand layout built in the last century.

With success on its first showing, the layout was taken to a number of other shows that year and the operators enjoyed running it and received many favourable comments about the way in which a small compact layout had many different cameo scenes. After the last showing for the year, we thought about how we could improve it further. Work still needed to be completed on the signals, but it was decided to replace most of them with new Ratio kits.

At the same time, the decision was made to convert the layout to Digital Command Control (DCC) to allow the use of an ever growing selection of sound fitted locomotives owned by several club members and to upgrade the point operation to DCC with route setting which would eliminate the need for the separate control panel. The majority of the DCC equipped club members use the Digitrax system so it was obvious that this product would be used for operation on Aldbury.



Digitrax DS64 point modules were also installed and programmed for route setting and at the same time servos and the new lower quadrant signals were brought into use. A servo was also installed in the engine shed so that the doors could open and close. This adds to the fun and amuses the public and ourselves when the branch locomotive is put to rest at the end of its shift or working day.

The layout requires two operators, one on the scenic area to control the incoming and outgoing trains and one on the train turntable which is used to turn or select the next train. As the signals are operational but not interlocked with the points, they can often be overlooked in the movement of trains. To combat this lack of attention on operational requirements by the operators, a polite instruction was affixed to the control area to remind the operator that it had taken many hours of difficult work to build and motorise the signals and that it would be appreciated if they would kindly utilise them.



An unusual visitor in the form of an English Electric Type 3 takes centre stage of the passenger service flanked by a '57XX' 0-6-0PT and '4575' 2-6-2T.



O3 A BR '3MT' 2-6-2T enters Aldbury with a pair of parcels vans while a '57XX' 0-6-0PT waits to draw a Southern Region 'Van C' out of the bay to add to the formation.

OPERATION

Branch line operation would normally see one passenger train every couple of hours or so and a goods train maybe once or twice a day but obviously that would not work at exhibitions so we operate the layout with the public in mind and try to keep things on the move and change the locomotives on a regular basis to give variety. Our little branch line enjoys a busy commuter line style service which would be the envy of most of the current travelling public.

Passenger trains usually consist of suburban coaches and locomotive although the sight of a Diesel Multiple Unit or Railbus on the branch is not unusual as they take their turn of duty from the main line. Freight traffic consists of coal for the merchants with box vans and the occasional loaded open wagons with various types of merchandise for road distribution from the goods shed.

Over the years, we have increased our Western Region locomotive stud so we can now run more appropriate trains but London Midland & Scottish Railway and »



O5 A Class 108 DMU rumbles away from Aldbury and passes the GWR pattern signalbox.



6 The small goods shed is kept busy by the daily pick up goods which is in the hands of a Churchward '43XX' 2-6-0 today.



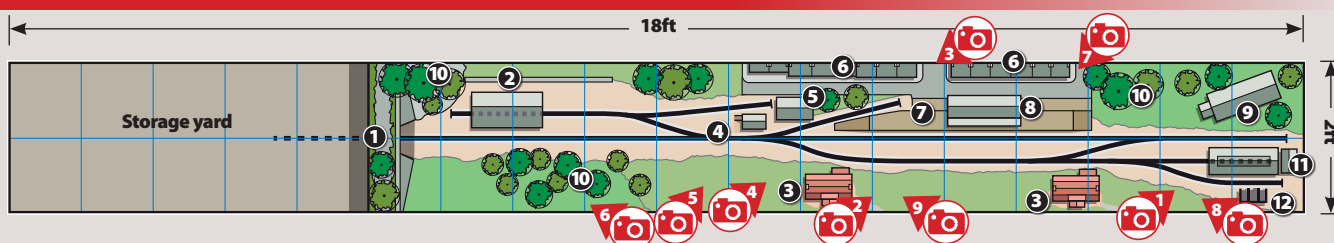
7 An AC Cars railbus has been selected to provide the passenger service assessing its abilities to deal with Aldbury's traffic.



BR Standard types are still common on the layout and the variety is welcomed by both the operators and public alike.

Adding DCC sound to locomotives has made a big change to the atmosphere of the layout at exhibitions as the public like to listen to as well as see the trains in motion. We use Loksound and Zimo decoders with sound from Howes, Digitrains and SWD. Our particular favourites are the 'Prairie' sound by Tony Molyneux and the 'Hymek'

ALDBURY TRACK DIAGRAM (Not to scale)



1 Tunnel

2 Goods shed

3 House

4 Signalbox

5 Provender store

6 Low relief houses

7 Platform

8 Station building

9 Church

10 Trees

11 Engine shed

12 Coal stage



 A Collett '4575' 2-6-2T has arrived with the passenger service as the local hunt passes along the narrow road in front of the station.

ActiveDrive by Paul Chetter. Fitting a decoder and speaker into some models presents quite a challenge but often the use of cube speakers lowers the difficulty. Some locomotives are also enhanced with a glowing firebox which always attracts attention and together with some random locomotive sound effects, the public can be drawn into the scene to ask questions.

UPGRADED

Redeveloping the layout has given us a lot of fun and importantly, it has given many of the club members an introduction to DCC operation, route setting, sound, Kadee couplings, static grass and much more.

Of course, we give grateful thanks to the club members who participated in the rebuilding of the layout. However, full credit must be given to the original builders of the layout (one-time members of Leigh MRC) and I'm sure they would never have expected it to be still on the UK exhibition circuit and to still be shown as far north as Elgin and in Northern Ireland at the Bangor show. We like to think that we have put new life into Aldbury and regenerated this small slice of model England with care and affection. 



 A BR '4MT' 4-6-0 approaches the station between the provender store and houses with a passenger working which will terminate at Aldbury.

Train CONTROL

DIGITAL
SPECIAL

Whatever scale trains are, someone has to be in control of them, with the arrangements getting more complex the bigger the train. **EVAN GREEN-HUGHES** looks at the world of full-size train control and finds out what the term 'DCC' really means.



Right: This is Three Bridges Railway Operating Centre which is quite different to the railway of old. Network Rail.

Below: The world of train control is radically different today than what it was in the steam era. This is the view inside Rugby's new signal centre. Network Rail.



EVEN IN A SMALL COUNTRY such as Britain, the railway system is very complex. Lines criss-cross each other and on them run trains of differing lengths, travelling to destinations many miles apart and conveying anything from passengers to perishable freight. Each train must have a crew and each must have enough fuel to enable it to complete its journey, the locomotives pulling them must be matched to both the load and the route to be taken, station and operational staff must be made aware of their intended path and arrangements must be made to deal with the train's contents when it eventually arrives at its destination.

Right from the earliest days of the railways, it was realised that some sort of centralised control would be needed to deal with all these matters as otherwise train movements would degenerate into chaos. As a result a system was evolved which, although modified and updated, is still with us today and just like on model railways it has also evolved from the analogue to the digital age.

The first railways tended to be quite short and were operated independently of each other. Each had a headquarters office and each soon established a room in that building which was used to collate all the information regarding not only the running of trains but also the whereabouts of rolling stock, locomotives and crew. Information was received either by hand-written note or by telegraph and the information used was also used to compile invoices, delivery notes and statements for the line's customers. As companies became bigger or amalgamated with each other, the workload increased substantially and eventually the commercial and operating functions became split from each other.

By the time of nationalisation in 1948, control of the railways had become extremely sophisticated, despite a lack of electronic devices such as computers, but it remained something that was always hidden from the public and subsequently received little attention. Because of the volume of work, the control function was »



It is difficult to imagine the number of people and processes involved in operating the railway, but ultimately every movement in a station like York is overseen by a controller. Here passengers move between trains on July 28 2006. Mike Wild.

broken down into layers. At the top of the pile was Regional Control, an office manned by some of the most experienced managers the railway possessed. Matters of strategic importance were dealt with at this level, such as major disruptions, derailments or what were termed 'perturbations of service' and this was the office to which any very important decisions were referred.

Below Regional Control was the Divisional Control Office which kept an overall view of a particular geographical area, with some of these areas dating back to the companies of the pre-grouping days and with some others being centred round a large terminus or heavily-worked area. In overall command of the Divisional Control office was the Deputy Chief Controller, also known as the DCC, who would mainly look after passenger movements, while his assistant was responsible for freight.

Further sub-divisions existed within Regional Control with the tracks themselves further divided into smaller parts, called running sections, each of which had a small staff to keep an eye on movements. Alongside these would be a train crew controller, a locomotive and/or rolling stock controller, each of whom would be being fed information from their respective staff and all of whom would record it all faithfully on paper.

JUGGLING RESOURCES

The people who worked in the control offices were experts at juggling resources, whatever the situation they were presented with. For instance, those working in rural areas would have to find paths for seasonal produce trains amongst the usual traffic, while their colleagues at the next desk struggled to find locomotives and rolling stock and a third official would be on the phone trying to persuade locomotive crews to work extra hours or to turn in on their rest day.

In the heavily-industrialised north of England, control would plan for the annual 'Wakes Weeks' holidays by reactivating scores of mothballed coaches and pressing into passenger services almost any available freight locomotive fitted with vacuum brakes that could turn a wheel. Most offices would also have contact with their neighbouring areas to ensure that the weary mill workers got to the seaside as efficiently as possible.

Information flowed into Control on a continuous basis, from signalboxes advising on the progress of trains or reporting out of sequence events and delays, through goods clerks requesting extra wagons to cope with an unexpected surge in demand, included station masters reporting bookings for special trains and also shed masters reporting on

breakdowns and locomotive availability.

To aid this flow, control offices have traditionally been equipped with the latest form of communication devices. The telegraph formed the first reliable such instrument and was soon followed up by the telephone, in many cases manned by specialist operators who would write out a message on a slip of paper and put it in a rack on the wall. The Lancashire & Yorkshire Railway's control room at Manchester Victoria Station had an impressive array of 'candlestick' telephones as well as a huge wall-mounted map of the company's lines which the controllers used to monitor movements.

Just as dramatic as the introduction of the telephone or the telegraph was the introduction in the 1970s of the Total Operations Processing System (TOPS) which for the first time allowed the control room to monitor in real time the locations of all the rolling stock on the system and did away with the necessity to send a porter or a clerk down into a goods yard to physically count wagons or to look for a specific type of truck that had gone missing.

This elementary level of computerisation allowed the railways to streamline their control arrangements and so by the 1980s a large region such as the Eastern (which by then also included the former North Eastern) had only two Regional Control Centres, at York and at Liverpool Street. These were supported by Passenger Operations Centres at Doncaster, Leeds and York,



along with a number of Freight Operations Centres. By this time some of the freight control centres had been reorganised so that they dealt with only one form of traffic - Knottingley dealt with only coal and oil trains - and the Passenger controls did not have any responsibility for locomotives, these being dealt with by Regional Control at York. Rather bizarrely though, Diesel Multiple Units were controlled from Leeds, perhaps because of the location of Neville Hill depot. By this time, thanks to computer screens and much improved communications, control centres were a fraction of their previous size, with Leeds being conveniently tucked away on the sixth floor of a tower block next to the station.

PRIVATE CONTROL

Privatisation from 1994 onwards changed the whole face of railway control because operation of the railway was vested in Railtrack while the provision of trains and crews came under the control of the franchise owner. The new private operators began to operate their own control rooms, which dealt with specific company issues involving their own trains and crews while issues involving routes and track were dealt with separately by Railtrack, later Network Rail. Inevitably this led to failures in communication and a disjointed service as no one office had a total overview as to what was happening.

There were signs that this was changing in 2012 when South West Trains and Network Rail formed an alliance which saw staff from both organisations moved to the same control centre at Waterloo where once again an integrated approach to railway operation was able to take place. This example has since been followed elsewhere.

Today's control rooms bear little



The controller's view at Three Bridges Railway Operating Centre (ROC). Network Rail.

resemblance to those of the steam era. Those working there have many computer screens in front of them, some of which show detailed track plans of the rail network with the locations and identification numbers of the trains superimposed on them. When problems occur the information that the controller needs is near at hand but the old human skills of deciding which trains to run and in what order still hold good today. Controllers maintain contact with outside agencies such as the emergency services and also have to handle unforeseen events such as suicides and equipment failures. In most locations the Network Rail controller also has to maintain contact with the train operators, who will advise if there is a rolling stock issue or a train has to be delayed for fitter's attention. Interestingly, many of our heritage lines

nowadays also have a control room, in much the same way as did the pioneer railways, which handles issues that might arise on their section of track and which oversees the running of trains and sometimes the signalboxes on the line.

Although train control has been largely an unseen aspect of railway operation it has always been regarded by those in the industry as one of the most important parts of the railway. So important, in fact, that in times of war there have been bomb-proof control rooms commissioned as well as special control trains that could operate well out of the way of any conflict. Next time you take a train journey, however short, spare a thought for the controller sitting in his or her office keeping a watch over you and making sure that you get to the end of your journey on time and in safety. ■



A close up view of the London Bridge south side signalling workstation - one of two that control that area and based at Three Bridges Rail Operating Centre. Left to right and top to bottom: telephone display including GSMR, route overview, TRUST screen showing train times, London Bridge route overview and then signaling display. Network Rail.



OUR PICK!



▲ After taking delivery of the latest Twin Track Sound fitted Hornby Class 31 – D5551, see HM122 – Mr Brown brought his Class 31 fleet together including Tri-ang, Lima and Hornby products.



▲ Scott Rhodes has recently completed the painting and detailing of this Hornby 'Britannia' 4-6-2 as 70044 Earl Haig in BR lined green with late crests. Here it poses with a long rake of 12-ton box vans.



▲ A 'OO9' 0-6-0T stands in the yard on Adam Saunders' Llantrevelyn Welsh Highland branch in the company of a Bentley.



◀ Matt Bovingdon has been developing the town scene on his 'OO' layout which also plays host to this RailRoad 'A3' 4-6-2 and a rake of LNER teak stock from the Hornby portfolio.



▶ David Izzard is the proud owner of this new Twin Track Sound fitted Hornby air-smoothed 'Merchant Navy' as 35023 Holland Afrika Line.

▼ David Park started out in model railways two years ago and has moved his 'OO' layout from a garage to a purpose built shed. It's now in the early stages of scenic development, but remains fully operational.



▲ Simon Harrison's Beckwood Road models London suburban operations in the 1980s in 'OO' gauge including the third rail.



▲ David Strange has developed a busy 'OO' gauge terminus including a number of Hornby signals and buildings.



▼ A Hornby Stanier 'Duchess' 4-6-2 crosses a scratchbuilt suspension bridge on Norman Maxwell's evolving 'OO' railway.



▲ A Bachmann Brush Type 4 takes fuel at Diddlebury depot on Ian Carpenter's 'OO' gauge layout.



SHOW GUIDE

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

SEPTEMBER

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, Gonvena Hill, Wadebridge, Cornwall PL27 6BU
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Contact: vfgnsu@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.blackpoolandnorthfyledemrc.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.

16/17 DARTFORD MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: Leigh Academy, Green Street Green Road, Dartford, Kent DA1 1QE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5.50, children £3.50, family (2+2) £15
Contact: 07736 560956
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

16/17 REDDITCH 50TH ANNIVERSARY MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove Street, Redditch B98 8HB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.50, concessions £5, children £2, family (2+2) £14
Website: www.redditch-mrc.com
Features: Layouts, trade support, demonstrations, parking, refreshments and disabled access.

16/17 SHIPLEY MODEL RAILWAY EXHIBITION

Hosts: Shipley Model Railway Society
Location: Baildon Recreation Centre, Shipley, West Yorkshire BD17 5JH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, children £3, accompanied children free
Website: www.shipleymrs.org.uk
Contact: 01274 593031
Features: 14 layouts, trade support, parking, refreshments and limited disabled access.

23 CLEVELAND MODEL RAILWAY CLUB AUTUMN OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.cmrc.club
Contact: 07864 880242
Features: Eight layouts, displays, demonstrations, refreshments, parking and disabled access.

23 ENFIELD WHITEWEBBS RAILWAY MODELLERS EXHIBITION

Hosts: Enfield Whitewebbs Railway Modellers
Location: Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Times: 10.30am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: 07798 765859
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

23 SOMPTING MODEL RAILWAY CLUB OPEN DAY

Hosts: Sompting and District Model Railway Club
Location: Sompting Village Hall, West Street, Sompting, West Sussex BN15 0BE
Times: 10am-4pm
Prices: Admission £1
Website: www.somptingdistrictmrc.co.uk
Features: Layouts, demonstrations, meet club members and refreshments.

23/24 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney, Boston, Lincolnshire PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1, family £7
Contact: 07958 137122
Features: Seven layouts, trade support, refreshments, parking and disabled access.

23/24 DORSET MODEL RAILWAY EXHIBITION

Hosts: Ray Heard
Location: Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children free
Contact: 01823 480097
Features: 35 layouts, trade support, demonstrations, refreshments and parking.

23/24 ELSECAR GARDEN RAILWAY SHOW

Hosts: Yorkshire Group of 16mm Narrow Gauge Modellers
Location: Elsecar Heritage Centre, Wath Road, Elsecar S74 8HJ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.yorkshire.16mm.org.uk
Features: Six layouts, trade support, live steam and refreshments.

23/24 HALIFAX MODEL RAILWAY CLUB EXHIBITION

Hosts: Halifax Model Railway Club
Location: Northbridge Leisure Centre, Northbridge, Halifax HX3 6TE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6.50, accompanied children free, unaccompanied children £3
Website: www.halifaxmrc.co.uk
Contact: 01706 813833
Features: 15 layouts, trade support, parking and disabled access.

23/24 SCALEFORUM 2017

Hosts: The Scalefour Society
Location: Stoke Mandeville Stadium, Mandeville Road, Aylesbury HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10.30am-4.30pm
Prices: Adults £9, members £6
Website: www.scalefour.org/scaleforum
Features: Layouts, demonstrations, trade support, parking and disabled access.

23/24 STAPLEHURST MODEL RAILWAY EXHIBITION

Hosts: The Staplehurst Society
Location: Staplehurst Village Centre, High Street, Tonbridge TN12 0BJ
Times: Sat 11am-5pm, Sun 10am-4pm
Prices: Adults £3, concessions £1
Contact: 01580 891390
Features: Layouts and trade support.

23/24 WORTHING MODEL RAILWAY CLUB EXHIBITION

Hosts: Worthing Model Railway Club
Location: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.worthingmrc.co.uk
Contact: 07970 633908
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

24 ONE MODEL RAILWAY CLUB EXHIBITION

Hosts: One Model Railway Club
Location: Community Centre, School Street, Needham Market, Ipswich, Suffolk IP6 8BB

Times: 10.30am-4pm
Prices: Adults £4, accompanied children free
Website: www.onemrc.org.uk
Contact: 07554 673439
Features: 12 layouts, trade support, demonstrations, societies, refreshments and parking.

30 BRADFORD MODEL RAILWAY CLUB AUTUMN SHOW

Hosts: Bradford Model Railway Club
Location: St. Winefride's Church Hall, St. Paul's Avenue, Wibsey, Bradford, West Yorkshire BD6 1ST
Times: 10am-4pm
Prices: Adults £3, children £1
Website: www.bradfordmrc.org.uk
Contact: 07815 073721
Features: Layouts, trade support, refreshments, parking and disabled access.

30 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St. Peter's Church Hall, Church Road, Earley, Berkshire RG6 1EY
Times: 10am-4.30pm
Prices: Adults £4, children £2, family £9
Website: www.lvrmc.co.uk
Features: Layouts, trade support and refreshments.

30 TELFORD RAILWAY MODELLERS GROUP EXHIBITION

Hosts: Telford Railway Modellers Group
Location: New Charlton School, Sports Hall, Apley Avenue, Wellington, Telford, Shropshire TF1 3DY
Times: 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 07974 749955
Features: 15 layouts, trade support, refreshments, parking and disabled access.

30 WALTON-ON-THAMES MODEL RAILWAY EXHIBITION

Hosts: Gellert Kiss
Location: All Saints RC Church Hall, Queens Road, Hersham, Walton-on-Thames, Surrey KT12 5LU
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £12
Website: www.waltononmodelrailwayexhibition.co.uk
Contact: 07763 438150
Features: Layouts, trade support, refreshments, parking and disabled access.

30/1 DORKING MODEL RAILWAY EXHIBITION

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

30/1 WIGAN MODEL RAILWAY EXHIBITION

Hosts: Wigan Finescale Railway Modellers and Wirral Finescale Railway Modellers
Location: Robin Park Sports and Tennis Centre, Loire Drive, Wigan, Lancashire WN5 0UH
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £10 (£8), accompanied children free – online ticket price in brackets
Website: www.wiganfrm.co.uk
Contact: 07703 157382
Features: 30 layouts, trade support, demonstrations, societies, refreshments and disabled access. Free vintage bus service operating between venue and Wigan NW railway station.

OCTOBER

6-8 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS

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

7 AYLSHAM MODEL RAILWAY EXHIBITION

Hosts: Broadland Model Railway Club
Location: The Jubilee Centre, Aylsham, Norfolk NR11 6JG
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £3
Website: www.broadlandmodelrailwayclub.co.uk
Contact: 01692 403846
Features: 17 layouts, trade support, demonstrations, societies, refreshments, disabled access and parking.

7 MARCH AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

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

7 RISBOROUGH AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX
Times: 11am-4pm
Prices: Free
Website: www.rdmrc.org.uk
Features: View club projects and discuss all aspects of railway modelling.

7 SUDBURY MODEL RAILWAY EXHIBITION

Hosts: Sudbury Model Railway Club
Location: St. Peter's Church, Market Hill, Sudbury, Suffolk CO10 2EA
Times: 10am-4.30pm
Prices: Adults £4, concessions £4, children £2
Website: www.sudburymrc.org.uk
Contact: 01787 461224
Features: 17 layouts, trade support, demonstrations, societies, refreshments and disabled access.

7/8 BECOTREE MODEL RAILWAY SHOWCASE

Hosts: Ilford and West Essex Model Railway Club
Location: Bethel Christian Centre, Bennets Castle Lane, Dagenham RM8 3XP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £2, accompanied children free
Website: www.ivemrc.org.uk
Contact: 01708 701290
Features: Club layouts, trade support, refreshments and disabled access.

7/8 CROYDON MODEL RAILWAY SOCIETY EXHIBITION

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

7/8 FAREHAM RAILEX

Hosts: Fareham and District Model Railway Club
Location: Fareham Leisure Centre, Park Lane, Fareham, Hampshire PO16 7JU
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: www.fareham-mrc.org.uk
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

7/8 FOLKESTONE MODEL RAILWAY EXHIBITION

Hosts: Folkestone, Hythe and District Model Railway Club
Location: Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6.50, concessions £6, children £3, family £16
Website: www.folkestone-mrc.com
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

7/8 MICKLEOVER MODEL RAILWAY GROUP EXHIBITION

Hosts: Mickleover Model Railway Group
Location: Mickleover Community Centre, Derby DE3 0DA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2
Website: www.mmmrg.org.uk
Features: Layouts and trade support. Refreshments available on Saturday only.

DON'T MISS...

7/8 GREAT ELECTRIC TRAIN SHOW

Hosts: Hornby Magazine and the British Motor Museum
Location: British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £12 (£9), children £9 (£7), family (2+3) £34 – advance ticket prices in brackets
Website: www.greatelectrictainshow.com
Contact: 01780 755131
Features: 28 layouts, 30 trade stands, skills zone, refreshments, free parking and disabled access. Tickets include full access to the British Motor Museum – advance tickets gain entry 30 minutes early. Free bus from Leamington Spa railway station operating on Saturday only.

7/8 SHILDON MODEL RAILWAY CLUB AUTUMN EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, The National Railway Museum at Shildon, County Durham DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: www.shildonmrc.com
Features: 20 layouts, trade support, refreshments, parking and disabled access.

7/8 SWANSEA MODEL RAILWAY EXHIBITION

Hosts: Swansea Railway Modellers Group
Location: Swansea Leisure Centre, Oystermouth Road, Swansea SA1 3ST
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, children £2
Website: www.srmg.org.uk
Features: 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

8 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAY

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

8 G SCALE KENT AUTUMN INDOOR MEET

Hosts: G Scale Society Kent Group
Location: Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, Kent BR6 7PQ
Times: 11am-4pm
Prices: Adults £2.50, children £1
Website: www.gscaleskent.co.uk
Features: Three large scale layouts, trade support, refreshments, parking and disabled access.

8 KEIGHLEY 7MM FESTIVAL

Hosts: Keighley Model Railway Club
Location: Keighley Business Centre, Knowle Mills, South Street, Keighley BD21 1SY
Times: 10am-4.30pm
Prices: Adults £4, children £2.50
Website: www.keighley-mrc.org.uk
Contact: 07973 776108
Features: Ten layouts, trade support, test track, displays and demonstrations.

14 CRADLEY HEATH MODEL RAILWAY CLUB EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Cradley Heath Community Centre, Reddal Hill Road, Cradley Heath, West Midlands B64 5JG
Times: 10am-4.30pm
Prices: Adults £4, accompanied children £3, family (2+2) £10
Website: www.cradleyheathmrc.co.uk
Contact: 01902 677593
Features: Layouts, trade support, demonstrations and live steam display.

14 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.

14/15 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: St. Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
Times: Sat 10am-5pm, Sun 11am-4.30pm
Prices: Adults £4, concessions £3, children £2, family £10
Website: www.cdmrs.co.uk
Contact: 07505 377956
Features: Layouts and trade support.

14/15 DUNDEE MODEL RAILWAY CLUB HOBBIES EXTRAVAGANZA

Hosts: Dundee Model Railway Club
Location: Dundee International Sports Complex, Mains Loan, Dundee DD4 7AA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3.50, family £12
Website: www.dundeeemrc.talktalk.net
Contact: 07497 919817
Features: 15 layouts, trade support, model transport displays, societies and refreshments.

14/15 ELIZABETHAN RAILWAY SOCIETY EXHIBITION

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

14/15 FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Farnham and District Model Railway Club
Location: Alderwood Leisure Centre, Tongham Road, Aldershot, Hampshire GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2, family £13
Website: www.farnhammrc.org.uk
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14/15 21ST WILMINGTON MODEL RAILWAY EXHIBITION

Hosts: St. Michael and All Angels Church/Erith Model Railway Society
Location: St. Michael's Church Hall, High Road, Wilmington, Dartford, Kent DA2 7EG
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £4, family £14
Website: www.stmichaelswilmington.org.uk
Contact: 01322 220561
Features: 20 layouts, trade support, demonstrations, refreshments and disabled access.

19-22 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, The Fosse, Fosse Way, Nr Leamington Spa, Warwickshire CV31 1XN
Times: Thu 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10.50 (£9.50), concessions £9.50 (£8.50), children £4 (£3) – advance ticket prices in brackets
Website: www.midlandsmodeleengineering.co.uk
Features: Models, displays, demonstrations, live steam, trade support, societies, parking and refreshments.

21 BIRMINGHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Birmingham Model Railway Club
Location: Arden Hall, Water Orton Road, Castle Bromwich B26 9PB
Times: 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: mrcbirmingham@gmail.com
Features: 19 layouts, trade support, demonstrations, refreshments, parking and disabled access.

21 BRACKNELL RAILWAY SOCIETY EXHIBITION

Hosts: Bracknell Railway Society/Sandhurst Mayor's Charity
Location: Community Hall, Sandhurst Memorial Park, Sandhurst, Berkshire GU47 9BJ
Times: 10.30am-4.30pm
Prices: Adults £4, children £2, family £10

Website: www.bracknellrailwaysociety.co.uk

Features: Seven layouts, trade support, societies, refreshments and parking.

21 CHELMSFORD MODEL RAILWAY EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £4, children 12-16yrs £2, accompanied children under 12 free
Website: www.chelmsford-and-district-mrc.webs.com
Contact: 01245 465854
Features: Layouts, trade support, refreshments, parking and disabled access.

21 CHICHESTER MODEL RAILWAY EXHIBITION

Hosts: Lions Club of Chichester
Location: Chichester High School for Boys, Kingsham Road, Chichester, West Sussex PO19 8AE
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Website: www.chilions.org/modelrail
Contact: 07777 681292
Features: Layouts, trade support, valuations, outdoor rides, refreshments, parking and disabled access.

21 COTSWOLD MODEL RAILWAY SHOW

Hosts: Gloucester Model Railway Club
Location: Thomas Keble School, Eastcombe, Stroud, Gloucestershire, GL6 7DY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2.50, family (2+2) £10
Website: www.cotswoldmrs.co.uk
Features: 12 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

21 DIDCOT MODEL RAILWAY EXHIBITION

Hosts: Abingdon and District Model Railway Club
Location: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.admrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments and parking.

21 HINCKLEY MODEL RAILWAY SHOW

Hosts: Richard Starbuck
Location: St. Peter's Church Hall, Leicester Road, Hinckley, Leicestershire LE10 1LW
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 07805 078720
Features: 18 layouts, trade support, refreshments, parking and disabled access.

21 ICKENHAM MODEL RAILWAY SHOW

Hosts: Ickenham and District Society of Model Engineers
Location: Ickenham Village Hall, Swakeleys Road, Ickenham UB10 8DG
Times: 10am-4.30pm
Prices: Adults £2.50, children £1, family £5
Website: www.idsme.co.uk
Features: Seven layouts, outdoor train rides, refreshments and disabled access.

21 ST. CUTHBERT'S MODEL RAILWAY SHOW

Hosts: Victory Model Railway Club
Location: St. Cuthbert's Church, Lichfield Road, Copnor, Portsmouth, Hampshire PO3 6DE
Times: 10am-5pm
Prices: Adults £3.50, children £1.50
Website: www.victorymrc.org.uk
Features: 12 layouts, trade support, refreshments and disabled access.

21/22 BRITISH MODEL RAILWAY CLUB OF MONTREAL OPEN HOUSE

Hosts: British Model Railway Club of Montreal
Location: Ronald Drive, Montreal West, H4X 1M8, Quebec, Canada
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free
Website: www.facebook.com/BritishModelRailwayMontreal
Features: Layouts, meet club members and refreshments.

21/22 GREENOCK MODEL RAILWAY SHOW

Hosts: Greenock and District Model Railway Club
Location: Lyle Kirk, Union Street, Greenock PA16 8DD
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £4.50, concessions £3.50, family (2+2) £13
Contact: 07795 681994
Features: Layouts, trade support and disabled access.



21/22 HARTLEPOOL MODEL RAILWAY EXHIBITION

Hosts: Hartlepool Model Railway Group
Location: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+3) £18
Contact: paul.bolton4@ntlworld.com
Features: 22 layouts, trade support, demonstrations, refreshments and disabled access.

21/22 HAYWOODS PERMANENT WAY SOCIETY MODEL SHOW

Hosts: The Haywoods Permanent Way Society Model Railway Group
Location: Memorial Hall, Gt. Haywood, Staffordshire ST18 0SU
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £2.50, family (2+2) £9
Website: www.haywoods-permanent-way.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

21/22 RAIL EX TAUNTON

Hosts: Somerset Railway Modellers Club
Location: Taunton School, Staplegrove Road, Taunton, Somerset TA2 6AD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £3, family £15
Website: www.somersetmrc.org.uk
Contact: 07891 041026
Features: 30 layouts, trade support, societies, refreshments, parking and disabled access.

21/22 UCKFIELD MODEL RAILWAY EXHIBITION

Hosts: Uckfield Model Railway Club
Location: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.uckfieldmrc.co.uk
Contact: 01903 745759 (evenings)
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

21/22 WARRINGTON MODEL RAILWAY EXHIBITION

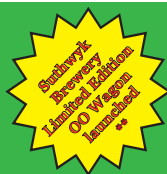
Hosts: Warrington Model Railway Club
Location: Warrington Collegiate, Winwick Road, Warrington WA2 8QA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £1, family £12
Website: www.warringtonmodelrail.co.uk
Contact: 01925 815092
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

22 CENTRAL SOUTHERN GAUGE O GROUP MODEL RAILWAY SHOW

Hosts: Central Southern Gauge O Group
Location: Allendale Community Centre, Hanham Road, Wimborne, Dorset BH21 1AS
Times: 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.csgog.org
Contact: 01202 887703
Features: Layouts, test track, trade support, demonstrations and refreshments.

PLANNING AN EXHIBITION?

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



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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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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



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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



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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



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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

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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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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
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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
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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
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31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

SECR 60' Birdcage Coaches

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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

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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
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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
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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 Feb 2018



R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800
Pre-order for £319
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R3514 800004 in GWR green (5-car set)

Mk1 BSO/FO coaches
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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
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OR76N7001 1002 in Great Eastern Railway livery
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OR76TKA002 Class 'A' tank 4022 in Esso livery with revised suspension
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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

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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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	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							122
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 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
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 24/08/17.

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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 "Drysllwyn 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
1304 Class 1361 0-6-0ST 1363 in BR black late crest (Hel) £124



1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) £124



1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel) £124



1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hel) £124
H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) £99



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green GWR 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



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99



32-826A Class 2MT 2-6-0 Ivatt 46460 in BR lined black early emblem (Bac) NEW £123.21



32-830A Class 2MT 2-6-0 Ivatt 6418 in LMS black (Bac) NEW £123.21
31-440 Class 2MT 2-6-2T 41243 BR lined black early emblem (Bac) £110.46



R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99) BARGAIN £105



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) BARGAIN £80



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) BARGAIN £60
R3587 Class 3F Jinty 0-6-0T 7109 LMS black - Railroad Range (Hor) NEW £38



32-227B Class 3F Fowler Jinty 0-6-0 tank 7341 in LMS black (Bac) £72.21



R3498 Class 3F Jinty 0-6-0T 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' 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 2-8-0 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
R3170 Class 49xx 4-6-0 4901 'Adeley Hall' GWR Green - Railroad range (Hor) £67



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



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) £119



31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (Bac) (RRP £109.95) BARGAIN £79



R3463 Class 52xx 2-8-0 5231 in BR Black early emblem (Hor) (RRP £139.99) BARGAIN £83



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (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



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shirtbutton logo (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 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) £90.05



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £81.55



31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95) BARGAIN £104



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



R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor) £153



R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green late crest (Hor) £89



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



R3080 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99) BARGAIN £68



R3528 Class A1X "Terrier" 0-6-0T 4 in Weston Clevedon and Portishead Railway green (Hor) £72



31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) (RRP £179.95) BARGAIN £121



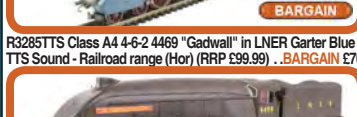
31-531 Class A2 4-6-2 60536 "Trimbrush" in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN £121



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) BARGAIN £94



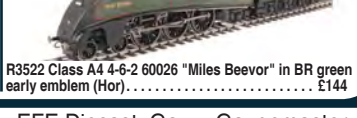
R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) £74.06



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue TTS Sound - Railroad range (Hor) (RRP £99.99) BARGAIN £70



R3441 Class A4 4-6-2 4499 "Sir Murrough 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



UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) **BARGAIN** £87
 R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) £136
 R3430 Class B12/3 4-6-0 6573 in LNER apple green (Hor) £136



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



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 BR black early emblem (Bac) £101.96



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59
 35-076A Class E4 0-6-2T Brighton tank 2517 Southern Railway green (Bac) £101.96
 35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) (RRP £109.95) **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



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 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76
 R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) **BARGAIN** £69
 OOJ94-003 Class J94 Austerity 0-6-0ST 8004 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



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** £108



R3440 Class P2 2-8-2 2001 "Cock O' The North" in LNER apple green - gloss finish (Hor) £122.50



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



R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad Range (Hor) £68.50
 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



R3524 Rebuilt "West Country" 4-6-2 34096 "Trevone" in BR green late crest (Hor) **NEW** £144
 32-369A Standard Class 4MT 2-6-4T 80092 BR black early emblem (Bac) £110.46



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £110.46



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) **BARGAIN** £89



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



R3500 The Sir Nigel Gresley Collection (Hor) £480
 R9288 Thomas and Friends - 0-4-0ST No.6 Percy the small engine (Hor) (RRP £39.99) **BARGAIN** £29



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £43.99) **BARGAIN** £31

Train packs



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150
 30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) **BARGAIN** £139



R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) **BARGAIN** £30
 R3671 North Eastern freight train pack Class K1 62006 in BR black and three freight wagons (Hor) **NEW** £168
 R3670 South Wales coal train pack Class 72XX 2-8-2T 7224 in BR black and three private owner wagons (Hor) **NEW** £164



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) (RRP £134.95) **BARGAIN** £99



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

Diesel locos



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



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



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72
 R3394TTS Class 20 20163 BR blue - TTS sound fitted - Railroad Range (Hor) £93



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



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
 2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61
 2609 Class 26/1 diesel D5341 in BR green small yellow panels (Hel) £87



3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £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
 32-376A Class 37/4 37422 "Robert F. Fairlie" Regional Railways (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 D638 "Rapid" BR maroon full yellow ends (Bac) £127.46



R3482 Class 40H Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



R3483 Class 40H Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) £144
 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



R3473 Class 56 56108 in Railfreight red stripe (Hor) **NEW** £153
 32-753DS Class 57/0 57007 "Freightliner Bond" in Freightliner green - DCC sound fitted (Bac) £203.96
 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) £149

Visit

www.hattons.co.uk/new

for all new releases



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac). £208.21



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac). £142.76



R3486 Class 66 66185 "DP World London Gateway" in DB Schenker (Hor) (RRP £98.99) BARGAIN £59



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac). £131.71



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) BARGAIN £99



R3388TTS Class 67 67004 "Calm Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) BARGAIN £104



4D-022-003 Class 68 68010 in Chiltern Railways (Dap). £123.72



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Helly). £155
32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac). £67.96

Electric locos



0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ). £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). £139.95



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 E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) BARGAIN £89
R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) BARGAIN £49

DMUs



32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) (RRP £159.95) BARGAIN £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) BARGAIN £94



32-912A Class 108 3 Car DMU in BR blue yellow ends - weathered (Bac). £152.96



4D-015-001 Class 122 Gloucester RCW "Bubblecar" single car DMU 55002 in BR blue & grey (Dap). £123.25



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) £123.25



4D-015-005 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55007 in BR green small yellow panels (Dap). £123.25



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap). £123.25



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap). £129.95
8923 Class 128 DPU 55991 Royal Mail Letters red (Helly) (RRP £119.95) BARGAIN £59
8921 Class 128 DPU 55992 Royal Mail Letters red (Helly) (RRP £119.95) BARGAIN £59



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Helly) (RRP £119.95) BARGAIN £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Helly) (RRP £119.95) BARGAIN £69



32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) (RRP £189.95) BARGAIN £119



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac). £123.21

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
31-032 Class 350/1 Desiro 4-Car EMU 350 101 in London Midland (Bac) (RRP £189.95) BARGAIN £99



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (RRP £189.95) BARGAIN £99



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) NEW £271.96



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) NEW £297.46

DEMUS



31-236A Class 205 "Thumper" 1121 in BR green small yellow panel - weathered (Bac). £203.96
31-238A Class 205 "Thumper" in BR blue - weathered (Bac). £203.96

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap). £64



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 teak 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



R1202 Mallard Pullman Train Set Class A4 4468 "Mallard" in LNER blue and pair of Pullman coaches (Hor) NEW £131



R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £150

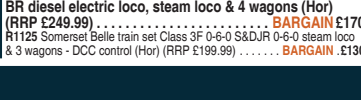


R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) BARGAIN £45

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 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

Coaches



39-001 2 x Mk1 coaches in "Works Test Train" in BR blue & grey - weathered (Bac) (RRP £89.95) BARGAIN £65



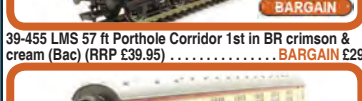
39-426 BR MK1 POS Post Office Sorting Van BR Blue & Grey (+ Nets) (Bac) (RRP £59.95) BARGAIN £40



R4790 GWR A30 autococh 191 in GWR chocolate and cream (Hor) £28
R4685 K-type Pullman Third Class Parlour Brake Car 'Car No.80' (Hor) (RRP £54.99) BARGAIN £39



39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95) BARGAIN £29



39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) (RRP £39.95) BARGAIN £25



39-475 LMS 60 ft Porthole Open Vestibule 1st BR in crimson & cream (Bac) (RRP £39.95) BARGAIN £29



R4768 Maunsell corridor brake third 3778 in SR olive green (Hor) NEW £38
R4768A Maunsell corridor brake third 3779 in SR olive green (Hor) NEW £38
R4796 Maunsell corridor brake third S3777S BR crimson and cream (Hor) NEW £38
R4796A Maunsell corridor brake third S3794S BR crimson and cream (Hor) NEW £38



R4770 Maunsell corridor first 7412 in SR olive green (Hor) NEW £38
R4797 Maunsell corridor first S7212S in BR crimson and cream (Hor) NEW £38



R4769 Maunsell corridor third 1224 in SR olive green (Hor) NEW £38
R4798 Maunsell corridor third S1187S in BR crimson and cream (Hor) NEW £38
R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (RRP £42.99) BARGAIN £26



39-530 SR PMV parcels van S1151S in BR green black ends (Bac). £28.01

Wagons



4F-016-104 12 ton banana van S89191S in BR bauxite (Dap) NEW £9.50
4F-012-013 12-ton ventilated van S768115 in BR bauxite (Dap) NEW £9.50
4F-012-014 12-ton ventilated van S768115 BR bauxite - weathered (Dap) NEW £10.50
37-663 14T tank wagon in Shell / BP black (Bac) £18.66
4F-034-023 21-ton hopper E289539 in BR grey (Dap) NEW £10
4F-034-024 21-ton hopper E289539 in BR grey - weathered (Dap) NEW £11
38-272 22 ton Prestello B888633 in BR bauxite Rugby Cement branding (Bac) BARGAIN £19
37-275F 27 ton steel tipper wagon BR grey (Hor) (RRP £14.95) BARGAIN £9
38-146 29 ton VDA sliding door box van in BR Civil Link - weathered (Bac) (RRP £25.95) BARGAIN £16
37-932 3 plank wagon in LMS bauxite (Bac) (RRP £13.95) BARGAIN £8.50
1152 4-wheel A tank 4089 in Esso grey Esso logo (Helly). £20.50
1152 Pack of 4 (Helly) (RRP £99.80) BARGAIN £76
4F-051-047 5-plank open wagon 'Lay Hall Colley, Westham' (Dap) NEW £9.50



4F-012-011 12-ton ventilated van 123519 in GWR grey (Dap) NEW £9.50
4F-012-012 12-ton ventilated van 123519 GWR grey - weathered (Dap) NEW £10.50
4F-011-010 12-ton ventilated van S38827 LMS - weathered (Dap) NEW £10.50
4F-012-013 12-ton ventilated van S768115 in BR bauxite (Dap) NEW £9.50
4F-012-014 12-ton ventilated van S768115 BR bauxite - weathered (Dap) NEW £10.50
37-663 14T tank wagon in Shell / BP black (Bac) £18.66
4F-034-023 21-ton hopper E289539 in BR grey (Dap) NEW £10
4F-034-024 21-ton hopper E289539 in BR grey - weathered (Dap) NEW £11
38-272 22 ton Prestello B888633 in BR bauxite Rugby Cement branding (Bac) BARGAIN £19
37-275F 27 ton steel tipper wagon BR grey (Hor) (RRP £14.95) BARGAIN £9
38-146 29 ton VDA sliding door box van in BR Civil Link - weathered (Bac) (RRP £25.95) BARGAIN £16
37-932 3 plank wagon in LMS bauxite (Bac) (RRP £13.95) BARGAIN £8.50
1152 4-wheel A tank 4089 in Esso grey Esso logo (Helly). £20.50
1152 Pack of 4 (Helly) (RRP £99.80) BARGAIN £76
4F-051-047 5-plank open wagon "Lay Hall Colley, Westham" (Dap) NEW £9.50

Hatton's
EST. 1946
MODEL RAILWAYS

Prices valid until 11/10/17

All prices correct
when going to press.
Errors excepted.

NEW



4F-051-043 5-plank open wagon 25140 in GWR grey (Dap) **NEW** £9.50
4F-051-044 5-plank open wagon 25140 GWR grey - weathered (Dap) **NEW** £10.50
4F-051-039 5-plank open wagon 404102 in LMS (Dap) **NEW** £9.50
4F-051-040 5-plank open wagon 404102 in LMS - weathered (Dap) **NEW** £10.50
4F-072-021 7-plank open wagon "Mold Colliery" (Dap) **NEW** £10
4F-072-022 7-plank open wagon "Mold Colliery" - weathered (Dap) **NEW** £11
4F-071-127 7-plank open wagon "Newbattle Colliery, Midlothian" (Dap) **NEW** £9.50
4F-071-113 7-plank open wagon "Newbattle Colliery, Midlothian" - weathered (Dap) **NEW** £10.50



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14
38-210A JJA auto ballast outer generator in Railroad (Bac) £42.46
38-210A Pack of 4 (Bac) (RRP £199.80) **BARGAIN** £160
38-210A Megapack of 8 (Bac) (RRP £399.60) **BARGAIN** £310
38-210B JJA auto ballast outer generator wagon in ex-Railtrack - weathered (Bac) (RRP £54.95) **BARGAIN** £31
R6793 KFA container wagon Tiphook Rail 1x 20' and 1x 40' container (Hor) £28
37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) (RRP £41.95) **BARGAIN** £28
R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £15

NEW



4F-044-007 Pair of FEA-B Spine Wagons 640155 + 640156 in Freightliner (Dap) **NEW** £39.50
4F-044-008 Pair of FEA-B Spine Wagons 640177 + 640178 Freightliner (Dap) **NEW** £39.50
4F-044-005 Pair of FEA-B Spine Wagons 640221 + 640222 Freightliner (Dap) **NEW** £39.50
4F-044-006 Pair of FEA-B Spine Wagons 640309 + 640310 Freightliner (Dap) **NEW** £39.50
R6810 Seven plank open wagon "Crystalate Billiard Ball" (Hor) **NEW** £13
R6812 Seven plank open wagon "John Vipond, Pontypool" (Hor) **NEW** £13
R6813 Seven plank open wagon "Phillips, George and Co, Swansea" (Hor) **NEW** £13
R6811 Seven plank open wagon "Staveley Caustic Soda" (Hor) **NEW** £13



H4-WW-013 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat) £33



H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) £33



H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) £33



H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat) £33



H4-WW-010 Warwell wagon 50t diamond frame bogies DW160819 in BR brown steel/rail carriers - weathered (Hat) £37



H4-WW-003 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) £33
H4-WW-003 Pack of 4 (Hat) £119



H4-WW-008 Warwell wagon 50t diamond frame bogies KDE314159 in BR black S&T branding and steel/rail carriers (Hat) £33



H4-WW-006 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) £33



H4-WW-004 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) £33



H4-WW-002 Warwell wagon 50t diamond frame bogies WW.55 in WD (LMS) (Hat) £33
H4-WW-002 Pack of 4 (Hat) £119



H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) £33



H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) £37



H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) £33



H4-WW-016 Warwell wagon 50t Gloucester GPS bogies MODA95539 in MOD 1990s olive (Hat) £33



H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat) £33

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply, (Hor) £87

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205
R8235 DCC Select Walkabout additional controller unit (Hor) £63

Point motors



R8243 Surface Mounted point motor (Hor) £8

Lighting equipment

Spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline), For OO, HO & O gauge - Pack of 24 (Pec) £20
19KADEE NEM362 Kadec coupling - Long (10.76mm) - Pack of four (Kad) £5
18KADEE NEM362 Kadec coupling - Medium (8.63mm) - Pack of four (Kad) £5
36-026 Pack of ten mini-loop screw on couplings - long (Bac) £7.50
36-030 Pack of ten NEM long straight couplings pocket (Bac) £8.46

Wheel sets

36-033 Brass turned coach disc wheels on metal axles - Pack of 10 (Bac) £9.99

Man-made scenic structure - railway-related

44-0007 2 curved platforms - second radius (Bac) (RRP £24.95) **BARGAIN** £16
44-153 2 straight platforms - Great Central style (122 x 165 x 20mm) (Bac) £12.71
44-0010 2 wooden platforms (Bac) (RRP £29.95) **BARGAIN** £17



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199

LK-55 76ft Well type turntable (Pec) £39



R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80



R070 Electrically Operated Turntable (Hor) £64
44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) (RRP £38.95) **BARGAIN** £25

R514 Platform Canopy x 2 (Hor) £12

Signals

R169 Home junction signal (Hor) £12
DS3L One Touch two aspect distant signal left hand feather indicator (red/green/yellow) - DCC fitted (Tra) **NEW** £36
DS3R One Touch two aspect distant signal right hand feather indicator (red/green/yellow) - DCC fitted (Tra) **NEW** £36
4L-003-005 Signal - Lattice Type SR Home Platform Starter (Dap) £26

Buildings - general

44-0045 Brick-built Suburban Station canopy (Bac) (RRP £54.95) **BARGAIN** £34
44-235 Low Relief British Transport Police Station (74 x 30 x 90mm) (Bac) (RRP £19.95) **BARGAIN** £14
44-262 Low Relief Cinema (Bac) (RRP £39.95) **BARGAIN** £25
44-270 Low Relief Municipal Building (Bac) (RRP £36.95) **BARGAIN** £26
44-248 Low relief post office maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95) **BARGAIN** £14

Man-made scenic structure - non-railway

97402 Embossed plastic sheet - corrugated metal siding - pack of two 12" x 7.5" sheets (Exp) **NEW** £5.50

Bridges, Tunnels & Walls

44-0017 Double-track overroad bridge (Bac) (RRP £49.95) **BARGAIN** £32



R8008 Grand suspension bridge (Hor) £39

People - civil

36-408 12 x Seated Coach Passengers (Bac) £11.50
36-407 1950s Train Crew x 6 (Bac) £8.46



36-407 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Setrack

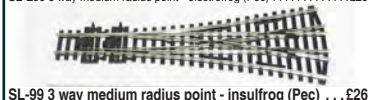
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-201 Setrack double straight (Pec) £2
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline

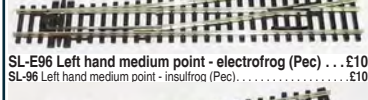
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3



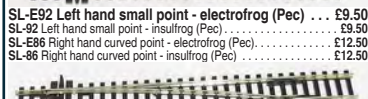
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3
SL-E98 3 way medium radius point - electrofrog (Pec) £26



SL-99 3 way medium radius point - insulfrog (Pec) £26
SL-90 Double slip - insulfrog (Pec) £32
SL-89 Left hand large point - insulfrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10
SL-96 Left hand medium point - insulfrog (Pec) £10



SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-E88 Right hand curved point - electrofrog (Pec) £12.50
SL-86 Right hand curved point - insulfrog (Pec) £12.50

SL-E95 Right hand medium point - electrofrog (Pec) £10
SL-95 Right hand medium point - insulfrog (Pec) £10

SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50

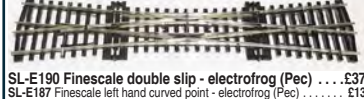
Track - Code 75 Finescale



SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £100
SL-108F Single (Pec) £4.50
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.25
SL-102F Pack of 25 (Pec) £82



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £28



SL-E190 Finescale double slip - electrofrog (Pec) £37
SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50
SL-E192 Finescale left hand small point - electrofrog (Pec) £10
SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50
SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50
SL-E191 Finescale right hand small point - electrofrog (Pec) £10

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R605 1st radius double curve (8 make a circle) (Hor) £2.40
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 Double Straight (Hor) £2.10
R601 Box of 24 (Hor) £47



R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight - 670mm (Hor) £3
36-603 Long straight track nickel silver (same as R603) (Bac) £24.80
36-603 Box of 10 (Bac) (RRP £35) **BARGAIN** £24.80



R8073 Right Hand Standard Point (Hor) £9
ST-101 Setrack Starter Track Set - Third Radius (Pec) £57
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.35
R600 Box of 24 (Hor) £31

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) £9



Buses

35201EPE 36" BET 6 Bay Reliance "Maidstone & District" (EFE) (RRP £25.99) **BARGAIN** £10



UK8020 ADL Enviro200 Dart London United (Nor) £49



UK6034 ADL Enviro400H Hybrid Stagecoach Oxford (Nor) £48
EM76696 Austin K8 Estate Commuter Bus (Pec) (RRP £24.99) **BARGAIN** £3
31301 B20 DM Fleetline "Shillbeer Omnibus" (EFE) (RRP £19.99) **BARGAIN** £10



76B1001 Beadle Integral East Kent (Oxf) £15.50
23405 Bedford TK Flatbed "Saphorst Transits" (EFE) (RRP £22.99) **BARGAIN** £9.50
16222 Bristol LS coach "Eastern Counties" (EFE) (RRP £24.99) **BARGAIN** £9.50
32204 Bristol RELH coach "Mansfield/Midland General" (EFE) (RRP £23.99) **BARGAIN** £10
3206EFE Bristol RELH Coach "Herts & Dorset" (EFE) (RRP £24.99) **BARGAIN** £9.50
20437 Bristol/ECW VR series 3 d/deck bus "Damory Coaches" (EFE) (RRP £18.99) **BARGAIN** £10

29101 DMS type Daimler Fleetline d/deck bus "Metrolbus" (EFE) (RRP £18.99) **BARGAIN** £10
76D004 Dupire Roadmaster Bamber Bridge MS (Oxf) **NEW** £14
26323 Gyr Abell II utility bus "Walsall Corporation" (EFE) (RRP £24.99) **BARGAIN** £10
12120 Harrington Cavalier coach "Timpsons & Sons" (EFE) (RRP £32.50) **BARGAIN** £9.50

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for all forthcoming releases

NEW



76IR6001 Irizar i6 Translink Goldline (Oxf) NEW... £19.50
17219 Leyland National Mkl Long 'Damory Coaches' (EFE) BARGAIN... £9
34905 Leyland Olympian coach 'Damory Coaches' (EFE) BARGAIN... £9.50
2670258 Leyland Olympian Type C - Showbus 2005 edition 'London & Country' (EFE) (RRP £21.50) BARGAIN... £9



15808 Leyland PD1 'East Kent' - '66, Ramsgate Harbour' (EFE)..... £29.71

NEW



76PD2004 Leyland PD2/12 Samuel Ledgard (Oxf) NEW £17
24614 Mercedes Minors 'First Eastern Counties' (EFE) (RRP £18.99) BARGAIN... £9
26603 Plaxton Paramount 3500 'Exelstar' (EFE) (RRP £25.50) BARGAIN... £10
26616 Plaxton Paramount 3500 coach 'Greenline (Southend)' (EFE) (RRP £18.99) BARGAIN... £10
26802 Wright Dennis Lancet 'Western National' (EFE) (RRP £18.99) BARGAIN... £10

Cars

76SET49 5 Piece Land Rover Classic Set (Oxf) NEW... £25
76AMVT001 Aston Martin V12 Vantage S Volcano Red (Oxf) NEW... £5
EM76855 Austin A35 2-door saloon in cream (Poc) (RRP £4.25) BARGAIN... £3

NEW



76BM2002 BMW 2002 Golf Yellow (Oxf) NEW... £5
76BM28002 BMW 328 Red (Oxf) NEW... £4.50
76CC002 Carlisle Continental Caravan Arctic White (Oxf) NEW... £6
EM76886 Ford 100E Popular 2-door in Beige (Poc) (RRP £4.25) BARGAIN... £3
76FS003 Ford Sierra Sapphire Radiant Red (Oxf) NEW... £4.50
EM76677 Ford Thames 300E 7-cwt van pale blue (Poc) (RRP £4.25) BARGAIN... £3

NEW



76JCX75002 Jaguar C-X75 Prototype Orange (Oxf) NEW... £5
76JFP002 Jaguar F-PACE Polaris White (Oxf) NEW... £5
76XF007 Jaguar XF Ammonite Grey (Oxf) NEW... £4.50
76LRD5002 Land Rover Discovery Sport Firenze Red (Oxf) NEW... £5
76SDV001 Rover SD1 350i Vitesse 'Targa Red' (Oxf) NEW... £4.50
EM76684 Triumph Courier Van Blue, opening bonnet. (Poc) (RRP £4.25) BARGAIN... £3

NEW



76VX003 Vauxhall Astra Mk1 Steel Grey (Oxf) NEW... £4.50
76V0003 Volvo 245 Estate Light Blue (Oxf) NEW... £4.50
76V0001 Volvo 760 Gold Metallic (Oxf) NEW... £5
76VP003 Volvo P1800 Black (Oxf) NEW... £4.50

Commercial vehicles

EM76666 Austin A35 van - Securicor radio patrol (Poc) (RRP £4.25) BARGAIN... £2.50
EM76694 Austin K8 'Procea Bread' (Poc) (RRP £4.50) BARGAIN... £3
37201 Foden S24 8W Oval Tanker 'Miers Transport Ltd' (EFE) (RRP £21.99) BARGAIN... £9.50
76FT1006 Ford Transit Mk1 Marley (Oxf) NEW... £4.50
76FT028 Ford Transit Mk5 LWB High Sotroll (Oxf) NEW... £5

NEW



76FBB003 Fowler BB1 Ploughing Engine No.15436 Princess Mary (Oxf) NEW... £14
DB13 Kenter Barham articulated lorry 'British Railways' Type A container (Bis) £12
76LRF0001 Land Rover FC GS 1974 Trans Sahara Expedition (Oxf) £8.50
EM76617 Morris J van 'British Railways' (Poc) (RRP £4) BARGAIN... £2.50
EM76615 Morris J van 'Telephone Engineer' (Poc) (RRP £4) BARGAIN... £2.50
EM76630 Morris Minor Van 'British Railways' (Poc) (RRP £4) BARGAIN... £2.50
76S143004 Scania 143 Short Curtainside Sandy Kydd (Oxf) NEW... £19

NEW



76VOL4003 Volvo FH4 Curtainside - Knowles Transport (Oxf) NEW... £21.50

Farming & Construction

76MT003 Field Marshall Tractor in Red (Oxf) NEW... £4.50
76MF004 Massey Ferguson Open Yellow (Oxf) NEW... £4.50

Military ground vehicles

NEW



76LRF0001 Land Rover FC Ambulance Gulf War Operation Granby 1991 (Oxf) NEW... £8.50
76WMB001 Willys MB Royal Navy (Oxf) NEW... £5

Public Service vehicles

76LR2S001 Land Rover Series II SWB Hard Back Royal Mail (Oxf) NEW... £5

1:72 Scale

Aircraft - civil

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
2S-007-013D Class 57xx Pannier Tank 6417 BR black early emblem (Gra) £80.71
DCC fitted (Dap)..... £88



372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra) (RRP £129.95)..... BARGAIN £76
371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR black early emblem (Gra) £80.71



371-985 Class 64xx 0-6-0 Pannier Tank 6407 in GWR Green (Gra)..... £80.71
2S-012-005 Class A1X Terner 0-6-0 32655 BR black early emblem (Dap)..... £63



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



2S-011-006 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest (Dap)..... £124.38



2S-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances (Dap)..... £128.83
2S-008-012D Class A4 4-6-2 4487 'Sea Eagle' in LNER garter blue valances - DCC Fitted (Dap)..... £150.57
2S-008-005D Class A4 steam loco 60022 'Mallard' in BR green early crest & double chimney, DCC fitted (Dap)..... £140.25



372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra) (RRP £129.95)..... BARGAIN £84



2S-002-004 Class V Schools 4-4-0 910 'Merchant Taylors' in Southern Railway olive green (Dap)..... £120.76

Train packs



2S-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green four Gresley teak coaches - light bars fitted (Dap)..... £198.90
2S-011-005D Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - DCC & light bar fitted (Dap)..... £220.64



2S-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap)..... £198.90



370-400 Longmoor Military Railway Train Pack WD Austerly 2-6-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) BARGAIN £99

Diesel locos



371-037 Class 20 20205 in BR blue - as preserved (Gra) NEW £101.96



371-036 Class 20 20227 in London Underground (Gra) NEW £101.96



372-976A Class 24 D5031 in BR green (Gra)..... £101.96



371-085A Class 25 D5177 in BR green (Gra)..... £101.96



371-087A Class 25/2 25225 in BR blue (Gra)..... £101.96
2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels, DCC Fitted (Dap)..... £110



2D-018-007 Class 35 'Hymek' D7003 in BR green no yellow panels (Dap) NEW... £98.29
2D-018-008D Class 35 'Hymek' D7003 in BR green no yellow panels - DCC fitted (Dap) NEW... £120.05



2D-018-009 Class 35 'Hymek' D7007 in BR blue small yellow panels (Dap)..... £98.29
2D-018-008 Class 35 'Hymek' D7043 BR green small yellow panels (Dap) NEW £98.29
2D-018-008D Class 35 'Hymek' D7043 in BR green small yellow panels - DCC fitted (Dap) NEW... £120.05



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) NEW... £103.66



371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95)..... BARGAIN £72



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) NEW... £103.66
371-710 Class 37/4 37422 'Robert F. Farlie' in Regional Railways (Gra)..... £103.66



371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95)..... BARGAIN £72
371-625B Class 47/0 D1572 in BR Green Small Yellow Panel (Gra)..... £101.96



372-243 Class 47/7 47701 'Saint Andrew' in BR Blue (Gra) (RRP £124.95)..... BARGAIN £79
371-287 Class 55 Deltic 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR Blue (Gra)..... £106.21
2D-017-002 Class 66/5 66504 in Freightliner PowerHaul (Dap)..... £88
2D-017-007 Class 67 67005 'Queen's Messenger' Royal Train claret DB locos (Dap)..... £104.67
371-636 Class 70 PowerHaul 70003 Freightliner (Gra) (RRP £119.95)..... BARGAIN £82.50

DMUs



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra)..... £144.46
371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra)..... £229.46
2D-009-002 Class 121 single car DMU Bubble car 55032 BR blue/grey (Dap)..... £114

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

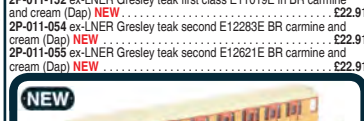
GMKS007 'Railway Renewals' starter train set - Dapol Class 66 66711 'Sence', three IOA wagons and oval of Kato track contr (Gau) NEW £212



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

2P-011-253 ex-LNER Gresley teak brake composite BR carmine and cream (Dap) NEW... £22.91
2P-011-352 ex-LNER Gresley teak buffet E9124E BR carmine and cream (Dap) NEW... £22.91
2P-011-153 ex-LNER Gresley teak first class E11019E in BR carmine and cream (Dap) NEW... £22.91
2P-011-054 ex-LNER Gresley teak second E12283E BR carmine and cream (Dap) NEW... £22.91
2P-011-055 ex-LNER Gresley teak second E12621E BR carmine and cream (Dap) NEW... £22.91



2P-011-207 LNER Gresley teak brake 5534 in LNER teak (Dap) NEW... £22.91
2P-011-208 LNER Gresley teak brake 5542 in LNER teak (Dap) NEW... £22.91
2P-011-304 LNER Gresley teak buffet 9121 in LNER teak (Dap) NEW... £22.91
2P-005-310 Mk3 buffet 44021 First Great Western 'dynamic lines' (Dap) NEW... £21.39
2P-005-012 Mk3 buffet W40435 BR blue and grey Intercity 125 branding (Dap) NEW... £21.39



2P-005-424 Mk3 TFO first open 41036 in Virgin Trains (Dap) NEW... £21.39
2P-005-322 Mk3 TFO first open 41145 in First Great Western 'dynamic lines' (Dap) NEW... £21.39
2P-005-024 Mk3 TFO first open E41069 in BR blue and grey (Dap) NEW £21.39
2P-005-025 Mk3 TFO first open E41070 in BR blue and grey (Dap) NEW £21.39



2P-005-026 Mk3 TFO first open W41009 in BR blue and grey Intercity 125 branding (Dap) NEW... £21.39
2P-005-361 Mk3 TGS guard second 44009 in First Great Western 'dynamic lines' (Dap) NEW... £21.39
2P-005-338 Mk3 TSO second open 42039 in First Great Western 'dynamic lines' (Dap) NEW... £21.39



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for more details

NEW



2P-005-337 Mk3 TSO second open 42075 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39
 2P-005-438 Mk3 TSO second open 42116 in Virgin Trains (Dap) **NEW** £21.39
 2P-005-438 Mk3 TSO second open 42258 in Virgin Trains (Dap) **NEW** £21.39
 2P-005-438 Mk3 TSO second open 42100 BR blue and grey (Dap) **NEW** £21.39
 2P-005-437 Mk3 TSO second open 42101 BR blue and grey (Dap) **NEW** £21.39
 2P-005-438 Mk3 TSO second open 42135 BR blue and grey (Dap) **NEW** £21.39
 2P-005-439 Mk3 TSO second open W42012 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39
 2P-005-040 Mk3 TSO second open W42014 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39



2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap) £116

Wagons

373-902C 46 Tonne glw HAA Hopper Railfreight Coal Sector Weathered (Gra) £14.41
 373-507A 46T HEA hopper in BR Railfreight red and grey (Gra) £11.86
 NR-P751 TTA tank wagon in Algeco grey (Pec) **NEW** £10
 NR-P750 TTA tank wagon in Algeco grey Esso branding (Pec) **NEW** £10

Spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2
Track - Code 80 Settrack
 ST-11 Double straight track (Pec) £1.50
 ST-6 Settrack left hand point insulfrog (Pec) £8.50
 ST-5 Settrack right hand point insulfrog (Pec) £8.50



ST-300 Starter Track Set (Pec) £46
Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
 SL-300 Single (Pec) £3
 SL-E396 Left hand medium point electrofrog (Pec) £9
 SL-E395 Right hand medium point electrofrog (Pec) £9

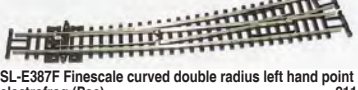
Track - Code 55 Finescale



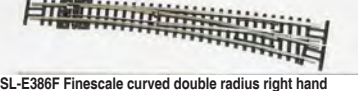
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
 SL-300F Single (Pec) £3



SL-E399F 3-way finescale turnout (Pec) £28



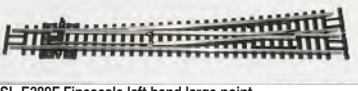
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11



SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £35



SL-E389F Finescale left hand large point electrofrog (Pec) £11



SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9



SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9
 SL-E397F Finescale Y Point. Electrofrog (Pec) £10.50

Buses

379-518 Harrington Cavalier Valiant (Gra) (RRP £9.95) **BARGAIN** £6

Cars

NMN006 Mini M & S Floral (Oxf) **NEW** £3.50

Commercial vehicles

NFG009 Foden FG 6 Wheel Dropside H E Payne (Oxf) **NEW** £5
 NFG011 Foden FG Dray Fremains (Oxf) **NEW** £5
 NFG010 Foden FG Tipper Hovingham (Oxf) **NEW** £5

Military ground vehicles

NBDE006 Bedford J1 Ambulance Army Medical Services (Oxf) **NEW** £4.50

O Gauge (1:43 Scale)

Steam locos



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25

Diesel locos



7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95
 2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) £470



4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) £550



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) £550



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Wagons

7F-057-002 12-ton insulated van Diagram 0251 B872452 BR light blue (Dap) **NEW** £42.46



7F-054-001 12-ton Meat Van 870060 in BR crimson (Dap) **NEW** £42.46

7F-056-007 12-ton van plank sides B755186 BR bauxite (Dap) **NEW** £42.46

7F-056-005 12-ton van plywood sides B776440 BR bauxite (Dap) **NEW** £42.46

7F-056-006 12-ton van plywood sides B775624 BR bauxite (Dap) **NEW** £42.46

7F-058-002 14-ton Type A tank wagon in Shell BP silver (Dap) £42.46

1003 33xx class B tank in Regent black (Hel) £53

7F-071-037W 7-plank open wagon 'Brymbo Steel' - weathered (Dap) **NEW** £37.75

7F-053-004 5-plank open wagon Diagram 39 B495105 BR grey (Dap) **NEW** £38.25



7F-053-005 5-plank open wagon Diagram 44 B485971 in BR bauxite (Dap) **NEW** £38.25

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7F-071-037W 7-plank open wagon 'Black Park, Chirk' - weathered (Dap) **NEW** £38

7F-071-038 7-plank open wagon 'Black Park, Ruabon' (Dap) **NEW** £38

7F-071-038W 7-plank open wagon 'Black Park, Ruabon' - weathered (Dap) **NEW** £38

Accessories

7A-000-003 Pack of O gauge screw link couplings drawbar hook (Dap) **NEW** £5.50

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75

SL-700BH Single (Pec) £6.50

SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

ST-725 Settrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5") 16 make a circle (Pec) £8

ST-U751 Settrack second radius Unifrog left hand point (Pec) £43

ST-U750 Settrack second radius Unifrog right hand point (Pec) £43

SL-E797BH Y Point bullhead rail & electrofrog (Pec) £41

Cars

43AM2002 Aston Martin DB4GT Zagato 2 VEV (Jim Clark Goodwood 1961) (Oxf) **NEW** £21

43AMV7002 Aston Martin V12 Vantage S Lightning Silver (Oxf) **NEW** £20



43RSD001 Rolls Royce Silver Cloud I Sand/Sable (Oxf) **NEW** £21



43LR2S003 Land Rover Series II SWB Hard Back Post Office Telephone (Oxf) **NEW** £14

Commercial vehicles

43RSD001 Rolls Royce Silver Dawn/Std Steel Maroon/Black (Oxf) £21

G Scale

Steam locos

91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £219

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



D Double/Twin track power controller (Gau) £69



Q Quadruple 4 circuit power controller (Gau) £140

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £57

DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110

DCR-21PIN-Direct Single (Hat) £12

DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £92.50) **BARGAIN** £70

36-557 Single (Bac) £15.73

X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hori) £12

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27 x 10d mm) x 5 (Gau) £71



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCR-8PIN-Harness Single (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hori) £92

R8249 Single (Hori) £16



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105

DCR-8PIN-Direct Single (Hat) £13

DCR-8PIN-Direct Box of 5 (Hat) £59

DCC controllers



36-504RC Dynamis Ultima DCC System Trial copy RailController Software (Bac) £240



50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £220



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

DCC51 Prodigy Wireless Conversion Set (Gau) £200

DCC accessories

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34



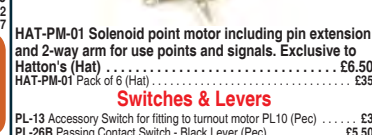
PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PL-10E Single (Pec) £6

PM-2 Seep point motor (Gau) £3.50

PM-1 Seep point motor accessory switch (Gau) £4.50

PL-11 Side surface mounted point motor (Pec) £7.50



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50

HAT-PM-01 Pack of 6 (Hat) £35

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

PL-26B Passing Contact Switch - Black Lever (Pec) £5.50

Lighting equipment

WJP5700 Lights and Hub set - Just Plug lighting system (Woo) £15.50

Accessories



GMC-LT Locomotive Tester for N, OO9, HO and OO scales (Gau) £270

SL-14 Track Fixing Pins (Pec) £1.50

Spares

TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £9

ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" In 8" - 2.5" Wide - Pack Of 4 (Woo) £13



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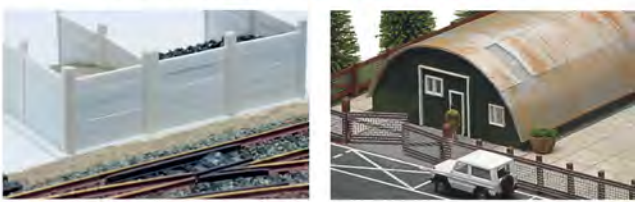
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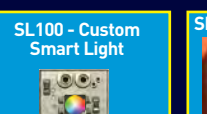
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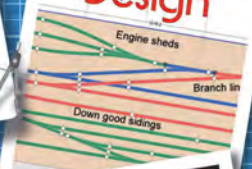
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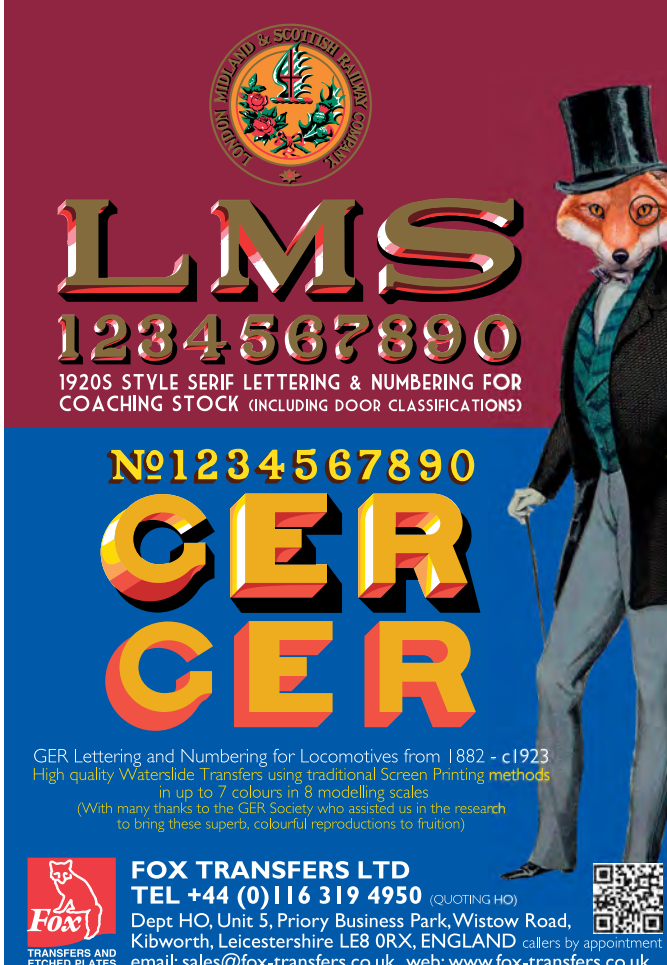
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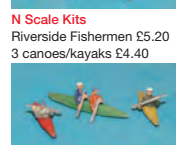


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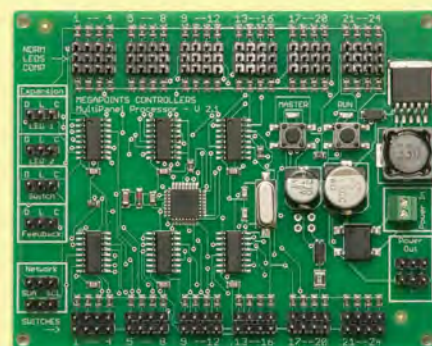
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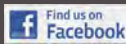


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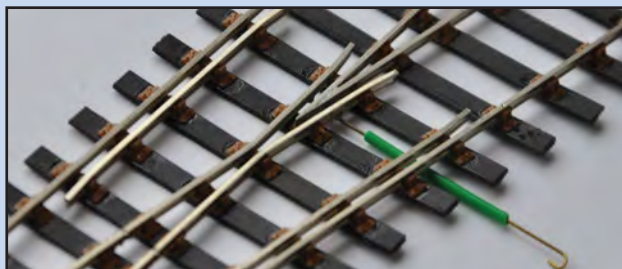
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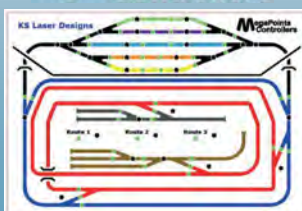
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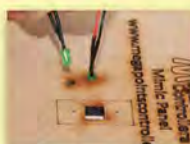


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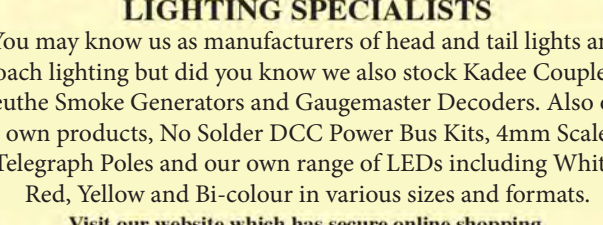
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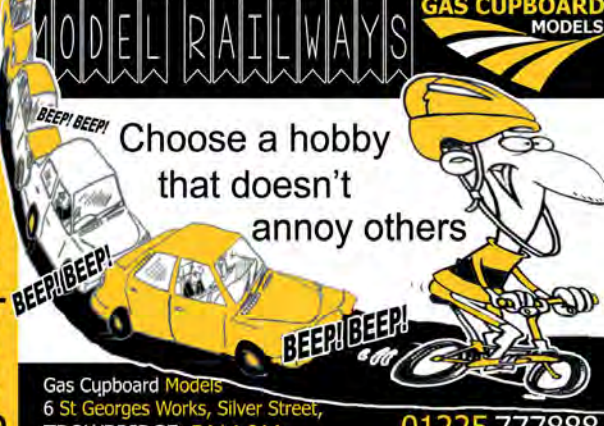


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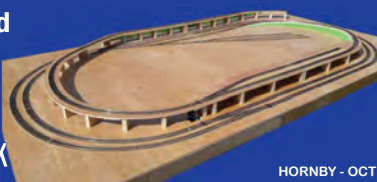
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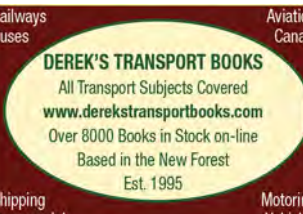
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BURTON-UPON-TRENT TOY & TRAIN FAIR, Town Hall, DE14 2EB, Wednesday 11th October 6.30pm-8.30pm. Always a good selection of rail and diecast. Contact Malc 07951 072790

NOTTINGHAM TOY & TRAIN FAIR, Bluecoat Academy, NG8 5GY (on ring-road 1 mile north of Uni.) Saturday 7th October, 10am-2pm, refreshments. Contact Malc: 07951 072790

DONCASTER RACECOURSE COLLECTORS FAIR, Doncaster Exhibition Centre, Leger Way, Doncaster, DN2 6BB Sunday 15th October 2017 10.30am-3pm More than 300 stalls of toys trains and models Adults £4, Seniors £3.50, Children £1 (under 5s Free) Free parking www.bpfaairs.com Tel 01604 84668

STAFFORD SHOWGROUND TOY & TRAIN COLLECTORS FAIR, The Prestwood and Argyle Centres, Stafford Showground, Weston Road, Stafford ST18 0BD Sunday 1st October 2017 10.30am-3pm 280 stalls Adults £3.50 Seniors £3 Children £1 (under 5s Free) Free parking www.bpfaairs.com Tel: 01604 846688

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CHESTER TOYFAIR, The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR. Saturday 14th October 10.30am-2.30pm, £2.00 entry, Tony Oakes Fairs 01270 652773

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

KEMPTON PARK TRAIN & TOY FAIR

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Squires will be exhibiting at the following shows in 2017

Diary updated as bookings are confirmed

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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 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, Springfields Event Centre, Camelgate, 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, Thomas 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, Energus Building, Blackwood Rd, Lillyhall 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 20/21 - CALNE Model Railway Exhibition Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - **Enlarged Show for 2018**
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, Fulwood, Preston, 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.
Mar 10/11 - HUNTINGDON East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4 **Plenty of FREE Parking**
Mar 17/18 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.
Mar 31 - April 2 - YORK Model Railway Show, The Knivesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - .5, Monday 10 - 4.30.
MAY 4 - 6 - THE 50TH BRISTOL Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Fri 1-7, Sat 10-6.30, Sun 10-5.

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NEXT ISSUE

ENGINE SHED SPECIAL

45C Westlands

Four retired Royal Marines joined forces to build 45C Westlands as means of promoting the hobby and raising funds for fellow injured and wounded comrades. The first phase of this atmospheric 'OO' gauge layout made its debut in 2016 with more exhibition appearances to come and a grand plan to make this into a 31ft long creation. Next issue we go on shed at 45C to look behind the scenes and discover the story of this fascinating model railway project.



REVIVE YOUR GOODS STOCK



Tim Shackleton puts together his top 10 ways to revive your goods rolling stock using readily available materials and simple techniques.

GOLD LANE AND SEVEN ASH

Peter Griffiths' Gold Lane and Steve Pike's Seven Ash – part of our Engine Shed Special theme – offer two very different takes on the engine shed theme and from two different eras. Read the full story on both of these 'OO' gauge shed layouts next month.



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7S-026-005/D/U/UD - Jinty 3F 0-6-0 47501 British Railways/DCC/U/UDCC

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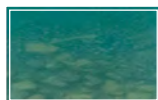
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Water Tints add colour to water products while achieving authentic depths and shallows.



Navy Blue
WCW4519



Turquoise
WCW4520



Moss Green
WCW4521



Sage Green
WCW4522



Olive Drab
WCW4523



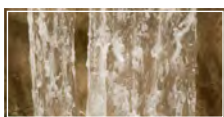
Yellow Silt
WCW4524



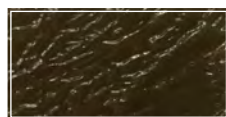
Murky
WCW4525

Surface Water, Whitewater Highlight & Dust Dabber™

Model splashes, waves and movement with Surface Waters. Use White Water Highlight to accent details of your water feature.



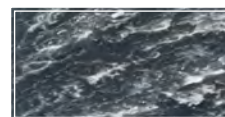
Water Effects™
WC1212



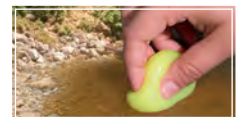
Water Ripples
WCW4515



Water Waves
WCW4516



White Water Highlight
WCW4529



Dust Dabber™
WCW4529



Please visit www.bachmann.co.uk to view tutorial videos
Model, Collect & Create