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- Kernow's Bulleid 1-Co-Co-1 diesel



HORNBY

magazine

Issue 125 **November 2017** USA \$12.99 · CAD \$13.99 · AUS \$12.75 **UK £4.40**

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FIRST LOOK



**Hornby Class 87
debuts in colour**

PLUS: 'Brighton
Belle' returns for 2018

**ILLUMINATED
CROSSING**



How to install working
crossing lights and sounds

**FREIGHT
REVIVAL**



10 top tips to bring
new life to old
goods wagons

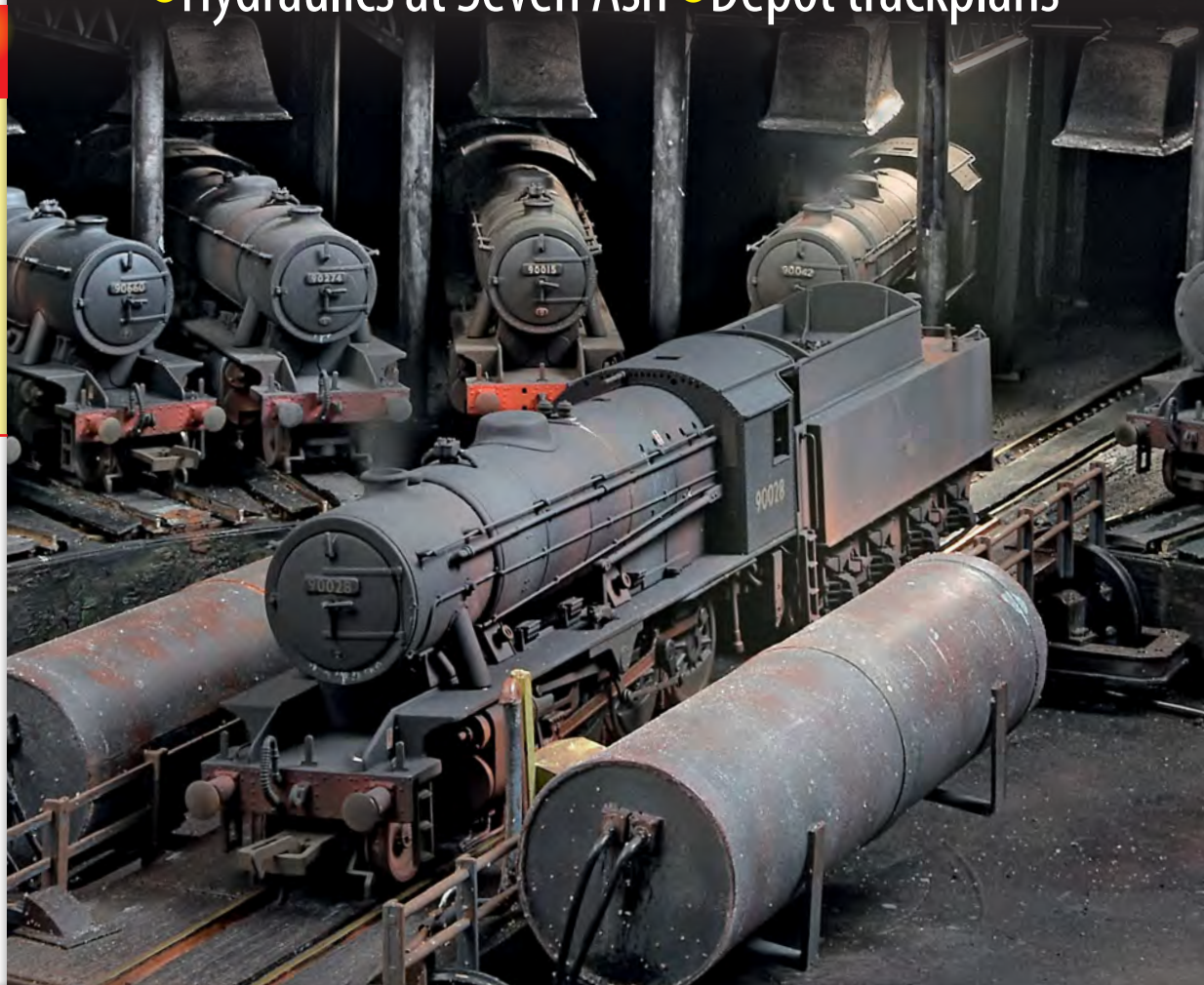
PLUS

ON SHED

**ENGINE
SHED
SPECIAL**

**MODELLING DEPOTS: THE
HEART OF THE RAILWAYS**

- Steam at 45C Westlands
- Crimson Road revisited
- Hydraulics at Seven Ash
- Depot trackplans



- Minerva '8750' 0-6-0PT and Heljan Class 05 for 'O'
- All-new Class 40 for 'N' gauge from Graham Farish

KEY



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HORNBY magazine

November 2017

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ISSUE
125

HORNBY magazine

LATEST OFFERS

See pages 60-61 for full details.

2045C Westlands



WE SHOW YOU HOW!

30 TRACKPLANS

In keeping with this issue's theme, Mark Chivers presents a selection of 'OO' gauge locomotive depot track plans, inspired by real-life prototypes.

38 DETAILING

Tim Shackleton suggests ten sure-fire ways to revive and improve freight rolling stock and create convincing consists.

56 CONSTRUCTION

Mike Wild shows you how to add sound and lights to a level crossing, with Train Tech's new 'OO' gauge kit.

92 DIGITAL CONTROL

Paul Chetter installs digital sound and lights in Golden Valley Hobbies' new 'OO' gauge 'Janus' diesel shunter.



p56



ENGINE SHED SPECIAL



FIRST REVIEWS

62 Hornby's 'Duchess'
4-6-2 for 'OO'
66 Kernow's 'OO'
Bulleid 1-Co-
Co-1



76 LSWR 'Gate stock' from Kernow
78 Minerva '8750' 0-6-0PT in 'O'
84 Graham Farish 'N' gauge Class 40
86 Heljan 'O' Class 05 shunter

ALSO REVIEWED...

A bumper package of new releases this month from Gaugemaster, Graham Farish, Heljan, Hornby, Kernow Model Rail Centre, Minerva Model Railways and more.

Inside...

7

EDITORIAL

It's been another intensive month of new releases – and across three scales. Mike Wild reflects on the highlights of September.

8

UPDATE

News from behind-the-scenes at Hornby HQ, Dapol announces a new 'O' gauge steam locomotive, Oxford Rail unveils more models for 2018, we preview the forthcoming Spalding Model Railway Exhibition and much more. Plus, you could win Hornby's new 'OO' gauge Stanier 'Duchess' 4-6-2 in a prize package worth over £550 in our exclusive competition.



p8

20

45C WESTLANDS

Tom Snook reveals the fascinating story behind this sensational 'OO' gauge roundhouse depot, built to promote the hobby and support fellow injured and wounded ex-servicemen.

46

HORNBY POST

Your views, opinions and observations from the *Hornby Magazine* postbag and Hornby Hobbies online forum.

48

SEVEN ASH

Steve Pike's stunning 'OO' gauge layout takes inspiration from the famous Western Region diesel depot at Old Oak Common, with prime focus on the multi-road turntable, set in the late 1960s/early 1970s diesel era.

70

REALITY CHECK

Evan-Green Hughes recalls Bulleid's pioneering trio of 1-Co-Co-1 diesel locomotives, introduced to the Southern Region in the early 1950s.

98

CRIMSON ROAD

From humble diesel depot beginnings, Peter Griffiths' 'OO' gauge exhibition layout has developed into an altogether larger affair, together with a new name, since its first appearance in *Hornby Magazine* five years ago.

108

RAILWAY REALISM

Whilst locomotives understandably had a huge following amongst enthusiasts, so too did the depots that housed them, as Evan Green-Hughes recalls.

112

SHOWCASE

Hornby Magazine presents another selection of your model railway images.

114

SHOW GUIDE

Hornby Magazine's comprehensive guide to forthcoming events.

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LS 12x08x08

Micro cube 1W



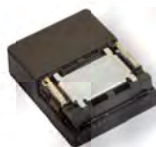
LS 15x11x12

Sugar cube 1W



LS 18x13x13

Cube 1W



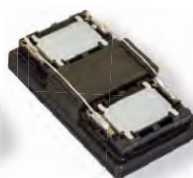
LS 26x20x08

3D optimised 1W



LS 40x20x09

3D optimised 1W



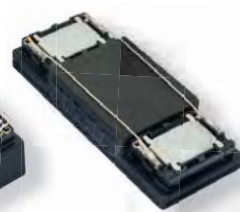
LS 40x22x09

Twin speaker 2W



LS 50x15x14

Twin speaker 2W



LS 55x22x09

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WELCOME

THE EDITOR'S PAGE



WHAT A MONTH September has turned out to be! When we fired up the machines to start producing this issue little did we realise that we would be sitting on a gold mine of six brand new

models covering three scales. Of course we are always watching the market closely, but some products have an exciting ability to sneak up on you and appear a little earlier than expected.

Impressively, this issue's new releases cover a very diverse selection ranging from compact shunting locomotives in 'O' gauge to giants of the main line in both 'N' and 'OO'.

Two of those locomotives stand out from the crowd significantly - one for its superb presentation and the other, as well as its quality, quite simply because of what it is. I'm talking about Hornby's all-new Stanier 'Duchess' 4-6-2 and Kernow Model Rail Centre's Bulleid 1-Co-Co-1 diesel 10201.

Hornby's 'Duchess' was announced in November 2016 at the Warley National

Model Railway Exhibition and even though we have been close to this model's development, seeing the finished product out of the box and running on our test track blew us away. It is a tremendous model and Hornby's decision to incorporate the option to model the final two locomotives will surely reap rewards, not least because they offer something different which has never been available before.

Moreover, the quality of the detail and performance available in this new issue of Stanier's imposing 4-6-2 is nothing short of outstanding and a clear sign that Hornby's development team is firing on all cylinders.

Meanwhile, alongside the surprise early arrival of the 'Duchess', we've been planning our coverage of Kernow's Bulleid diesel for the last two months and this is something really rather special - and not just because I've always had a soft spot for these early diesels.

The trio are Kernow's first solo outing to develop a ready-to-run locomotive direct with a factory in China, rather than operating with an established manufacturer. And it has paid off too, for it is a stunning new addition to Kernow's portfolio. You can read about both of these stand out 'OO' locomotives as well as Kernow's LSWR

'Gate stock' in 'OO', Minerva's GWR '8750' 0-6-0PT and Heljan's Class 05 for 'O' gauge together with the new Graham Farish Class 40 for 'N' gauge in this month's reviews.

If you like engine sheds - and I'm pretty sure we all do - then this issue will tick lots of boxes as we have brought together three stunning feature layouts which model very different styles of depot as well as presenting our own collection of trackplans that you can build. Plus, if you aren't into sheds then we look at enhancing freight stock, installing Train-Tech's new level crossing lights and show how to install custom sound into the Golden Valley Hobbies' 'Janus' 0-6-0.

Just at the point when the evenings draw in and we enter the traditional 'modelling season', these new releases come as a perfect tonic. And there's more to come as the big shows come thick and fast through the autumn.

Happy modelling!

Mike Wild
Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE THIS NOVEMBER

WIN £550 OF HORNBY MODELS

10

Our latest exclusive competition with Hornby offers a 'Duchess', a 'Royal Scot' and six buildings!

FIRST LOOK

08

Get the latest news from Hornby including a first look at its decorated Class 87 for 'OO' gauge, full details of the return of the 'Brighton Belle' for 2018 and more.

ILLUMINATED CROSSING

56

Train-Tech's new level crossing light and sound kit is a quick and simple project which adds more realism to a layout.

FREIGHT REVIVAL

38

Tim Shackleton presents his top 10 tips to revive your goods wagons with simple tricks, formation information, and ideas which will enhance your layout's operation.

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EXCLUSIVE FIRST REVIEWS

Hornby's Stanier 'Duchess' 4-6-2 debuts
Kernow's Bulleid 1-Co-Co-1 diesel for 'OO'

ENGINE SHED SPECIAL

20 **45C Westlands:**

A stunning 'OO' depot scene which continues to evolve.

30 **Depot trackplans:**

We present five depot plans you can build in 'OO' gauge.

48 **Seven Ash:**

Steve Pike took inspiration from Old Oak for this hydraulic era shed scene.

98 **Crimson Road:**

Peter Griffiths decided to expand his depot to give it greater purpose.

PLUS

- Minerva's '8750' 0-6-0PT and Heljan's Class 05 0-6-0 diesel shunter for 'O' gauge.
- Graham Farish's new 'N' gauge English Electric Class 40 is reviewed in full.

'BRIGHTON BELLE' REVAMP



Class 87 decoration samples arrive

Hornby has received the first full decorated samples of its new 'OO' gauge Class 87 AC overhead electric which is due to be released in the first quarter of 2018.

The Class 87 was announced at the Warley National Model Railway Exhibition in 2016 and comes with an 8-pin DCC decoder socket, working directional lighting, a heavy die-cast chassis and body details to reflect specific prototype locomotives.

The first releases are 87035 *Robert Burns* in BR blue with full yellow ends (Cat No. R3580) and 87010 *King Arthur* in BR Intercity 'Swallow' livery (R3582). Both have detail



differences with 87035 having an early cross-arm pantograph, original multiple working jumper cables and headlight

while 87010 has a later high-speed pantograph, Time Division Multiplex jumper cables for operation with Mk 3 push-pull sets and the later

style high intensity headlight.

The price for these West Coast Main Line express locomotives is £169.99 each.

● Visit www.hornby.com for more information.



FOR 2018

HORNBY is bringing the Southern Region 'Brighton Belle' Pullman back in 'OO' for its 2018 catalogue and with upgrades to its couplings and lighting arrangements.

The new pack was announced at the Great Electric Train Show on October 7 and, for the first time, Hornby's 5-BEL unit will be issued as a complete five-car train pack. It will model the third unit, 3053, in the much requested 1960s livery of Pullman umber and cream with small yellow warning panels and later style Pullman crests.

Previous releases of the 'OO' 5-BEL have covered units 2051 in original 1934 livery, 3052 in early BR period livery and 3053 in BR blue and grey.

For this issue, the power couplings between cars have been removed and will be replaced with

standard NEM coupling pockets and Roco-style close couplings. Lighting will be provided at all tables as before, but rather than taking power through the on-board 8-pin decoder socket, it will be powered direct from the track pick ups as per the locomotive-hauled Pullman carriages. A single 8-pin decoder socket will power the full five-car train for Digital Command Control operation.

Unit 3053 will be formed of Driving Motor Brake Parlour Third No. 92, Trailer Parlour First Kitchen *Mona*, Trailer Parlour Third No. 85, Trailer Parlour First Kitchen *Gwen* and Driving Motor Brake Parlour Third No. 93. All will be finished with silver roofs.

The five-car train pack, Cat No. R3606, will cost £398.99 with release anticipated in mid 2018.

● Visit www.hornby.com for more information.

Left: 5-BEL 3053 leads a 10-car formation through Clapham Junction at the head of the 11am London Victoria to Brighton 'Brighton Belle' service in February 1967. Brian Stephenson.



National Collection in Miniature expands

Two new exclusive limited edition models have been commissioned from Hornby by Locomotion Models for its National Collection in miniature series covering the first built Stanier 'Black Five' 4-6-0 5000 and Bulleid 'Q1' 0-6-0 C1.

The pair model the locomotives as they are presented in the National Railway Museum with 5000 being decorated in LMS lined black with a gloss finish and silvered smokebox door furniture and reversing rod.

The 'Q1', meanwhile, is finished in Bulleid Southern Railway 'Sunshine' livery with its original number.

The two locomotives were revealed at the Great Electric Train Show on October 7 and are priced at £169.99 (5000 – Cat No. R3596) and £109.99 (C1 – R3595). Each is limited to 500 pieces and comes with a certificate of authenticity.

● Visit www.locomotionmodels.com for more information and ordering.



INSIDE **HORNBY®**

The latest from Hornby HQ

COUNTDOWN TO WARLEY 2017



The Hornby team is preparing for its biggest ever presence at the Warley National Model Railway Exhibition on November 25/26 including a very special guest on its stand (A018) – don't miss it!

PLUS...

The revitalised Hornby Collector Club will be making exclusive announcements of its first exclusive club day and club model at the show. Find out more on November 25/26 and if you can't be there watch out for live updates on Hornby's online channels at www.hornby.com



HORNBY JUNIOR OUT NOW!

The new range of Hornby Junior products is now out offering a new introduction to model railways for the youngest of railway fans. The new battery operated set is designed for children from age 4 and up and comes as complete set consisting of a circuit of plastic clip together track, a three carriage express train with working headlight and simple to assemble card structures. Visit www.hornby.com to see the video.



SEE US IN LINCOLNSHIRE

Hornby's next exhibition appearance is the Spalding Model Railway Exhibition on November 11/12 alongside the Hornby Magazine team. Visit the stand to see the latest pre-production samples and latest releases. Visit www.spaldingmodelrailwayclub.org.uk for full details.

COMING UP IN...

THE ENGINE SHED

■ Keep up with the latest from the Hornby development team in the fortnightly online Engine Shed blog. The next blogs will be live on October 20 and November 3. Visit www.hornby.com to read the latest blogs.

HORNBY RELAUNCHES THE COLLECTOR

THE OFFICIAL HORNBY Collector Club is being given a fresh new look from this autumn with a brand new *The Collector* magazine offering subscription benefits and more. The new club launched at the Great Electric Train Show on October 7 offering improved incentives to new members.

The centrepiece to the new club is a relaunched magazine with a brand new editorial team led by Ben Jones which includes up to date product information, exclusive content and a fresh design. Exclusive club models and club days are also planned for the new offering.

Two levels of membership are available – *The Collector* and *The Collector Plus*. *The Collector* benefits include personalised membership card, new 2017 pin badge, all new quarterly magazine, a free copy of the 2018 catalogue, a free wagon, access to club exclusive models and events and the chance to earn loyalty points with Hornby



purchases. This is priced at £40 while *The Collector Plus* brings the same benefits with the addition of a 12-month subscription to *Hornby Magazine* for £80.

The new Collector Club is available to join from November 1 and more information, including the announcement of the first club day and club exclusive model, will be given at the



Warley National Model Railway Exhibition on November 25/26.

● Visit www.hornby.com/thecollector for more information and see adverts on pages 2-3 of this issue.

WIN Hornby engines and buildings

Question: Who designed the 'Duchess' 4-6-2s a. Sir William Stanier b. Sir Nigel Gresley c. Henry Ivatt

OUR LATEST EXCLUSIVE competition with Hornby Hobbies gives you the chance to win one of Hornby's very latest products – the new Stanier 'Duchess' 4-6-2 – as well as an accompanying rebuilt 'Royal Scot' 4-6-0 and a superb collection of six Skaledale buildings too. The total prize value is more than £550.

The 'Duchess' is Hornby's latest all-new model to arrive and you can read our exclusive first review of this exciting new locomotive on pages 62-65. The first, 6231 *Duchess of Atholl* is to be released in October (R3553) followed by 46256 *Sir William A Stanier FRS* (R3555).

Hornby Magazine's competition consists of 46256 in BR lined maroon (R3555), rebuilt 'Royal Scot' 46165 *The Ranger* in BR lined green (R3558), a Granite station building (R9836), waiting room (R9837), signalbox (R9838), water tower (R9839), engine shed (R9840) and goods shed (R9841).

All you have to do to enter the competition is answer the following simple question by November 25 2017. Even if you don't win, all these products will be available from Hornby retailers nationwide.

● Visit www.hornby.com for more information.



HOW TO ENTER

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

Alternatively, visit www.hornbymagazine.com and fill in the entry form or e-mail the same information to competitions@keypublishing.com with 'Hornby Magazine Duchess and Buildings Competition' in the subject field.

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

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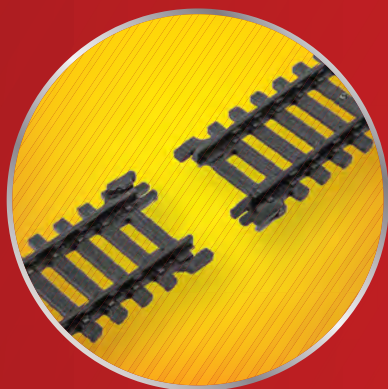


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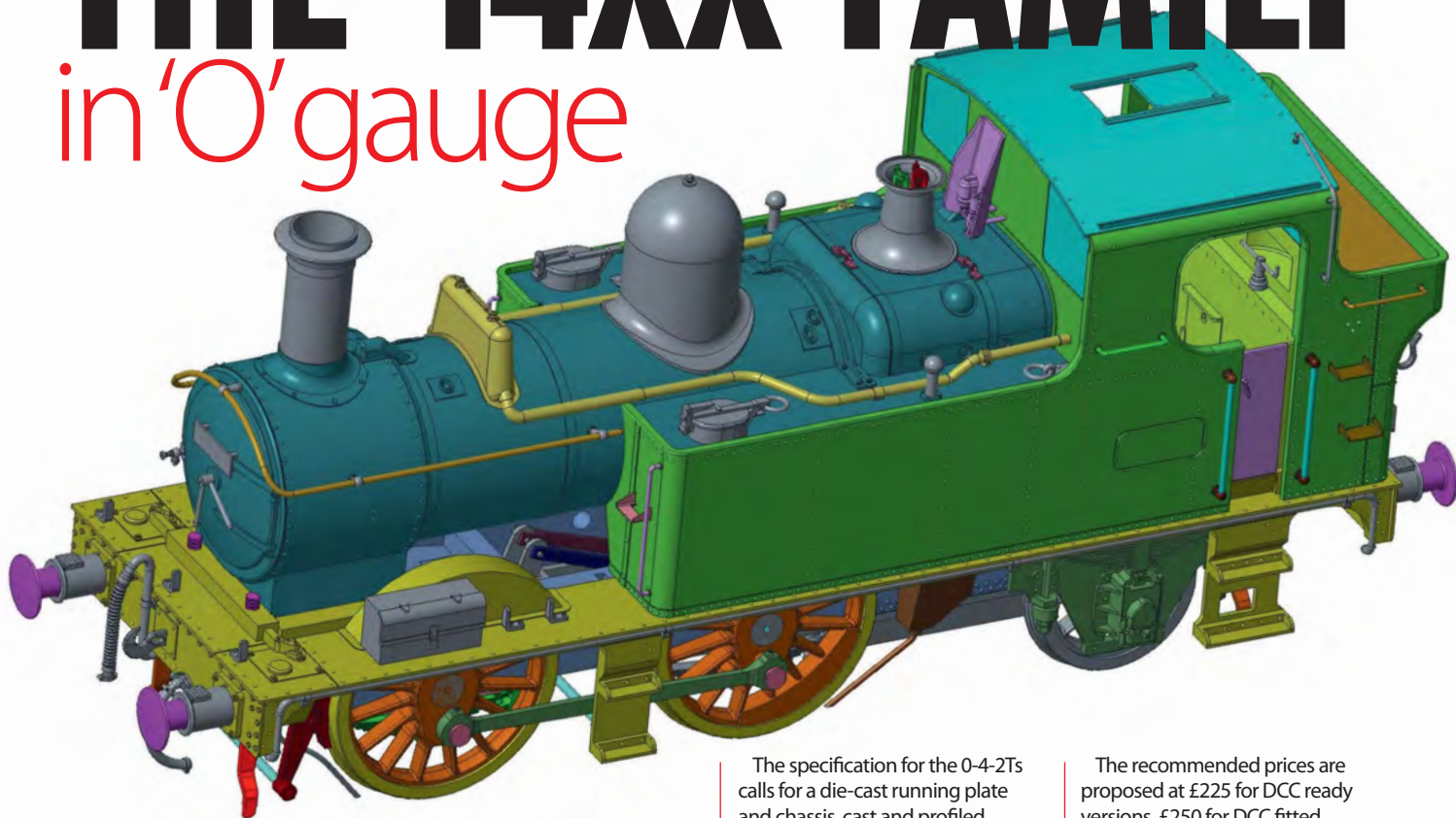
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Dapol to model THE '14XX' FAMILY in 'O' gauge



THE GWR '14XX' 0-4-2T and family are to be the subject of Dapol's next 'O' gauge locomotive project with delivery expected by the end of 2018.

The new model was announced

by Dapol at the Telford Gauge O Guild Exhibition in September and it will cover the '48XX'/'14XX' auto-fitted fleet as well as the conventional '58XX' 0-4-2Ts which were similar except for the lack of auto train equipment.

The specification for the 0-4-2Ts calls for a die-cast running plate and chassis, cast and profiled wheels, flickering firebox effect, removable cab roof, sprung buffers, and articulated screw couplings, DCC ready with space for a decoder and speaker and a choice of numbered, sound fitted and unnumbered locomotives.

The recommended prices are proposed at £225 for DCC ready versions, £250 for DCC fitted and £400 for DCC sound fitted locomotives. Liveries will cover GWR green, Great Western green, BR black and BR lined green with a choice of early and late crests.

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

New body option for 'O' gauge 'Pillbox'



Dapol is adding the uneven planked body style to its range of Southern Railway designed 25ton 'Pillbox' brake

vans for release in the first and second quarters of 2018.

The 'Pillbox' is returning with a choice of seven liveries – four with

even planked bodies and three with the new uneven design. Liveries consist of Southern Railway brown with large or small

letters and BR grey and bauxite. Prices are set at £80.60 per vehicle.

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



Rails receives Hornby limited editions

Rails of Sheffield has received two exclusive limited edition models from Hornby covering Bulleid 'Q1' 0-6-0 33001 in BR black and Stanier 'Black Five' 4-6-0 45000 in BR black with Twin Track Sound (TTS).

The two limited editions are the first in a series of exclusive products for Rails which are being produced by Hornby. They are delivered in unique Rails packaging and each is

limited to 250 pieces. The 'Q1' (Cat No. R3598) is priced at £109.99 and the 'Black Five' (R3599TTS) costs £199.99.

● Visit www.railsofsheffield.com for more information.



NEWS IN BRIEF

■ Brassmasters has introduced a new range of 4mm scale three-link and screw couplings.

Available with either blackened soft iron or copper links, the couplings include etched brass hooks and pockets and are priced at £8 for six pairs, while the screw couplings are in lost wax and priced at £6 per pair.

● www.brassmasters.co.uk

■ Production is now underway on Irish Railway Models' (IRM) 4mm scale CIE/ Irish Rail cement wagon and is due for release in late October following significant upgrade to the tooling. Refinements include improved hatch lid, end seams, underframe and tank detail, while the walkways and ladders will now be etched components.

Four packs, each containing three differently numbered wagons, will be available in a choice of CIE or Irish Cement liveries, priced at €125 per pack.

● www.irishrailwaymodels.com

■ The Railway Children charity has added a selection of rail-related Christmas cards to its range of gifts, featuring works from renowned railway artists David Charlesworth, Jonathan Clay and Philip Hawkins.

Amongst the ten different packs available, three designs are new to the range this year including Bringing Back the Empties, Southern Freeze and Winter at Hatfield. Priced at £5 per pack, each contains ten cards and envelopes.

● www.railwaychildren.org.uk/shop

■ North West Somerset Group of the EM Gauge Society (EMGS) has organised a workshop for 'OO', 'EM' and 'P4' modellers on Saturday November 4 between 10.30am and 4.30pm at Wells Town Hall, Wells, Somerset. The workshop will feature layouts and demonstrations covering locomotive construction, scenery, structures, track, soldering, weathering, detailing, Digital Command Control (DCC) and more. Admission is £5 (free for EMGS members).

● www.emgs.org

REVOLUTION REVEALS DECORATED CLASS B TANKERS

Revolution Trains has received decorated samples of its forthcoming 'N' gauge 35ton Class B tank wagons (HM113). Priced at £19.50 for individual wagons and £58.50 for triple-packs, orders must be received before the October 31 deadline. Delivery is anticipated in early 2018.

● Visit www.revolutiontrains.com for more information.



Revolution's 'N' gauge Class B tankers are to receive adjustments to their livery artwork before production. These are the first decorated samples.

Oxford reveals decorated buildings

The first four fully decorated samples of Oxford Rail's new series of structures have been revealed by the manufacturer to complement its 'OO' rolling stock range. First in are models of a

GWR style signalbox and station building together with a church and public house. The buildings are scheduled for release in 2018 with prices starting from £24.99 for the signalbox and rising to £44.99

for the station. Further buildings are planned for release including a goods shed, water tower, engine shed and platform sections.

● Visit www.oxfordrail.com for more information.



GIESL EJECTOR '9F'



THE UNIQUE Giesl ejector fitted BR '9F' 2-10-0 92250 is the subject of a unique 50 piece 'OO' gauge limited edition by TMC using a 3D printed chimney to model the locomotive after it was

converted for trials in 1959.

92250 – the 7,331st and last steam locomotive built at Crewe Works – operated with the Giesl ejector for the rest of its career when it was allocated to the Western Region. It was withdrawn in December 1965.

TMC's model uses the Bachmann '9F' as its basis with each model

being modified in house by TMC's staff. It will be delivered in a blue leatherette presentation box with a certificate of authenticity. Prices start from £229.95 for a pristine version rising to £269.95 with weathering and coal and to £299.95 for deluxe weathering and coal.

● Visit www.themodelcentre.com for more information.

REVOLUTION-ARY APT-E FOR 'N'

Revolution Trains is investigating production of an 'N' gauge model of British Rail's Advanced Passenger Train – Experimental (APT-E).

Initially inviting expressions of interest, the company has reached agreement to produce the model in 'N' with the National Railway Museum and Canadian manufacturer Rapido

Trains Inc, who developed the 'OO' gauge version of the APT-E for Locomotion Models in 2016 (HM108).

Whilst the specification has yet to be confirmed, it is anticipated that the price for the 'N' gauge model would start from around £225, with DCC ready and DCC sound-fitted versions planned.

● www.revolutiontrains.com

HATTON'S RECEIVES FIRST 'O' GAUGE TEAK SAMPLES

The first full running samples of Hatton's new 'O' gauge exclusive ready-to-run Gresley teak corridor stock have been received covering the Corridor Third, Brake Corridor Composite and Open Third. The new carriages are being produced

for Hatton's by Heljan and are expected to be released in the fourth quarter of 2018 in a choice of LNER teak, BR carmine and cream and BR maroon liveries. Prices are set at £249 per coach.

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

'Silk Road' livery for exclusive TMC Class 66

TMC has commissioned an 'OO' gauge limited edition model from Bachmann of DB Cargo operated Class 66 66136 which carries the additional Yiwu-London branding of DB's latest

red and grey colour scheme.

The locomotive was specially decorated to haul the inaugural China-London freight service, arriving on January 18 2017. It took 14 days to travel 7,500 miles via

Kazakhstan, Russia, Belarus, Poland, Germany, Belgium and France with two transfers of its container load at the gauge changes between China/Kazakhstan and Belarus/Poland.

TMC's model of 66136 (Cat

No. 32-783Z) is due to arrive in the early New Year and will be priced at £169.95. The model can be weathered by TMC for an additional £30.

● www.themodelcentre.com



Oxford Rail reveals 2018 products

A line up of 15 new products has been announced by Oxford Rail for 'OO' for release in the first and second quarters of 2018.

The new models consist of War Department liveried 'Dean Goods' 0-6-0 101 in plain black (Cat No. OR76DG006) which will be available both DCC ready and DCC sound fitted, a series of four new coke wagons – including a new tooling to model the three-bar coke rail extensions – five standard seven plank wagons and a second version of the WD liveried 'Warwell' loaded with a Sherman tank. The seven plank and coke wagons all feature private owner liveries.

In addition, Oxford is launching a new 'Weathered in Wales' collection with the first three items being East Kent Railway green



liveried Adams 'Radial' 4-4-2T No. 5 (OR76AR005W) followed by a pair of private owner seven-plank coal wagons in Wigan and Fulton liveries (OR76MW7017/7018).

The 15th addition for the autumn period is an Aquarius Rail Technology branded version of its

new road rail Defender 90 which includes rail mounting trolleys at each end (OR76ROR004). This will be a follow up to the first pair of Railtrack and Network Rail liveried road-rail Land Rovers.

● Visit www.oxfordrail.com for more information.



Legacy ballast range

DCC Concepts has introduced a new range of ballast products designed to suit a range of different eras and types of ballast. The new collection includes 'OO' and 'N' scale ballasts covering brown blend (Cat No. LB-4BB), grey blend (LB-4LG) and a dark blend (LB-4SE), the latter ideal for use in shed yards. Initially the new Legacy ballasts are available in 200g tubs for £4.96 each with bulk versions coming in the near future with 5litres being offered for £49.96.

● Visit www.dccconcepts.com to see the full range and more information.



Accucraft 16mm Hunslet

Accucraft Trains is producing a live steam 16mm scale War Department (WD) Hunslet 4-6-0T. 155 of these 2ft gauge locomotives were built by Hunslet for use during the First World War.

Butane fired, it will be available in plain satin black in either 32mm (Cat No. S19-29B) or 45mm (S19-29A) gauge variants and includes simplified Walschaerts valve gear, two slide valve cylinders, pressure gauge, water sight glass and single flue amongst its specification. Priced at £1,950 each, a delivery date has yet to be confirmed.

● Visit www.accucraft.uk.com for further information.

NEWS IN BRIEF

■ Bachmann has upgraded its 21-pin Digital Command Control (DCC) decoder (Cat No. 36-557). Now manufactured by digital specialist ESU, this 1amp four-function decoder supports two and four-figure addressing, analogue operation, 14, 28 and 128 speed steps and is Railcom and RailcomPlus equipped. In addition to its four powered function outputs, it also has two logic outputs and adjustable Back EMF settings and has been designed to handle a 0.9amp continuous motor load. It is also suitable for use with coreless motors. It will cost £21.95.

● www.bachmann.co.uk

■ Following advice from specialists in the digital sound field, it has been brought to our attention that the Zimo twin driver LS40x22 speaker, as suggested in HM124, should not be used with the Hornby Twin Track Sound decoder as it is only a 40hm impedance speaker which could lead to faults with the TTS decoder.

The Twin Track Sound decoders require 80hm speakers to operate correctly such as the Zimo LS26x20 (used in the Class 47 in our feature) or the LS40x20 single driver speaker.

● Visit www.digitrains.co.uk to see the full range of Zimo sound speakers which are listed with their ohm rating.

■ The refurbished Class 50 has been confirmed as the first production run for Heljan's planned 'O' gauge model of the English Electric Type 4. It is proposed for release in late 2018, but pricing is to be confirmed.

Six colour schemes are planned on the Class 50 covering BR blue, BR 'large logo' blue, original and revised Network SouthEast colours as well as modelling 50007 Sir Edward Elgar in GWR green and 50149 Defiance in Railfreight General sector livery.

● www.heljan.dk

COMPETITION WINNERS

■ The winner of HM122's competition for a trio of Hornby Southern Region steam locomotives is Charles Whitehouse from Coventry. The winner of HM123's competition for Hornby's special edition Class 50 is Mr R Long from Highbridge.

PREVIEW

LAYOUTS LINE UP!

...for Spalding Model Railway Exhibition



Hornby Magazine will be exhibiting its Western Region DCC operated terminus, Grosvenor Square, at the Spalding show.

THE COUNTDOWN is on to the annual Spalding Model Railway Exhibition, sponsored by *Hornby Magazine*, at the Springfields Events Centre on November 11/12 2017.

More than 30 layouts are set to attend this two-day show including *Hornby Magazine's* 'OO' gauge BR Western Region terminus, Grosvenor Square, developed for *Hornby Magazine's* Yearbook No. 9, and, from the pages of *Hornby Magazine*, Dave Milford and Malc Charlton's Chollerford (HM83), David Westwood's Elmfield (HM122), Chelmsford and District Model Railway Club's Haddon Bank (HM91), East Riding Finescale Group's Hospital Gates (HM58) and Outwell Village (HM49) from Alan Price.

Joining them is Peter Goss' outstanding *The World's End*, based on Knaresborough in North Yorkshire during the 2000s, and Peter Clark's 52ft 'O' gauge layout, Leavesden, set during BR's sectorisation era. Also booked to appear are Terry Tew's Earls Court, George Woodcock and John Norton's Fenchurch St Peter, David Harrison's Glenellen Castle, Epsom and Ewell MRC's Hinksey Yard, South Hants MRC's Lee-on-the-Solent, Terry Metcalfe's Neely, Peter Simmerson's Uppingham, Sudbury MRC's Wendsleydale and many more. European and Continental outline layouts include Mike Roualle and Mike Upton's Michaelerplatz and Mike and Dee Wyldbore's Phoenix Junction.

Demonstrations comprise *Hornby Magazine* contributor Paul Chetter's DCC sound showcase, Tony Wright's locomotive surgery, Roy Hickman's building and scenery presentations and Waverley 'O' gauge group.

Hornby Magazine's editorial team will be on hand throughout the weekend to answer any





Dave Westwood's Elmfield models a Black Country branch line in 'N' gauge in its final years including a pipe works.

THE DETAILS

Event:	Spalding Model Railway Exhibition
When:	November 11/12 2017
Where:	Springfields Events Centre, Camelgate, Spalding, Lincolnshire PE12 6ET
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Website:	www.spaldingmodelrailwayclub.org.uk
Prices:	Adults £8, concessions £7, accompanied children free

SPALDING EXHIBITION LAYOUTS 2017

NAME	OWNER	SCALE
Athabasca Yard	Little Layout Company	'OO'
Blakecaster	Peter and Arline Wilson	7mm 16.5
Bowleggett Manor and Farr End	West Midlands OO9 Group	'OO9'
Chollerford	Dave Milford and Malc Charlton	'OO'
Deeping Lane Depot	Stephen Mullen	'OO'
Dunkow Road	Andy Small	'N'
Earls Court	Terry Tew	'OO'
Elmfield	David Westwood	'N'
Fenchurch St Peter	George Woodcock and John Norton	'OO'
Glenellen Castle	David Harrison	'N'
Grosvenor Square	<i>Hornby Magazine</i>	'OO'
Haddon Bank	Chelmsford and District MRC	'OO'
Haven Yard	Christopher Dales	'P4'
Hinksey Yard	Epsom and Ewell MRC	'N'
Hospital Gates	East Riding Finescale Group	'O'
Leavesden	Peter Clark	'O'
Lee-on-the-Solent	South Hants MRC	'P4'
Meccano Display	Bob Seaton	'1:12/5in'
Michaelerplatz	Mike Roualle and Mike Upton	'HO'
Molinnis	Northants & Cambs N Gauge Soc. Group	'N'
Neely	Terry Metcalfe	'N'
Nene Wharf	David O'Rourke	'OO'
Operation Abyss	Jim Styles	'OO'
Outwell Village	Alan Price	'OO'
Paston Ridings	Paul Bason	'EM'
Phoenix Junction	Mike and Dee Wyldbore	'HO'
Small 'N' Gauge Selection	Ian Redman	'N'
St Merryn	South London Area Group Scalefour Soc.	'P4'
The Clydach Railway	Richard Holder	'OO9'
The World's End	Peter Goss	'OO'
Uppingham	Peter B Simmerson	'EM'
Waterloo Road	Roger and Freddie Ellis	'OO'
Wendsleydale	Sudbury MRC	'O:16.5'
Wolfe Lowe	Shaun Horrocks and Steve Moore	'O'



Above: Chollerford models a small section of the North British Railway in the BR era in 'OO'.

Below: Hospital Gates is the East Riding Finescale Group's popular 'O' gauge 1940s era layout.



questions you may have, while the *Hornby Magazine* stand will have special show-only offers on subscriptions, models, accessories and scenic items.

Hornby Hobbies makes its debut at this year's show, displaying the manufacturer's latest engineering prototypes and pre-production

samples and joins Bachmann Europe together with more than 25 traders including show sponsors Cheltenham Model Centre, DC Kits/D&E Videos and Squires Model and Craft Tools, plus ADM Turntables, Brickyard Models, Digitrains, Green Scene, Kytes Lights, MegaPoints Controllers, P&D Marsh, Ten Commandments, Train Tech and more.

The show starts at 10am both days, with doors open from 9.30am for disabled visitors.

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DCC27 OMNI 21 & 8 Pin Decoder	£19.95
DCC28 OMNI 6 Pin Decoder with Harness	£22.95
DCC29 OMNI Direct Plug Decoder	£20.95
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BPDC28 OMNI 6 Pin with Harness (5)	£99.95
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DCC51 Prodigy Wireless Conversion Set	£269.95
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DCC60 Spare plug for Prodigy	£3.95
DCC61 Medium NEM 652 Socket (5)	£8.50
DCC62 Prodigy Universal Lead (2m)	£5.95
DCC63 Prodigy Adv Power Supply Unit	£27.95
DCC64 Prodigy Power Pack Lead	£7.25
DCC65 Prodigy Express Power Supply Unit	£27.95
DCC66 Controller Caddy	£6.95
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GMC-PM52 Point Motor Accessory Pack £2.95

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



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



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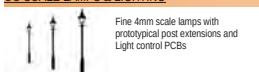
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OO SCALE LAMPS & LIGHTING



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GM805 B/Post Gas Lamp Grey Undercoat (3)	£13.95
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GM51 Spare Pads for GM50	£17.95
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GM63 Micro LED Blue (4)	£7.95
GM64 Micro LED Orange (4)	£7.95
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BPGM72 GOW Bulb 12v Green (100)	£49.95
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GM81 LED Red 3mm 12v (5)	£2.25
GM82 LED Yellow 3mm 12v (5)	£2.25
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GM84 LED Red 5mm 12v (5)	£1.95

GM85 LED Yellow 5mm 12v (5)	£1.95
GM76 Resistor 1K Ohm for LEDs (10)	£1.65

MAGNETS

GM86 Small Magnets (10)	£5.50
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45C Westlands

TOM SNOOK and friends have set out on an inspirational journey to create a model railway which encourages new interest and supports ex-Royal Marines. We pay a visit to 45C Westlands, the first phase of a grand plan in 'OO' gauge.

PHOTOGRAPHY, TREVOR JONES

**ENGINE
SHED
SPECIAL**



Shafts of sunlight pierce the dark interior of 45C's 13-road roundhouse lighting a trio of 'WD' 2-8-0s. A solitary 'spotter' has got past the foreman to record the number of 90544.

AMONGST the team of four is a retired Royal Marine whose first item on his bucket list was to build a layout with the purpose of promoting the hobby and attracting donations to help fellow injured and wounded marines. This was to be achieved by exhibiting in public places as well as the exhibition circuit.

Starting alone in 2013 and with no experience whatsoever he looked for help from likeminded individuals with the aim of taking a 41ft x 14ft layout to the Warley National Model Railway Exhibition in 2015 giving a two year time frame to achieve the target. Local model railway clubs thought it too ambitious and were too fazed to help, but not Warley MRC who were supportive of the ambition and offered the space.

The team has since grown and Tom Snook, who started the project, is now supported by Chris Longson who scratch builds buildings, Neil Bates who is into the electrical side and Chris Garside who takes on the big elements of the project.

Neil was the first to join and with carpentry skills he also took up the challenge to rectify what had been done by Tom on his own. There were many things wrong with the first attempt which had to be fixed, but the project was gaining momentum and support. We made it to Warley though and put a lot of effort into keeping the original layout operational. It was then scrapped and the team started to build 45C Westlands under the tutelage of Chris Longson.



This new layout has been designed to be modular from the start and consists of four phases. Happily all of these can be accommodated within the space allowed for us to exhibit and we have set a new time frame of 30 months for completion. Phase One is now complete and consists of an 11ft x 3ft section which contains a substantial 13 road roundhouse fed by a turntable, a diesel fuelling point, Westlands

Road Traction Maintenance Depot (TMD) and a developing model of Stratford Works across the back.

Phase Two is now under construction and will add a 10ft x 3ft motive power depot to the scene which will then be followed by Phase Three consisting of a 5ft x 3ft board »

foz Above: Cameos create pockets of interest away from the railway, including this repair scene on the road bridge.

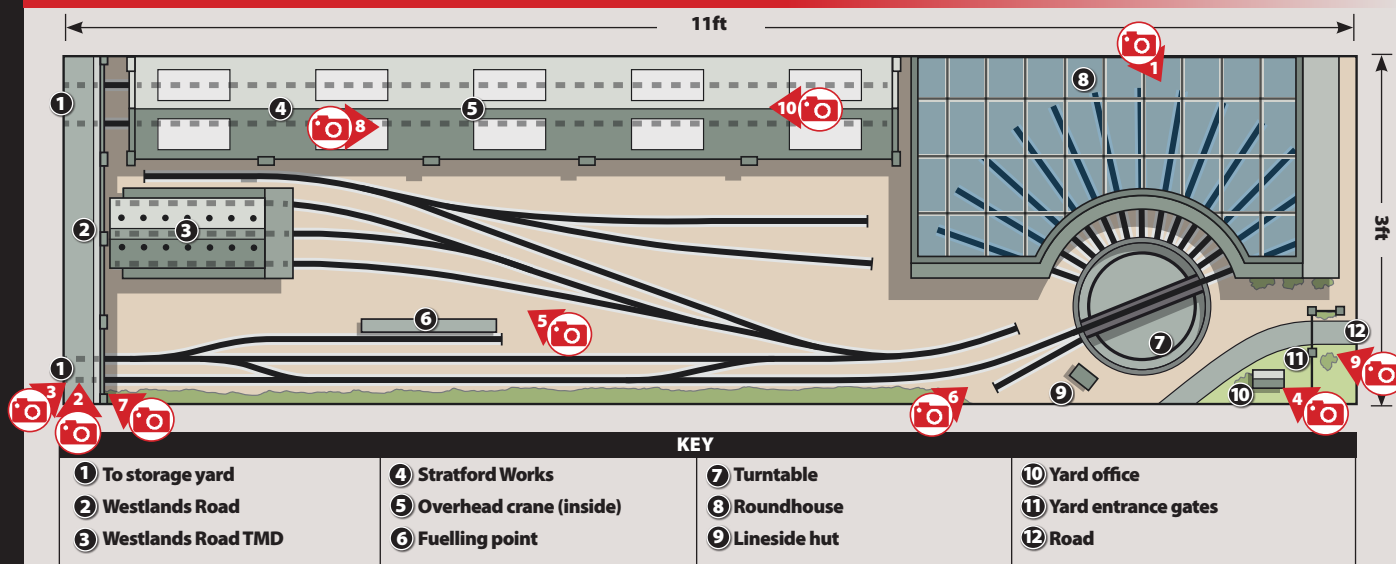




Viewed from
Westlands
Road, and under the
watchful camera of
local enthusiasts, a 'WD'
comes off shed while a
'Peak' rests in the siding
alongside the depot.



45C WESTLANDS TRACK DIAGRAM (Not to scale)



supporting a valley and three bridges. Phase Four will cover 20ft x 3ft with a terminus at one end and a marshalling yard at the other bringing the total footprint up to 31ft x 13ft made up of 10 baseboards. It's a big project, but one which we all relish.

DEBUT

Phase One launched our project into the public domain, literally, as it was displayed at Tesco in Crewe during November 2016 to attract families to the idea of railway modelling as well as gaining donations for our cause. This section then went out to Stafford Railway Circle Exhibition, Bloxwich and the Great Central Railway Model Event during 2017 where we gained much favourable comment and interest in the project.

The entire layout, consisting of all four phases, will premiere at the Great Electric Train Show on October 13/14 2018 with a final hurrah for Phase One and Two at Warley the following month. There are no plans to exhibit after 2018.

Most of the baseboards are 5ft x 3ft. The frame is 3in x 1in planed timber with a plywood top covered in 2mm cork. All of the boards are glued and screwed together for strength. There are locating dowels between each pair of boards and a pair of bolts secure the boards together which are in turn supported on wooden legs. Camden boss electrical connectors are used across the three bus lines which support 15v DCC power for the track, 12v DC power for the lighting and a third power bus to operate the point motors. The latter are DCC Concepts Cobalt IP digital motors.

Developing such a large layout brings its challenges, particularly when it comes to testing. The building and testing is all done at a member's home with room for Phase One to Three to be connected. Additionally a supporter of the team has loaned us a portable building which gives us 38ft x 11ft to work in during the summer months for operational testing and compiling a working timetable. We are most grateful for the support this building offers to the project. »



A group of eager spotters have arrived at 45C ready to list the impressive collection of 2-8-0s in their notebooks. A film crew is on site too capturing the final months of steam.

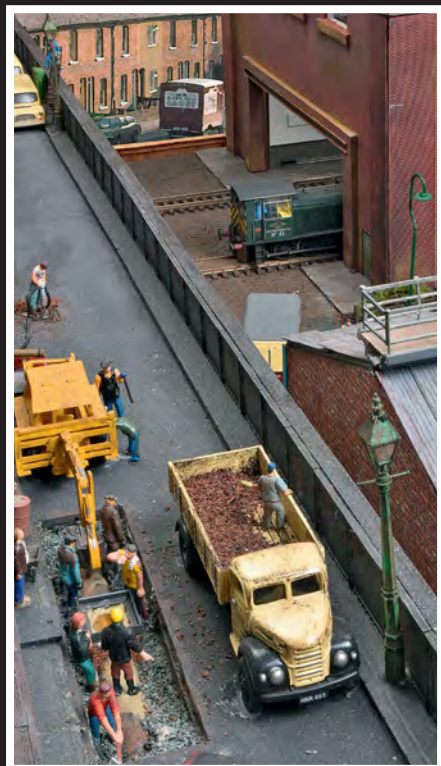


o5 A Sulzer Type 2 and Brush Type 2 share space at the diesel depot – another scratchbuilt building by Chris Longson.

RAILWAY STRUCTURES

This layout is a tribute to our past railway history. The half roundhouse was conceived by Chris Longson and without any prior knowledge of this type of building. Photographs generally show shots of locomotives at rest in a roundhouse such as Holbeck and Hull Dairycoates, but images of the outside of the building – especially the rear – are harder to come by. Some have suggested that the final building is continental in design, but Chris has not interested himself in steam before this venture and was unaware as to what a roundhouse was.

This giant 4ft x 3ft building has been



o7 Westlands Road bridge is undergoing repairs, but one of the workmen seems more interested in the railway below rather than the job at hand.

built up girder by girder using Plastruct products that cost in excess of £200. In total, board one cost over £1,000 including the exceptionally reliable ADM turntable with its indexing drive system and live deck. When allowed we turn on the 13 seuthe smoke units built into the main roundhouse to increase the atmosphere. Twelve of these exit through the roof stacks and one at the back to permeate under the roof.

Chris' first attempt at a diesel depot is Westlands Road TMD. It was inspired by industrial designs in his home area of Stoke-on-Trent and his only regret was using printed paper rather than embossed plastic for the walls. The vents are a nice unique touch. Chris adds the lighting and that was how he was first introduced to the project by donating a breakdown vehicle with working lights. The team enjoy the pessimists and when someone says it cannot be done we take up the challenge. The watchword of the Royal Marines is 'It's a state of mind'.

Stratford Works at the rear of Phase One will eventually be a copy of one of the repair shops that has given way to High Speed 2 and is the building currently being worked up. The crane is an adapted Heljan model that currently runs on ground rails but is soon to be converted to run from an overhead gantry as part of the yearlong internal scenic work. The plan is to make it look like the inside of the old Crewe erecting shop, just like a painting at Crewe Heritage Centre.

Phase One finished with Westlands Road under repair. The devil is always in the detail and there are numerous cameos and figurines dotted around the layout. Birds, animals and rodents abound but you need to get up close to notice many of them. We are proud of our rodent in the sewer eating his lunch. These ideas come from across the team and act as an enticement for those photographers who want to gain closer access to snap – a donation to the charity being requested to get up close and personal with the model. This is the only way you can photograph the wonderful construction of the roundhouse via the back entrance.

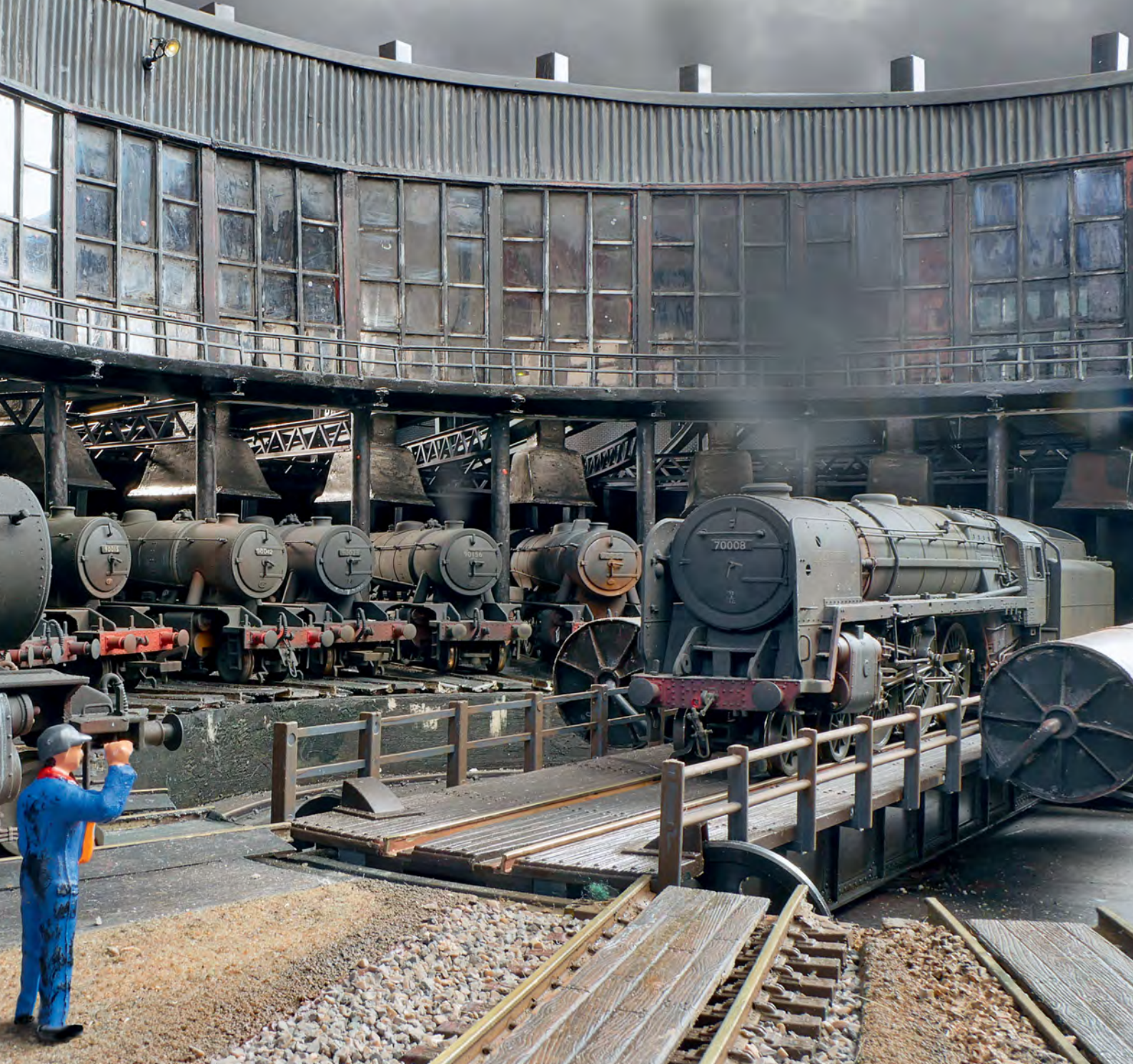
o6 A 'Britannia' 4-6-2 is a welcome surprise at this busy depot joining the ranks of 'WD' 2-8-0s normally found on its allocation. The shed is fully scratchbuilt while the turntable is the ADM Turntables indexing drive system built under a Peco 70ft table.



Even then you would need a special flexi camera to get to the rats on the girders and the cat chasing them as the roof is sealed.

LEARNING CURVE

We have had some issues with poor electrical contact when passing over some of the points resulting in some locomotives stalling. This is mainly down to uneven track compounded by the weight of the tortoise motor on such a thin top board which has meant putting in additional cross braces underneath to push up the track to level. The other problem is having the large roundhouse board lower in depth to the other boards. The skirt has had to be deeper to protect the ADM turntable mechanism. This non-standard size board presented levelling problems as it was so heavy on the locators and bolts. This was cured with a simple cross member for the second board to rest on instead of a trestle. Scenery including ballasting is mainly



down to Tom Snook who supplies the rolling stock and cups of tea. There was a lot of work involved in making up the boggy area to give the appearance of depth and another nice touch is the rubbish dumped in the works car park with a motor cyclist having just ridden through it. Watching over all these events is the unblinking owl whilst a squirrel is looking for some nuts!

ROLLING STOCK

Trains are controlled by Gaugemaster's DCC02 Digital Command Control system as well as operation of the Cobalt IP digital point motors. Our era preference is currently 1958-1968, but our collective rolling stock is such that we can exhibit any era after nationalisation to date. Places such as Barrow Hill and Tyseley inspire flexibility in what we can do for the public.

As a team we favour freight motive power hence the predominance of 'WD' 2-8-0s. All the rolling stock is weathered and »



Inside the works a BR '4MT' 4-6-0 has been separated from its tender while a GWR '45XX' 2-6-2T is suspended from the gantry while being moved around the erecting shop for attention.



The gates are normally closed to visitors, but today a coach party has been allowed in for a special tour of the depot.

those which go out for shows have sound fitted too. In the public arena the tastes are generic with kids loving the sounds and looking for the names of locomotives.

As money allows more rolling stock is chipped and weathered professionally to create a consistent standard across the fleet. We spend much time running locomotives in and keeping their wheels and the rails clean too so that we can get the best from their operation at shows.

The pool of locomotives spans all four regions with an emphasis on Southern and LNER classes as Tom was brought up in the East End of London and spent many weekends from 1953 to 1961 bunking into sheds and many hours at the likes of Hornsey footbridge and main line stations.

NAMING CONVENTION

The 45C stands for 45 Commando as there was no 45 operational area under British Railways. However, from an operational perspective this is our problematic area of expertise for as the layout expands we will need to work out a system that joins up the three control points across the complete layout - the two ends and whoever is working the sheds. Added to this is the engagement with the public to encourage donations. To this end we have the help of the Royal Marines Association (Stoke branch). The public can be reassured that every penny donated goes to helping wounded Royal Marines and their families.

During our journey we have had some critical help with support from Haslington Models, Trident Trains, Gaugemaster and DCC Supplies as well as practical help by Soar Valley Model Railway Club who helped us at Warley. Thank you to Ash, Rob and Oliver.

The enjoyment of working on such a project with people I can now call my friends is to bask in the memories of childhood trainspotting. Standing on platforms and bridges thrilling to the power that swept below you. Hoping for that cop and being among likeminded peers. For me this is encapsulated by the spotter inside the roundhouse too eager to wait for a guide whilst the foreman chats to the film crew. Now how can I bunk the works? 





 The model of Stratford Works is the current focus of detailing which will see the already modified Heljan gantry crane made to run on wall mounted rails. Dismantled locomotives receive maintenance while others are prepared to depart following repairs.



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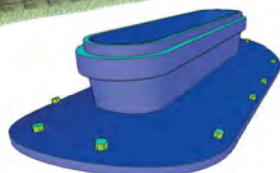
'SILK ROAD' Freight Train from China to London Arrives at TMC

The first freight train travelling between China and the UK arrived on the 18th January 2017 at DB Cargo UK's London Eurohub terminal in Barking. The train is operated by the InterRail Group in Switzerland, on behalf of China Railway subsidiary CRIMT. Various freight railways handle traction along the 12,000 kilometre route; DB Cargo is responsible for the section from Duisburg to London via the Channel Tunnel. The train originated in Yiwu in the eastern Chinese province of Zhejiang. It reached London in around 18 days, making it twice as fast as transport by sea. The train was loaded primarily with textiles and other consumer goods. The 34'x40' containers required are specially approved for the Channel Tunnel. The UK is just the latest destination added to the China-Europe rail link.

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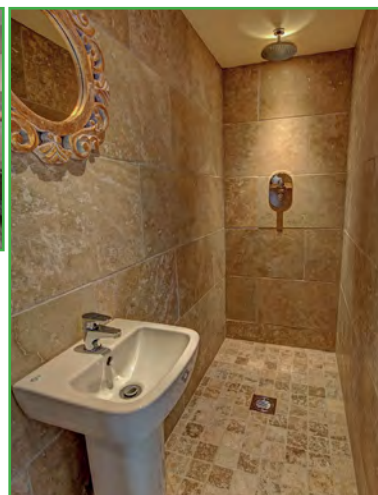
NEW 37-265Z Bachmann OO Gauge Six Pack 16 Ton Mineral Wagons - Our latest pack of six wagons

contains three different variants of the 16T mineral wagon. The pack contains slope sided wagons, wagons without the top flap doors and wagons with pressed end doors, allowing you to create variety in your mineral wagon trains. The steam era vehicles in this pack have been based on photographs of the actual wagons.



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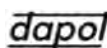


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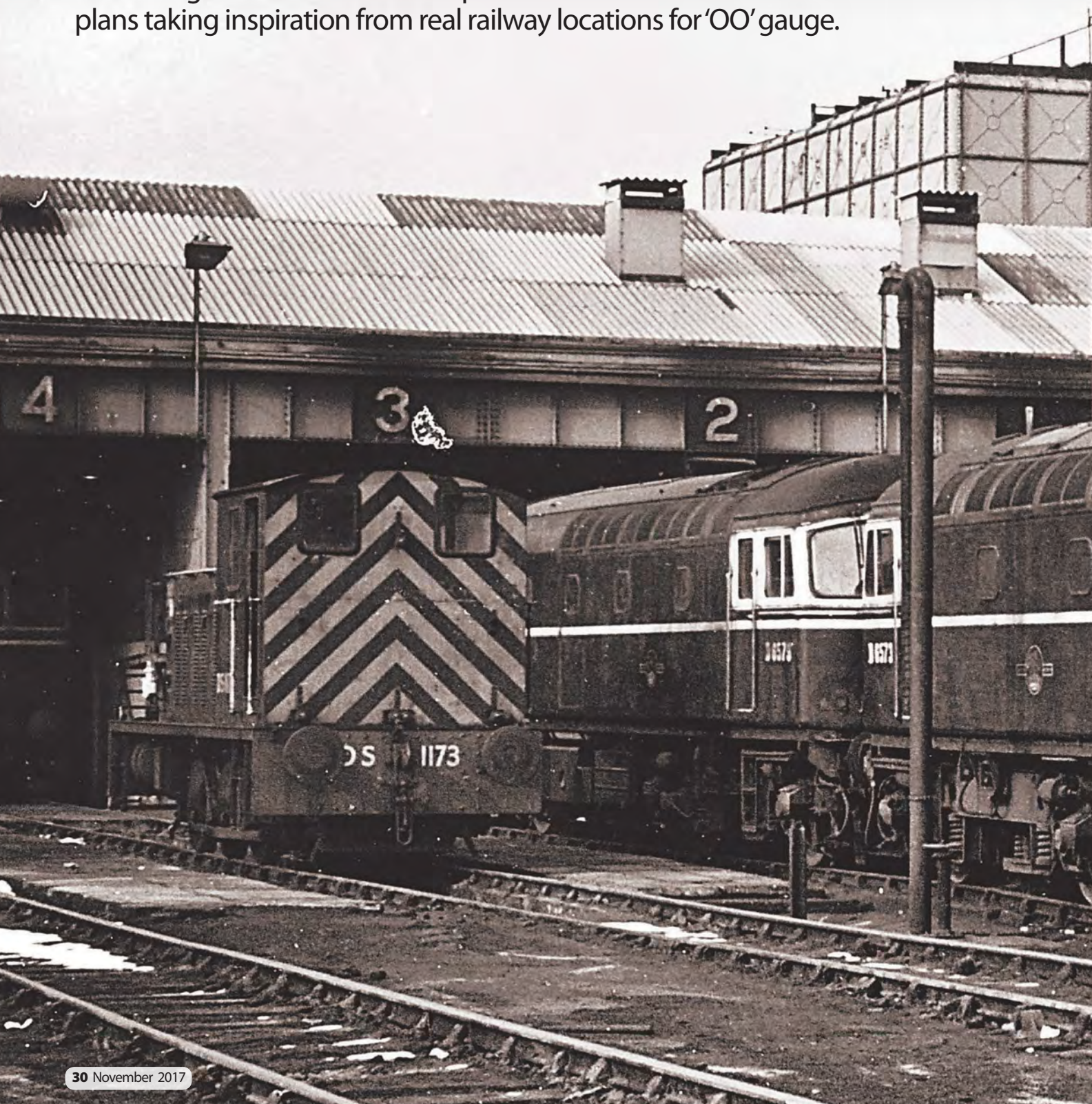
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Motive Power DEPOTS

Locomotive depots make brilliant model railways, especially if you have a large collection of motive power. **MARK CHIVERS** devises five plans taking inspiration from real railway locations for 'OO' gauge.



SINCE EARLY STEAM DAYS, the locomotive depot has played a vital role in keeping its motive power in tip top shape and ready for the next turn of duty. Depots could take many forms, from simple single-track engine sheds with basic fuelling and servicing ability to large sprawling main line affairs with multi-track covered sheds capable of handling all types of maintenance and running repairs.

From a modelling perspective, creating a depot layout is an attractive proposition as it can be moulded to suit the space available and offers plenty of operating potential, as well as detailing opportunities. Plus it is a brilliant way of displaying a large fleet of locomotives.

Even if the depot is a modest affair, there is plenty to model from clinker, ash and coal deposits to patches of standing oil and water between the rails, while for larger installations

pallets, brake blocks, spare wheelsets, buffers, oil drums and much more can be strategically placed to create a realistic appearance. Add in a set of era-specific yard lights, point levers and some ground signals and the picture begins to build. Quite often redundant tank wagons and vans became internal user vehicles at depots for storing anti-freeze fluid or spare parts too.

An extensive selection of resin-cast ready-to-place buildings are also available from Bachmann ('N'/'OO') and Hornby ('OO') offering an excellent starting point with era-specific depot buildings, water tanks, coaling facilities, fuelling points, inspection pits, washer units, mess huts and more. Add to that a vast array of plastic and card kits, together with small details such as point levers, shunting frames, workshop tools and more to bring a steam or diesel depot to life.

With the transition from steam to diesel, some depots became shared facilities for a time, while others were completely rebuilt, transforming the working environment for staff with improved abilities and amenities too.

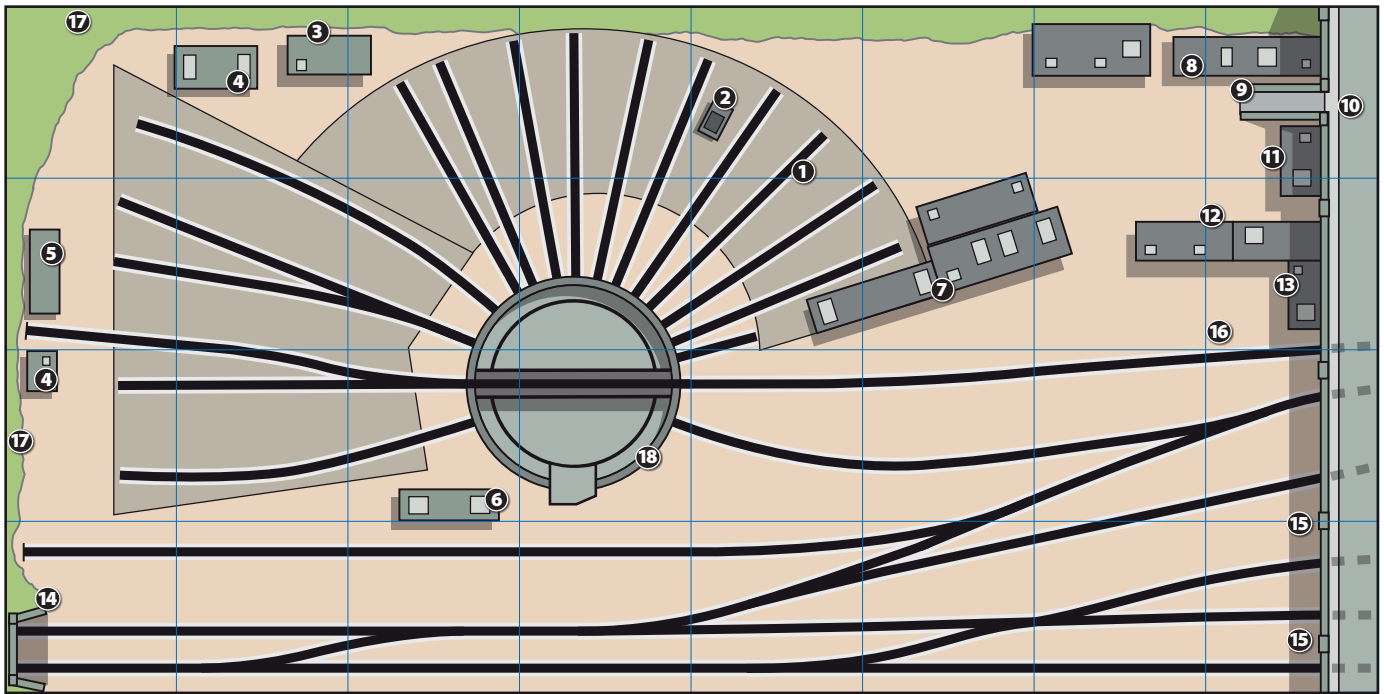
In addition to their servicing role, larger depots were built at strategic locations to enable more intense maintenance and repair work to be carried out, which could be set out over a large area with impressive coaling or fuelling

facilities and multiple stabling sidings to house locomotives awaiting their next duties. This could also prove a logistical exercise, as certain engines would need to be easily accessible for their next allocated turn without having to shunt others out of the way. Some of the larger depots might also house a breakdown train which could be required at a moment's notice, adding to operational interest.

Naturally, many of the prototype depots were large developments which might be difficult to model in their entirety, however with careful consideration and a little modeller's licence the main components could be condensed into a manageable size. The following 'OO' gauge schemes follow this format and represent a selection of locomotive depots that offer scope for engaging movements and take inspiration from real locations too. Using Peco code 75 track components – code 100 could be substituted – each has been adjusted to fit within a specific footprint, although if space permits they would benefit from further extension. Whilst bearing a resemblance to the actual locations, the plans are not exact reproductions, but aim to capture the main elements and essence of the prototype while also offering inspiration to develop them further. 

Southern Region BRCW Type 3s D6573 and D6576 stand outside the main building at Hither Green in the company of Drewry 0-6-0 diesel shunter DS1173 on March 7 1965. Railphotoprints.co.uk





Inspired by Guildford MPD

This design represents a 'OO' gauge steam era roundhouse motive power depot, inspired by the large structure nestled alongside the Portsmouth main line at Guildford in Surrey, prior to the end of steam operation in the late 1960s.

At 8ft x 4ft, the scheme primarily focuses on the turntable and radiating sidings, with 11 roads within the roundhouse itself, together with six under cover to the left-hand side. If space allows, this scheme could be incorporated into a larger set-up or simply feature storage yard boards either side. It utilises 17 yards of Peco code 75 flexible track, eight medium radius points, a large radius Y point and a long crossing. As far as budget is concerned, there are a number of turntable options including Peco's popular 'OO' gauge kit (Cat No. LK-55), Heljan (89121) and Hornby's (R070) ready-to-run 'OO' gauge examples along with a selection of hand-built versions including ADM Turntables' indexing drive system turntable, based on the Peco product.

Up and down main line are included along the lower edge of the plan, to provide the opportunity to keep a regular flow of trains in both directions should you have space to add either further baseboards to the scenic area or a form of off-scene storage area. Access to the depot

PLAN A 'OO' GAUGE - WHAT WE USED			
PRODUCT	MANUFACTURER	CAT NO.	QUANTITY
Flexible track, yard length	Peco	SL-100F	17
Long crossing	Peco	SL-E194	1
Medium radius right point	Peco	SL-E195	3
Medium radius left point	Peco	SL-E196	5
Large radius Y point	Peco	SL-E198	1
Turntable	Various	see text	1

area is from the two tracks at the upper right of the scheme or from the main line in the lower left-hand corner. In each case, locomotives can only gain entry to the roundhouse via the turntable. Locomotives requiring coal must use the upper right-hand line towards the storage yard to access the coaling stage, which is assumed to be further along by the station, although there is space for one to be added just before the road overbridge. Between the turntable and the main lines, a siding is provided for stabling a breakdown crane. A wealth of detail could be incorporated into the depot with mobile hoists, a forge, oil drums, discarded lamps, route indicator discs and more strategically placed inside and out.

Suitable 'OO' gauge motive power might include Hornby's Bulleid 'Q1' 0-6-0, Drummond '700' 0-6-0 and Maunsell 'Schools' 4-4-0 together with Bachmann's Maunsell 'N' Class 2-6-0 and Wainwright 'C' Class 0-6-0, plus Bauer Media's Bachmann-produced Southern Railway 'USA'

0-6-0Ts too. Dapol's forthcoming 'OO' gauge LSWR 'B4' 0-4-0T would also suit the layout, the roundhouse providing the perfect opportunity to showcase your collection of motive power.

In terms of structures, there are a few continental outline 'HO' scale buildings that could be further developed to represent the roundhouse including products from Atlas (0709), Vollmer (45758) and Walthers (933-2900), while Kernow Model Rail Centre's Bachmann-produced 'OO' gauge resin cast roundhouse buildings (44-007Z) might prove useful, although they are based on a Great Western Railway (GWR) prototype.

KEY	
1	Semi-roundhouse depot
2	Forge
3	Tank house
4	Stores
5	Dock
6	Cleaner's mess
7	Offices/stores
8	Canteen
9	Stairway
10	Road bridge
11	Cycle storage
12	Driver's mess/offices
13	Toilet block
14	Tunnel
15	To/from station
16	To/from coal stage
17	Edge of chalk pit
18	Turntable

Combined with digital sound-fitted locomotives, this scheme would offer an impressive and immersive layout with plenty of movement and operating potential.

USEFUL LINKS	
Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DJ Models	www.djmodels.com
Gaugemaster	www.gaugemaster.com
Hornby	www.hornby.com
Kernow Model Rail Centre	www.kernowmodelrailcentre.com
Knightwing	www.knightwing.co.uk
Peco	www.peco-uk.com
The Model Centre (TMC)	www.themodelcentre.com

PLAN B 12ft x 3ft

Inspired by Fort William

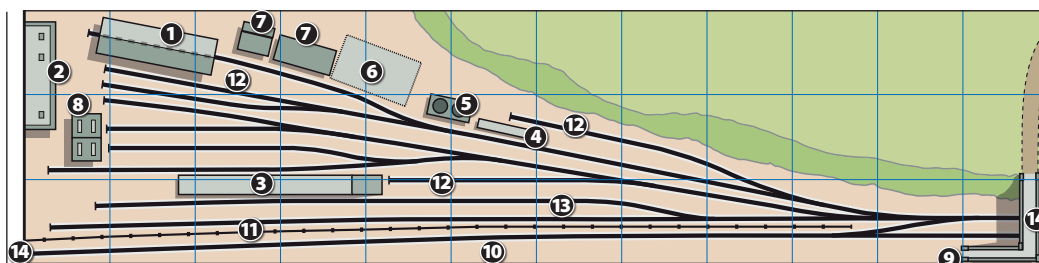
Fort William in Scotland provides the inspiration for this plan which is based on the small railway depot and adjacent yard built on the outskirts of the town in Scotland.

Measuring 12ft x 3ft, the plan includes the West Highland Main extension line running along the lower edge, while the line alongside serves the depot and yard. Both routes exit to a storage yard at the lower right-hand edge or could be incorporated into a larger layout, if space allows, while a cassette-style storage option could be employed for the exit/entry point to the left.

Access to the depot employs a fan of sidings with locomotive servicing and stabling provided towards the top left of the plan, while the centre and lower lines are more suited to stabling carriages and wagons.

Locomotive servicing facilities are limited. A single-road small depot building providing sheltered cover for maintenance to be undertaken, while locomotive stabling is mainly concentrated on the adjacent lines. A small fuelling point is provided, together with storage tanks.

Towards the centre of the plan, a concrete loading dock is included



which could be used for loading locally felled timber for onward shipment south, while spare coaching stock could also be stabled between duties. For added variety, a steam locomotive and appropriate rolling stock could also be included to represent the summertime 'Jacobite' excursion trains in the area.

Peco code 75 medium radius points have been used in the main, together with a large radius Y turnout and 20 yards of flexible track. Suitable motive power for the depot during the 1970s and 1980s period could include 'OO' gauge Class 08, 20, 25, 27 and 37 diesels and perhaps a Stanier 'Black Five' 4-6-0 for the steam specials – all available ready-to-run from Bachmann, Heljan and Hornby. Harburn Hobbies' limited-edition BR Mk 1 carriages in West Highland green and cream livery (Cat No. 39-007J) would make a colourful sight stabled in the sidings too.

Bachmann's 'OO' gauge Scenecraft

single-road servicing shed (44-126) could be utilised, while the same manufacturer's office block building (44-047) could represent those located at the far left of the scheme. A selection of gate posts, level crossing barriers, sleepers, track parts and sign posts would suit placement within the stores compound, while Bachmann's 'OO' gauge fuelling point (44-040) and Hornby's 'OO' gauge diesel storage tank (R9820) would be ideal to represent the basic facilities at this location.

Meanwhile, the right-hand side of the scheme would benefit from some typically wild highland scenery.

KEY

- 1 Servicing shed
- 2 Offices
- 3 Loading dock
- 4 Fuelling point
- 5 Fuel storage
- 6 Stores compound
- 7 Stores
- 8 Workshop
- 9 Footbridge
- 10 Main running line
- 11 Fence
- 12 Stabling sidings
- 13 Carriage/wagon stabling
- 14 To/from storage yard

PLAN B, 'OO' GAUGE - WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.	QUANTITY
Flexible track, yard length	Peco	SL-100F	20
Medium radius right point	Peco	SL-E195	6
Medium radius left point	Peco	SL-E196	5
Large radius Y point	Peco	SL-E198	1

PLAN C 12ft x 3ft

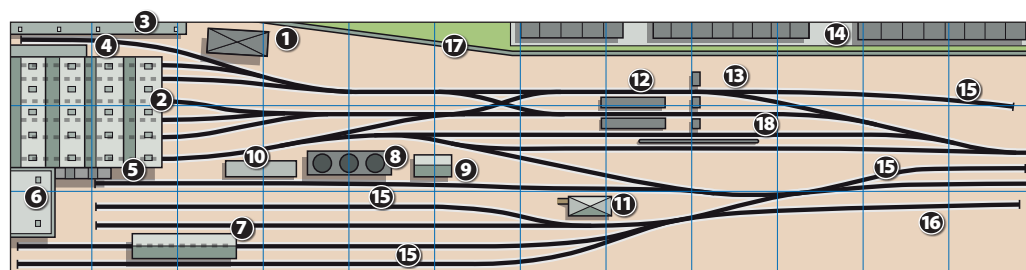
Inspired by Finsbury Park

This plan aims to represent a typical Traction Maintenance Depot (TMD) on the Eastern Region based on that at Finsbury Park until the early 1980s.

This scheme is track intensive and utilises 28 yards of Peco code 75 'OO' gauge flexible track, 16 medium radius turnouts, three large radius points, two double-slip crossings and a single short crossing.

Access to and from the depot is via the two lines at the far right of the diagram – one offering direct access to the fuelling roads and maintenance shed, while the other provides routes to the stabling sidings and breakdown train road.

As depicted, the maintenance shed should accommodate two locomotives under cover, per road, although if you have additional space it would benefit from further extension. Two fuelling points are included, together with equipment to replenish locomotive sand boxes, plus the distinctive scissors style crossing has been included too, enabling access to/from all six depot



KEY

- 1 Water tank
- 2 Maintenance shed
- 3 Low relief offices
- 4 Loading dock
- 5 Storage tanks
- 6 Offices
- 7 Breakdown shed
- 8 Fuel storage
- 9 Fuel cabin/pumping house
- 10 Mess room
- 11 Signalbox
- 12 Fuelling point
- 13 Sanding apparatus
- 14 Low relief flats
- 15 Stabling sidings
- 16 Headshunt
- 17 Retaining wall
- 18 Fuel unloading point

roads. For added flexibility, a headshunt has been added to the lower right of the to allow the breakdown train and light locomotives to shunt between sidings.

Significant structures include the six-road TMD shed, which could be represented using multiple Bachmann 'OO' gauge modern servicing sheds (Cat No. 44-017) or traction servicing depots (44-178), while the fuelling points (44-040), pump house (44-128) and fuel storage tanks (44-016) would suit

the location too. Knightwing's plastic maintenance walkway kit (PM134) would be an ideal starting point for interior detailing, while the diesel fuelling points (PM103), oil unloading point (PM118) and storage tanks (PM135) could also be utilised. Bachmann's Scenecraft two-storey office block (44-018) would allow for development of the administration block, while its single road servicing shed (44-126) could form the basis of the breakdown train shed.

PLAN C, 'OO' GAUGE - WHAT WE USED

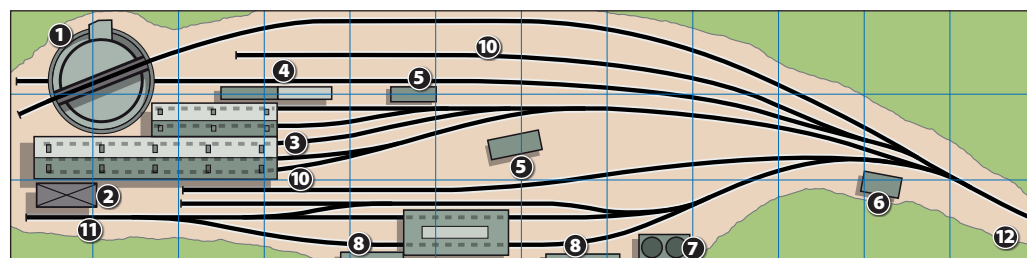
PRODUCT	MANUFACTURER	CAT NO.	QUANTITY
Flexible track, yard length	Peco	SL-100F	28
Double-slip crossing	Peco	SL-E190	2
Short crossing	Peco	SL-E193	1
Medium radius right point	Peco	SL-E195	9
Medium radius left point	Peco	SL-E196	7
Large radius Y point	Peco	SL-E198	3

Inspired by Hither Green

This is a freelance take on the former BR Southern Region diesel depot at Hither Green in South London, although it could be backdated to represent the steam era or even the transition between the two forms of traction.

A single entry/exit point provides access at the bottom right hand corner of the scheme, which fans into a series of sidings serving the fuelling point, maintenance shed, stabling and turntable roads.

Hither Green retained many of its steam era buildings into the 1960s diesel era which makes for an interesting and



unusual backdrop for the new form of traction. It has been well documented with photographs.

Filling the 12ft x 3ft space amply, the plan includes 24 yards of Peco 'OO' gauge code 75 flexible track, 11 medium radius points, two curved double radius turnouts and a single large radius 'Y' point, together with a turntable in the top left corner. For our scenario, this turntable could be used for occasional turning

of diesel locomotives, wagons and visiting steam specials.

Facilities include a two-road fuelling point, five-road maintenance shed and a couple of lengthy stabling sidings. For added authenticity, you could add third-rail electrification to one of the roads providing suitable stabling for DJ Models/Hornby Class 71 locomotives, along with Dapol's Class 73 and Heljan Class 33 diesels. Bachmann/Hornby Class 08/09 diesel shunters could also be stabled along with visiting locomotive types too.

For earlier periods, the fuel roads could be replaced with a coaling stage, while the substantial water tank is ideal for all periods.

As with Plan A, suitable turntable options are available, while main structures could be

KEY

- 1 Turntable
- 2 Water tank
- 3 Maintenance shed
- 4 Offices
- 5 Stores
- 6 Mess room
- 7 Fuel storage
- 8 Offices
- 9 Fuelling point/shed
- 10 Headshunt
- 11 To main line

represented with Bachmann's depot water tower (Cat No. 44-097) and multiple two-road traction depots (44-141) placed side-by-side. Suitable fuel storage tanks, platelayer's huts and mess buildings are also available ready-to-place.

PLAN D, 'OO' GAUGE - WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.	QUANTITY
Flexible track, yard length	Peco	SL-100F	24
Curved double radius right point	Peco	SL-E186	1
Curved double radius left point	Peco	SL-E187	1
Medium radius right point	Peco	SL-E195	3
Medium radius left point	Peco	SL-E196	8
Large radius Y point	Peco	SL-E198	1
Turntable	Various	see text	1

Haymarket shed plays host to classes 25, 47, 45 and 55 on a bright summer day on June 2 1978. This new era of depots saw a much cleaner appearance to the infrastructure following withdrawal of steam traction. Railphotoprints.co.uk.



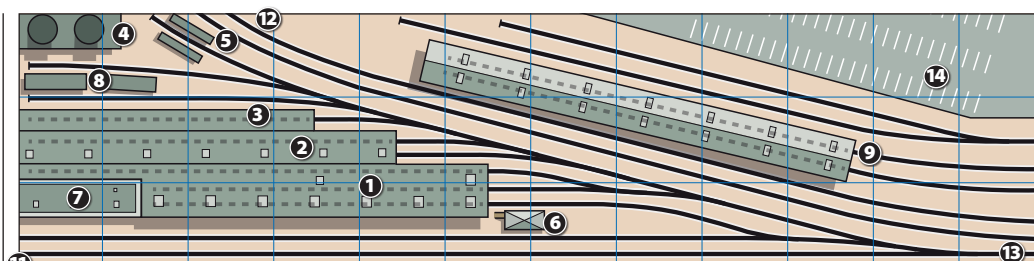
PLAN E 12ft x 3ft

Inspired by Inverness

Plan E bears more than a passing resemblance to the sizeable maintenance depot located within the triangle of lines at Inverness in Scotland.

Again, the layout is 12ft x 3ft and utilises 37 yards of Peco 'OO' gauge code 75 flexible track, six medium radius points, three large radius Y turnouts together with a large radius point and curved large radius point.

A single track main line runs left to right along the bottom of the diagram, together with a depot access line immediately above, and a diagonal main line bisects the depot and carriage servicing area. This latter feature aims to represent



a two-road covered maintenance depot and two additional sidings, offering extra shunting possibilities to/from the storage yard, with six lines exiting the layout to the right in total. Small cassette style storage solutions could be used for the main running lines and depot exits. This plan could also be incorporated into a larger layout.

Prime focus is the traction maintenance depot, which could be made up of different era-specific structures, similar to the prototype.

This offers the possibility of mixing old and new buildings to create something a little different, with suitable buildings available in Bachmann and Hornby's ranges. The Model Centre's (TMC) exclusive Bachmann-produced 'OO' gauge North Eastern Region two-road engine shed (Cat No. 44-062Z) could be utilised to represent part of the depot complex, along with Bachmann's stone single road engine shed (44-062) and Hornby's two-road traction shed (R9679), or you could scratchbuild/kit-bash your own creation.

Our depot scheme includes six covered shed roads, two stabling sidings and a covered fuel road, although this could also be represented with a basic fuelling point (Bachmann 44-040), for 1960s/1970s installations.

With main line services shuttling

KEY

- ① Heavy maintenance shed
- ② Servicing shed
- ③ Underframe washing shed
- ④ Fuel storage
- ⑤ Fuelling point
- ⑥ Signalbox
- ⑦ Stores/offices
- ⑧ Stores
- ⑨ Carriage maintenance shed
- ⑩ Carriage sidings
- ⑪ Main line to/from station
- ⑫ Main line to/from the north
- ⑬ Main line to/from the east
- ⑭ Car park

back and forth, locomotives arriving and departing the depot as well as marshalling rolling stock within the carriage depot, Plan E promises a mix of operations.

PLAN E, 'OO' GAUGE - WHAT WE USED

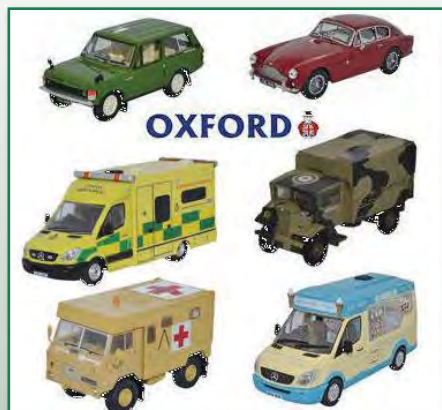
PRODUCT	MANUFACTURER	CAT NO.	QUANTITY
Flexible track, yard length	Peco	SL-100F	34
Curved double radius right point	Peco	SL-E186	1
Large radius right point	Peco	SL-E188	1
Medium radius right point	Peco	SL-E195	1
Medium radius left point	Peco	SL-E196	5
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10 QUICK
WAYS TO...

Freshen up your **FREIGHT STOCK**

Does your goods stock look much the same as everyone else's? Wagon enthusiast **TIM SHACKLETON** looks at ways of creating more convincing freight trains.

If you model the steam era, then studying photographs rather than leafing through manufacturers' catalogues is the best way of deciding what a real freight train actually looks like. Stanier 'Black Five' 4-6-0 45171 climbs to Drumochter near Dalnacardoch with the 8am Perth to Inverness goods train on July 1 1957. At the rear Stanier 2-6-4T 42168 is banking the mixed goods. W.J. Verden Anderson/Rail Archive Stephenson.

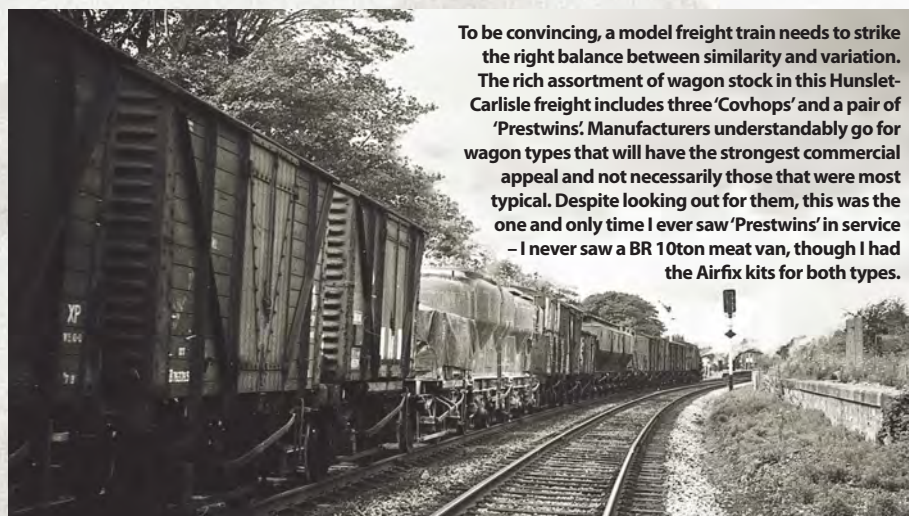


TO MANY MODELLERS, a wagon is a wagon is a wagon. To others, studying the minutiae of freight stock is an all-consuming passion, a hobby within a hobby. Most of us, I imagine, are somewhere in between in terms of how much interest we have in goods trains and the vehicles that run in them. What's universally true is that to anyone who began with Hornby Dublo and Tri-ang, or even Airfix and Mainline, the range of ready-to-run wagons available today is astonishing.

Obviously, 'OO' gauge leads the field but 'N' gauge is not neglected, and 7mm:1ft scale is beginning to take off. If your interests lie in the British Railways period, or the post-privatisation era, then pretty well anything you might need is only a click of a mouse away. You can easily assemble a 40-wagon freight (assuming you have space for it) and not one vehicle will be the same. But is that what we want?

Today's freight stock is so good that wholesale modification and upgrading is largely unnecessary. I don't think many people are going to attempt ambitious conversions of their stock or even agonise too much if their wagons still have the same buffers, axleboxes and brake gear with which they left the factory.

I'm coming at it from a different angle because building wagons from kits – along with scratchbuilding – has always been my main source of rolling stock, especially for the steam era. The prime benefit this approach gives me – apart from the satisfaction of building my own working models – is a uniqueness and



To be convincing, a model freight train needs to strike the right balance between similarity and variation. The rich assortment of wagon stock in this Hunslet-Carlisle freight includes three 'Covhops' and a pair of 'Prestwins'. Manufacturers understandably go for wagon types that will have the strongest commercial appeal and not necessarily those that were most typical. Despite looking out for them, this was the one and only time I ever saw 'Prestwins' in service – I never saw a BR 10ton meat van, though I had the Airfix kits for both types.

character that ready-to-run can't always offer. That indefinable 'hand-built' quality is mostly what this piece is about, because by using kits I can produce subtle variations – wagons that are broadly similar but with different details and fittings – or build something that will never be available off the shelf. In my view, the big problem with many fleets is that everything looks much the same as everyone else's collection – the same Bachmann bogie bolsters, the same Hornby hoppers. No one's denying they're superb models, but a bit of variety never goes amiss.

What I'd like to do is to encourage you to graft some of these kit-builder ideas on to ready-to-

run models. I feel it's important that we confer on our freight stock a measure of individuality to make sure each wagon is sufficiently unlike its neighbours to capture the subtle diversity that was (and is) so typical of the prototypical goods train. In this feature I want to look at some of the simple things you can do with your wagons that will add significantly to their character and authenticity. We're not talking about sawing up bodysells and grafting on new underframes – much as I enjoy this kind of thing – but there's still plenty we can do to perk up our freight stock and give it that all-important element of individuality.





SPICE OF LIFE

1 Variety and contrast are two of the most effective qualities you can bring to your modelmaking. Try marshalling a single new or freshly repainted wagon in among a rake of battle-scarred veterans, tack a short set of loaded container wagons on to a long line of empty flats, or slip the odd 'special' in among a string of humble vans or open wagons. Variety is equally important. Each of these 16ton mineral wagons is built from the same Airfix kit but

note the different external condition they're in – a heavily rusted example on the right, contrasting with the one on the left where corrosion is just starting to break through. The differences between each wagon are purely on a visual plane but it all adds up. Once you start ringing the changes with the stock as well – mixing a modest proportion of slope-sided minerals and former private owner wagons in with the standard 16ton designs – then you get close to a real freight train.



IMPROVING THE BREED

2 The quality and range of today's freight stock means that little modification and improvement is needed. Few wagons lend themselves readily to conversion into something else, and the availability of models in a wide selection of liveries means that repainting is seldom required.

However, models haven't always been as sophisticated as they are today. Despite their lack of refinement and the over-use of standard chassis, there's plenty

of opportunity for better things.

As a case in point Lima's GWR 'Siphon', though basic, was well proportioned and ripe for improvement, especially since nothing newer and better has become available in the meantime. I put a lot of work into this former Palethorpe's sausage van (bought new for £2.95 in the early 1980s) to turn it into the BR built 'Siphon G'. It now has new bogies, drop shutters on the bodysides and other enhancements.



A SPLASH OF COLOUR

3 The British Railways era was very much a monochrome world, and freight stock was as drab as men's clothes of the period. But then a deal was reached with a number of BR's major customers, allowing them to use colourful paper posters on wagons to advertise their products. These labels were stuck on with wallpaper paste, and as often as not were simply left in place once the cargo had been unloaded. Once you start looking for them in photographs of the period, it's amazing how many you can find.

Tony McSean of Hollar Models



produces an extensive range of self-adhesive traders' labels in 4mm and 7mm scales. He draws up the designs from dimensioned drawings and wherever possible the colours are copied from contemporary advertising material. Some of the posters on each sheet have a deliberately faded look, to mirror

the effect of real-life weathering. Applying the labels is simple. Choose which ones you want to use and cut them out with a sharp scalpel. Peel off the backing paper and carefully move the label into position before pressing down firmly. For added refinement on one of the 'faded' labels, distress the edges to suggest an attempt has been made to rip it off.

New wagons bring new opportunities and the Oxford Rail 'Carflat' (HM121) will be equally at home on motorail trains as it will in block formations such as this loaded with Bedford TK lorry cabs and Vauxhall cars. 'Peak' D65 Grenadier Guardsman has charge of this export train for the Irish market on the Stranraer line at Pinmore on March 3 1966.

Derek Cross/Railphotoprints.co.uk.



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ADDING GRAFFITI

4 A run-of-the-mill OBA open wagon – a Hornby body on an Appleby Model Engineering chassis – is singled out for a distinctive graffiti treatment using waterslide transfers.

While we might not like this decoration of the real vehicles it does create an interesting modelling point which can add variety to wagons. Microscale does some very good sets, as does Railtec – I find it's easy to switch between scales because graffiti varies so much in size. To get the transfers to mould

themselves around raised detail I use generous quantities of decal softener – my preference is for Microset but if I encounter stubborn resistance, then I'll go over to the altogether more uncompromising Microsol. Most transfers dry with a glossy finish that's rarely appropriate to a freight wagon, so I use an acrylic matt varnish to knock it back. Of course you can always add your own hand-drawn semi-meaningless squiggles, for which I use a selection of gel pens in various graffiti-like colours.



MORE THAN MEETS THE EYE

5 Accurately modelling freight stock involves being aware of the similarities and the differences – elements of both come into the equation. Some trains show a lively mix of wagon types but, as we saw in our recent feature on bulk freight (HM119), there's always an element of variety in a long block train of mineral wagons, banana vans or

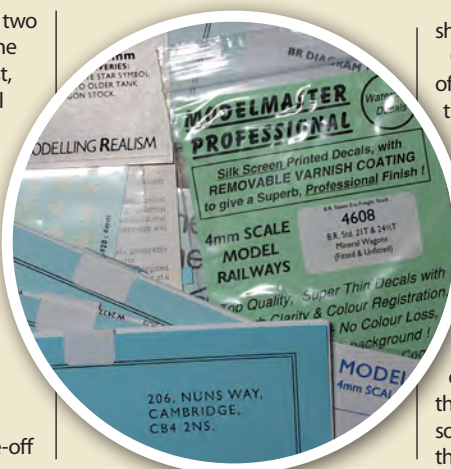
oil tankers. How do you get the mix right? Take a few moments to study this shot across the goods yard on John Sutton's marvellously atmospheric 3mm:1ft scale railway, Southwell Central. It's the kind of unremarkable, painfully ordinary scene that could be found at almost any station in any part of the country throughout the steam era. All many modellers

would see in this picture – in fact all you're meant to see – is a few humdrum coal wagons and 12ton vans. But if you look more closely you can see all kinds of nuances, from the minor differences between wagon types to the delicately varied weathering. The important thing is that nothing stands out; everything merges into the scene as a whole.



COLLECTING NUMBERS

6 On the real railway, no two freight wagons have the same number – at least, not intentionally! On a model railway layout, it's quite normal to see multiples of the same wagon all in the same livery and with the same number! Why this should be I have no idea, as it's so easy to renumber almost any wagon from any era from the 1930s to the present day. Admittedly, I have a huge collection of transfers to draw on but it's perfectly possible to buy one-off



sheets to do a particular job.

Cambridge Custom Transfers offers a superb selection covering the BR steam era, with the added bonus that most sheets include variations of lettering style and all kinds of additional graphics, such as 'Empty to...' and other markings. Modelmaster produces something similar while for modellers of the modern era, Railtec has a vast and ever-expanding portfolio. All these are waterslide transfers, so the simplest way to apply them to wagons is to paint

8 One of the most famous layouts ever built was Peter Denny's 'EM' gauge Buckingham branch, depicting the Great Central Railway in the early years of the 20th century. It set fresh standards both of realism and operational fidelity – everything that moved on the railway did so with a purpose and there were some clearly defined

neatly over the existing numbers (easier than trying to remove them) and then follow the usual procedure. If the transfer has to go over raised detail such as rivets, I use a decal softener.

WEATHERING

7 Weathering is essential – in normal circumstances freight stock is never, ever cleaned, at least on the outside. The interior might be a different matter if the goods being transported – milk, for instance, or grain or powdered chemicals – runs the risk of contamination. This is why

most, if not all the vehicles on a typical freight train will outwardly look pretty shabby, with road dirt thrown up by the track mingling with brake block dust and spillage and then being given a good going over by the elements.

Note the subtle variations in this long rake of Farish HHA coal

hoppers in 'N' gauge. Such wagons operate in fixed rakes and over time they accumulate similar levels of weathering, but no two will be quite same. Here some are graffitied, while others bear prominent spillage marks and on one or two the Freightliner branding has faded badly. All these effects were

copied directly from the prototype. My starting point was a lightly airbrushed coat of LifeColor Burned Black (UA736) with a build-up of Frame Dirt (UA719) around the running gear. I rarely use an airbrush in this scale but here my Iwata Eclipse CS was essential for building up a smooth, even coat of grime.





GO WITH THE FLOW

(and extremely realistic) traffic flows. Here we see stock originating at the weekly livestock market at Buckingham being marshalled at Grandborough Junction. A number of cattle wagons will be detached here, some to be sent up the branch to Leighton Buzzard, but most will carry on down the main line to Aylesbury and beyond.

If accuracy is your goal, then

always be mindful of what kind of traffic a railway such as yours would carry, and how it would be handled. On a rural branch line, the scope for goods traffic was very limited unless there was a local industry such as a quarry or creamery to provide business for the railway. The principal traffic carried, by a factor of at least five to one, was coal – loaded wagons

one way, empties the other. A typical branch freight might include a couple of covered vans, contents unknowable – anything from biscuits to sacks of fertiliser. Agricultural equipment and bulky items requiring unloading by crane were carried in open wagons, which again generally returned empty.

By the 1950s very little livestock was being shipped by rail and most

of the cattle wagons still to be seen on the network were parked up out of use. Specialist types such as bogie bolsters, tank wagons, banana vans, high-capacity open wagons and hoppers, refrigerator vans, machinery wagons and engineers' vehicles were almost unknown on a rural branch – everyday vehicles carrying everyday items were always the staple.



WORKING ON THE RAILWAY

9 It looks like just another engineering possession, with a long line of equally anonymous JNA 'Falcon' wagons. In fact these are MLA ballast boxes, scratchbuilt from styrene sheet and strip to bring a little variety to a long rake of Dapol JNAs that I've built up. Their external dimensions are similar but the underframes are totally different, calling for much studying of photographs – thank goodness

for Martyn Read's invaluable ukrailwaypics.smugmug.com/UKRailRollingstock. Unlike the careworn JNAs, these MLAs are still in excellent external condition. The yellow isn't the same either – it's more of a lemony shade than Network Rail's egg-yolk yellow. As we said earlier, a hint of contrast is always a good thing and I like to think that there are plenty of modellers around who appreciate these small touches.

THE IMPORTANCE OF THE HUMDRUM

10 The most important quality to suggest in your freight stock is ordinariness, because if handled well it invests even the most mundane wagon with a unique and highly appealing character that hopefully won't be too obvious at first glance. I adapted this BR-built dropside wagon from a Ratio kit. It's carrying a load of spent ballast – grey sand from a

Pembrokeshire beach – and in its faded 'unpainted wood' livery with tinges of green mould it looks for all the world as if it's been standing around for months doing very little. Some wagons you wouldn't look twice at, and that's probably the point as we stand and watch our trains roll by. In modelling wagons, I prefer to avoid anything out of the ordinary that immediately draws attention to itself – a brand-new traction engine on a Lowmac, a massive 24-wheeled transformer wagon, a Sherman tank mounted on a Warwell.

Such a sighting would have been a once-in-a-lifetime experience for most lineside observers.





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Some clarification on 'birdcage' stock

I HAVE BEEN WAITING for the first review of the new Bachmann SECR coaches as eagerly as the ordered examples (which are anticipated within days) and was delighted to read Ben Jones' report in HM124. May I add some comments on the history of these coaches as I suspect there could be some confusion?

The term 'Birdcage stock' is commonly applied to SECR coaches and there were a great number of different designs, ranging from 46ft brakes with three compartments to 60ft brakes with eight compartments. Other lengths were 50ft and 54ft and some had lavatories.

They included some 50ft corridor lavatory tri-composites, 14 with no fewer than three variations which were used on through workings from the SECR to other railways north of London and five built as slip coaches.

Intermediate vehicles were just as complicated, but a favourite seems to have been the lavatory composite, again in varying lengths and layouts. Add in First and Third Class coaches and the result is extremely fascinating but complicated to study.

These mostly ran in numbered sets, a practice continued by the Southern Railway and British Railways Southern Region. Bachmann has chosen to model the best known, most numerous and longest lived of these sets, the 'Trio C's, which were really the nearest the Southern had to *standard* coaches for local trains.

They were also known as 'Rover' sets and the instruction was that they were not to be split and, if a defect occurred on one coach, the whole set had to be taken out of service. They ran widely throughout Kent and Sussex and, to some extent, in Surrey and Berkshire, and were in daily use over quite long distances such as



London-Brighton via Oxted, Tonbridge-Reading/Eastbourne/Brighton, and on virtually all main and secondary lines beyond the electrified area on the Eastern and Central Sections.

A typical Kentish train was a Trio 'C' hauled by a 'D' 4-4-0 or an 'H' 0-4-4T, but 'C' 0-6-0s, 'N' 2-6-0s, Fairburn 2-6-4Ts and 'King Arthur' 4-6-0s also ran with them. Even a 'Light Pacific' turned up one day in 1953 when No. 34086 219 *Squadron* ran tender first from Margate to Ashford via Canterbury West with a 'Birdcage' set. On the Central Section, ex-LBSCR types such as 'E4' 0-6-2Ts and '13' 4-4-2Ts hauled them and 'M7' 0-4-4Ts and 'T9' and 'L12' 4-4-0s appeared as well.

Withdrawal commenced in 1954 and continued until 1958; their replacements were three-coach sets of BR Mk 1 stock (BSK+CK+BSK), which were more comfortable but had fewer seats.

To be truly accurate, one needs to buy all three Bachmann coaches and run them as a fixed set (but not if you are modelling a Devon branch).

It was rare for a single brake to be used anywhere, but an exception was on the former Kent & East Sussex Railway in the 1950s when

a 50ft five-compartment 'Birdcage' brake (disbanded from a Type 'B' set) ran on the line with several LSWR corridor brake thirds.

The coaches which spent much of their life in sidings and were only used on summer Saturdays or during hop picking were 'Long Sets' formed (and frequently reformed) of a miscellany of SECR coaches of all types and lengths, disbanded over the years from other sets. Many of the 54ft Type 'A' sets provided stock for the Isle of Wight lines in later days whilst other coaches survived as departmental vehicles.

Bachmann is to be congratulated on researching the 60ft coaches as few survive in preservation (possibly only two, including an as yet unrestored Brake Third on the Bluebell Railway). Now in my eighth decade, I never dreamed of seeing such models in my lifetime.

A good choice for any further SECR coaches (Hornby please note) would be the 10-compartment Third (the hundred seater) which survived into the 1960s and *did* penetrate to the West Country.

Peter Clark, Canterbury.

MAIL FROM THE...

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FORUM



ELINK VS ELITE

Read more at: www.hornby.com/uk-en/forum/e-link-vs-elite-20063/

I have reached the point where I would like to go for the eLink or Elite controller. I am currently using just the Select and everything is Hornby stock. I run my own computer business so I should be able to learn how to use the RailMaster quite easily. Now that eLink and RailMaster have been out for a while I was just looking for people's opinion as to what they thought was best - eLink or Elite controller?

Hornby Forum user GBMicros

IN RESPONSE:

■ As you may have spotted in the posts you have looked at already, there are as many opinions about these two controllers as there are stars in the sky. Some like the physical control knobs

of the Elite used with RailMaster or independently, and some are happy to let RailMaster do everything via PC control and the eLink. Do you have a model store or a club near you where you could perhaps try both and see what suits you?

Hornby Forum user RogerB

■ With eLink you are totally reliant upon your PC to be functional. With Elite you can still run your layout using the controls on the handset even if your PC and/or RailMaster software are temporarily out of order. A personal view, but based upon the posts on this forum, is that the Elite does seem to be more reliable than the eLink when used with RailMaster. The Elite also includes the 4amp power

supply instead of the eLink 1amp supply.

Hornby Forum user Chrissaf

■ I have spoken to my local model shop who said they tried the eLink when it first came out and said they didn't like it but hadn't tried it since. I had not thought of looking for a local club, so will look into that. I like the sound of automation that the software can do too.

Hornby Forum user GBMicros

■ As you already have a Select, one advantage of the Elite will be that you can use the Select as a walkabout controller - you would just need an extra cable. The Elite does give you more flexibility.

Hornby Forum user westernwill

In depth on digital decoder standards

The recent letter with regard to Dapol's Class 122 for 'OO' gauge (HM124) prompted me to write.

The basic problem is that there are two differing (and not widely publicised) standards for 21-pin decoders. Since they are electrically different, manufacturers must choose one. The difference between the standards only affects AUX3 and AUX4. Being pedantic, it also affects AUX5 and AUX6, but these are generally unused at the moment.

The letter suggests that an add-on board must be purchased for the model to work, but this is not the case if an MTC compatible decoder is used. The difference between MTC and non-MTC only applies to decoders

with five (or more) function outputs. If using an incompatible combination (locomotive + decoder) AUX3 and AUX4 will not work properly. All other features of any decoder remain the same and are fully compatible with any model.

The Dapol Class 68 uses AUX3 and AUX4 (function outputs 5 and 6) to operate the cab lights and Halo lights (in combination with a switch). It is only these that will not work correctly if a non-MTC six function decoder is used (internal switches can be set to mitigate this).

Decoder output functions are arranged as follows: Function 1 - Lights forward, Function 2 - Lights rear, Function 3 - AUX1, Function 4 - AUX2, Function 5 - AUX3 and Function 6 -

AUX4. Decoder output functions are not directly related to the function keys on your controller.

With this in mind, compatible decoders would be: Dapol Imperium six function decoder, Lokpilot V4 21-pin decoders marked 'MTC', any two, three or four function decoder with 21-pin socket (set switches as per instructions) or any other six function (or more) marked 'MTC'. For sound installations the following are suitable: Loksound V4 21-pin sound decoder, any two, three or four function sound decoder with 21-pin socket (set switches as per instructions) or any other six function (or more) sound decoder marked 'MTC' standard.

Andy Forty, Head of Technical Operations, Dapol

Piko SmartControl is a step up for DCC

Your guide to Digital Command Control systems was very thorough and interesting. I have just started using a Piko SmartControl and find it easy and logical to use. Having previously used the Dynamis and Dynamis Ultima since its launch (with which I have been extremely happy) the Piko SmartControl is definitely a step up. The only disappointment so far is that the Stop feature cannot be programmed to work only on the locomotive being driven instead of the whole layout. This feature offered by Dynamis was very useful when driving into the cassette yard.

Richard Allen, by e-mail.



DIESEL SOUND IS TOP OF THE CLASS

DCC sound in diesels is mostly brilliant and has been a major step forward in our hobby, but the vast majority of steam sounds I hear on layouts don't reach the same level.

Clearly there are technical hurdles regarding the range of pitch involved and the speakers. The depth of a steam locomotive's initial exhaust beat is far deeper than many imagine. However, what really disappoints me is the constant chuffing you always hear. Steam engines simply don't chuff all the time. Obviously, they do when starting, accelerating a slow heavy load or climbing, but mostly, it is hissing, wheezing and clanking. At speed, it's more of a chitter sound. And then there's all the injectors, drain cocks and the like.

Surely Back EMF on chips could be used to control the sounds of effort or free-running? It would be really good to see an article on how to set up a sound chip for a steam locomotive.

Richard Mawer, Oxford.

HELP NEEDED ON TTS STEAM

Having just read your article on Hornby's sound chips, I notice you have only covered diesels. Having just got a 'King' TTS chip, will you be doing a piece in the magazine to assist modellers like myself who would like some assistance?

Mike Murawa, by e-mail.

Hi Mike, we haven't got immediate plans to do a feature on the steam Twin Track Sound decoders, but we will add it to the list for future issue of Hornby Magazine. E-mail us at hornbymagazine@keypublishin.com if this is something you would like to read more about - Ed.

Hi Richard, if you are visiting the Spalding or Warley shows this November we will gladly demonstrate the selection of steam locomotives that we have operating on Hornby Magazine's exhibition layouts with digital sound, many of which have the features you describe - Ed.

LOCOMOTIVE MAINTENANCE

Read more at: www.hornby.com/uk-en/forum/locomotive-maintenance/

Two of my locomotives need some attention/maintenance. The engine will run nicely at incredibly low speeds but getting it out to run on the track is a different matter. I'll admit that my track is not new and probably dates back to the 1980s when it was my dad's. What equipment would you suggest for cleaning track and engine wheels?

Hornby Forum user Great Western Railway

IN RESPONSE:

■ There are quite a few posts regarding track and wheel cleaning. To me, it sounds like the track and maybe more specifically the wheels of the locomotive need a good clean. I have been very happy with Track Magic from Deluxe Materials. Turn

the model upside down on some foam or similar, and use your controller to power the wheels around. Dip a cotton bud in the solution and gently press against the wheels as they turn. For the track cleaning, you can use the same product.

Hornby Forum user Carltonf

■ The track could be steel in which case you will always have problems. Replace it with the newer nickel silver track.

Hornby Forum user trainlover23

■ I use a modeller's fibre-pen for cleaning (locomotive) wheels. Place the locomotive upside down in a cradle and apply power to the wheels. The pen is then gently applied to clean the wheels. When cleaning the

wheels also check their pick-ups are clean and making contact - lots of models have sideways play in them causing the pick-ups to occasionally lose contact. For track I've moved to Isopropanol Alcohol.

Hornby Forum user Caipitean

■ Be very careful with those glass fibre pens, and always use eye protection and a dust mask. The fibres are very brittle and can fly a long way. If you get a bit in your eye it is a hospital job, and if you breathe them in - that's even worse!

Hornby Forum user 2e0dtoeric

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

Seven Ash

The final parts of London's famous Old Oak Common depot are to close at the end of the year. **STEVE PIKE** has created a representation of its most famous turntable in 'OO' gauge, as he explains.

PHOTOGRAPHY, TREVOR JONES

**ENGINE
SHED
SPECIAL**



SCALE
'OO'SIZE
10ft x 6ftPERIOD
1968-1971CONTROL
DCC, Gaugemaster

S EVEN ASH is a representation of West London's legendary Old Oak Common depot. Situated just a few miles from central London and the famous terminus of Paddington, this landmark railway location has supplied top link motive power to trains from the Great Western steam era to the present day.

It opened for service in 1906 to a design by Churchward and at the time was the largest depot on the Great Western Railway (GWR) system. It set the pattern

for other GWR depots to follow and had four 65ft turntables under a six span roof. Each turntable had 28 connecting tracks which could accommodate 75ft locomotives while there was also a repair shop on site known as the 'Factory' which had 11 roads and an electric traverser for access. It was a stunning location and a true cathedral of steam.

In 1965, and with steam transferred away to Southall depot, BR's Western Region demolished the famous steam shed, a roundhouse with four turntables and BR removed three of the turntables »



Sat around the table we can see five 'Westerns', three 'Hymeks', one NBL 'Baby Warship' and a Brush Type 4 going off for its next train duty. It's a scene which would be easy to see in the final years of the '60s on a Sunday afternoon.





2 Above: As in most of the photographs oil barrels are a prominent feature of the layout with over 100 on display. The foreman fitter tells the driver of D6327 which bay to stable the locomotive in.

3 Opposite right: 'Western' D1046 Western Marquis holds centre stage carrying usual late 1960s-1970s road dirt as 'Warship' D844 Spartan leaves the table.

and left one in place for stabling the then new diesel-hydraulics, and a three-road fuelling shed was added at the same time. The 'Coronation Carriage Sidings' were built in the 1960s for the Blue Pullman Diesel Electric Multiple Units (DEMs) and these have been joined by further extensions for High Speed Train operations in the 1970s and Heathrow Express unit maintenance from 1997.

Now, though, the depot is to close in preparation for the construction of High Speed 2. Most maintenance will be transferred to Reading or North Pole, with that for the 'Night Riviera' sleeper train going all the way to the end of the line at Penzance. This model is, in a very real sense, a depiction of a site which will soon pass into history.

MINIATURE DEPOT

The model is set between 1968 and 1971, and has been constructed with great assistance from my local model club, Somerset Railway Modellers, and had its exhibition debut at Taunton Raillex in 2016. The model has been constructed with usual methods of 6mm plywood board with wood bracing; the bank has been made from insulation board covered with brown packing paper and PVA glue; track is from the C&L bullhead rail range, ballasted with Woodland Scenics ballast and glued down.

The main building has been constructed by Severn Models, and the background model building has been built by myself using laser-cut components. A prominent feature of Old Oak and Seven Ash are the large lighting towers»»

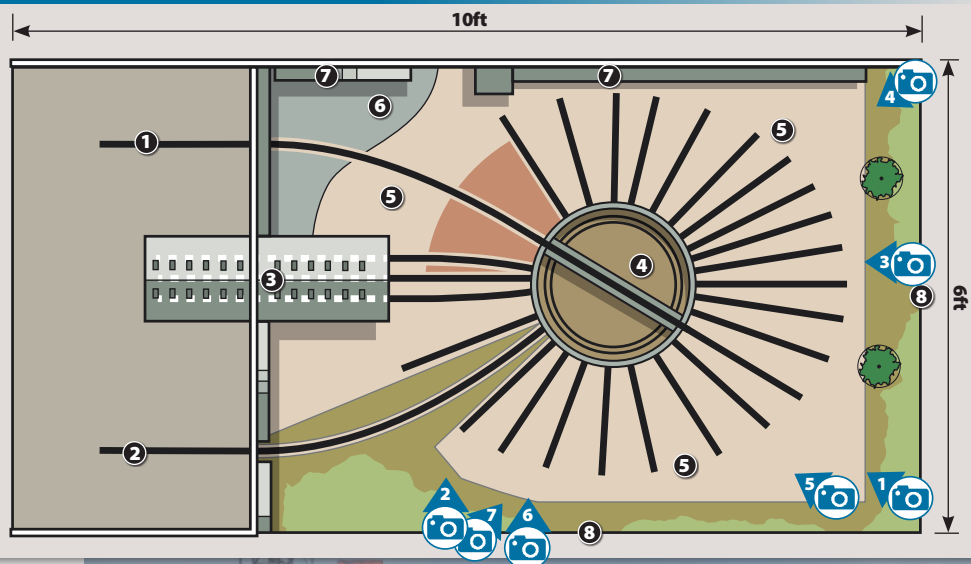


4 With the ubiquitous yellow permanent way lorry fixing the overhead floodlight the amount of liveries on the Western Region at the end of the 1960s can be seen, with green, maroon and blue on show.



SEVEN ASH TRACK DIAGRAM (Not to scale)

KEY	
❶	Exit storage road
❷	Entry storage road
❸	Servicing shed
❹	Turntable
❺	Handstanding
❻	Vehicle access
❼	Low relief buildings
❽	Viewing side



These are N-brass kits and after several attempts by me were handed over to a fellow modeller for completion before being added to the layout.

Several British Rail yellow lorries and staff cars complete one side of the layout as it was used as a car park - I always wonder how many cars lost out to an unexpected 'Western'? There are also more than 50 oil barrels painted to represent the differing contents, including engine oil, hydraulic transmission fluid and lubricating oils. Just as important are Old Oak's three cats, discovered after chatting to men who worked from Old Oak Common depot, which were called 'Dipstick', 'Marmite' and 'You ---' the last one was known as a nasty cat!

TAKING CONTROL

Operation of the model is by Digital Command Control (DCC) using a Prodigy Advance² handheld unit. This controls the movement of locomotives to the central focus of the scenic area – the turntable. This is a Heljan DCC turntable and it allows full control over the position of the deck to connect with any of the 27 roads accurately at the touch of a button. It takes some time to set up all the positions, but the results are worthwhile.

Locomotives coming onto the layout arrive via a small one-track storage yard. On arrival they are sent to the fuelling shed before being stabled on one of the tracks that lead off the turntable. There is also a one-track storage yard used to remove the locomotives after they head off scene.

Of course, on a depot layout, it's the locomotives which star, and the roster has >>>



Right: 'Hymek' D7052 moves onto the turntable, to the left is NBL Type 2 D6327, one of only two of the class to be painted in blue with small yellow warning panels.



Above right: Sat resplendent in BR maroon with full yellow ends, 'Western' D1067 Western Druid waits for its next duty as BR blue NBL Type 2 D6327 arrives and 'Warship' D844 Spartan departs in the background.





something like 50 renumbered, renamed, weathered and detailed locomotives with crews and headcodes added. There are a variety of liveries on show from blue to maroon, and BR green with a variety of full yellow and small yellow ends.

Diesel-hydraulics from classes 22, 35, 42, 43 and 52 are present coming from the Bachmann, Dapol and Heljan stables. All wear pre-TOPS numbers and the timescale of the layout is set when the first 'Warships' were starting to be withdrawn and the first examples of the English Electric Type 4s (later Class 50s) were arriving. But of course, no representation of Old Oak Common would be complete without a Class 47 or two as well and there are Western

Region examples on the roster in BR two-tone green and BR blue liveries. Also on shed are classes 08 and 31, which appeared at 'Old Oak' too. A Class 33 and a Class 37 also make appearances from time to time – but they are very much the exception rather than the norm.

PRIDE IN GRIME

I take great pride in taking the time to weather and detail the locomotives, and many a pleasant lunch time has gone into getting Seven Ash ready for the exhibition circuit. It has already received several invites but we are always looking for more.

So it's a sad farewell to Old Oak Common – but if you want to relive a long vanished age, we hope Seven Ash brings back the memories: it does for us! [@7bnn](#)

Right: Blue is starting to dominate the scene around the turntable, complete with 350hp shunter D4160 in the foreground. Although outnumbered by the hydraulics on display Brush Type 4 1676 Vulcan is a resident of 81A, or OOC as it became known.

Below: Concentrating on where the locomotive is going next, Steve Pike uses the Gaugemaster controller to move D844 Spartan off the Heljan turntable.





AUTOMATIC CROSSING

Train-Tech has developed a remarkably simple illuminated and sound equipped level crossing kit which takes less than an hour to assemble and install. **MIKE WILD** upgrades the crossing on the office test track to put this new kit to the test.



WE HAVE BECOME ACCUSTOMED to adding functionality to our trains, but there is a world beyond that for accessories which bring new operating features to model railways. This new kit from Train-Tech is another very well thought out product from the manufacturer which has been designed with ease of installation and use in mind.

The kit is based around the classic Peco LK-51 Automatic Half Barrier (AHB) level crossing kit, but comes with the addition of a pair of operational crossing heads, a speaker, all the wire you need to connect the components together and detailed instructions. The latter cater for analogue, digital and automatic operation, so no matter how you want to operate the crossing, it can be done.

For our installation we have followed the digital route as it made sense to continue the control theme of our office test track. The

outer circuit is now permanently connected to our DCC system leaving the inner with the option for analogue or digital control. From that perspective, we ensured that the required track feed connections were made directly to the outer circuit feeds on the layout to power the lighting and sound effects.

The complete project took just under an hour to complete, including painting as we made the most of the rapid drying times associated with acrylic paints.

The modifications to the original kit are simple and even the wiring has been made straightforward so that anyone with any level of electronics knowledge can make full use of the kit.

Our guide explains the full process we went through to install the kit. The result is another attractive operational feature on our office test track which is sure to feature in our future online videos. 

TOOLS

- » 00 paintbrush
- » Craft knife
- » Wire strippers
- » 10mm drill
- » Electric drill

Representing a more modern theme on our office test track, a Railfreight coal sector Class 56 passes through heading a merry-go-round coal train. The crossing lights are all showing red due to the camera exposure, but alternate when in operation as they should.



GO ONLINE!
VISIT WWW.HORNBYMAGAZINE.COM
TO SEE THIS IN ACTION

STEP BY STEP INSTALLING TRAIN-TECH'S LEVEL CROSSING KIT IN 'OO' GAUGE

1



Train-Tech's new 'OO' level crossing kit contains everything you need to extend the wires to connect to a power supply. Included is a Peco level crossing kit (Cat No. LK-51), two working light heads with circuit boards built in, a speaker and a pair of mounting caps.



2

To start the project, the heads need the outer edges painting in red and white as per the real crossing light heads. The pattern shown here, with the white painted head on the right, follows prototype practice leaving the remaining spaces to be painted red.

USEFUL LINKS

Train-Tech	www.train-tech.com
Humbrol	www.humbrol.com
Lifecolor	www.airbrushes.com



3

While allowing the white to fully harden, we added the mounting caps to both light poles. These plastic caps fit around the tab on the post and can be glued together with liquid plastic cement. We used Deluxe Materials Plastic Magic.



4

With the white paint fully dry, the spaces in between were painted red as shown in this cruel enlargement. The outer frame and post were also painted with Lifecolor Roof Dirt to tone down the factory black.

5

To prepare the crossing barrier support, the original plastic moulding from the Peco kit needs to be modified. As per the instructions, we cut off the original head at the top of the base, but we also cut off the mounting pip at the bottom so that it could be mounted flush with the road surface on our layout. The remaining base section is then glued to the front of one of the two light heads.



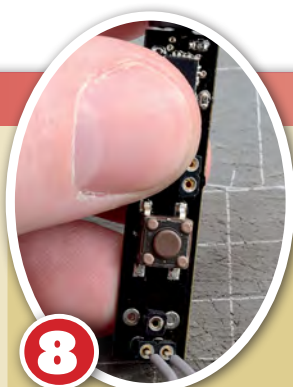
6

To ensure the original barrier clears the new light post, the rear hook has been cut back to suit. It requires around 5mm of plastic to be removed using several cuts with a craft knife. Ensure you don't cut too far back and lose the mounting hole.

7



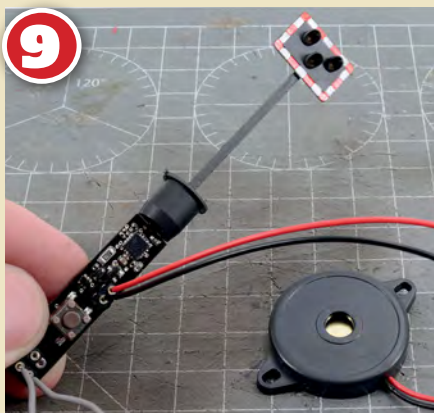
This is the fully assembled lighting head ready for installation into the baseboard. A 10mm diameter hole is required to clear the circuit board and the mounting caps are a neat fit into the hole to support the head.



8

It is easier to show the wiring connection on our workbench. At the bottom are the two power connections. As we are working with digital control, these can be connected directly to the track power source. The button immediately above the connections is Train-Tech's one-touch addressing button which makes it very simple to set these devices up.

9



A speaker is included in the kit which sounds an audible warning sound for seven seconds when the crossing is activated. It connects to the two positions as shown here. Only one siren is required for each crossing.

10



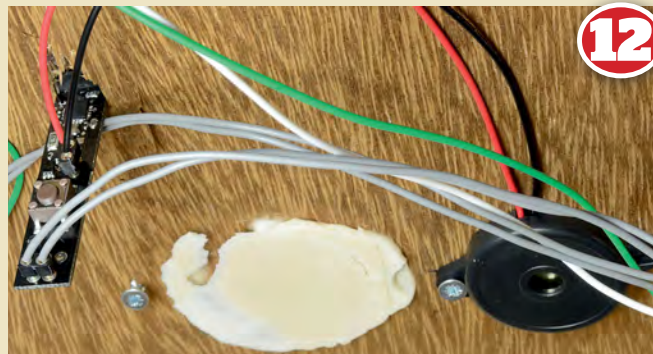
A second 10mm hole was drilled to the right to host a second lighting head so the crossing is correctly illuminated for approaching road vehicles. As you can see, the other side is still to have its original gates removed at this stage.

11



Using the spare original head from the Peco kit, a dummy lighting head was positioned on the opposite side of the crossing which won't be seen, completing the installation above the baseboard.

12



This is the installation from underneath showing one of the lighting circuit boards protruding beneath the board and the speaker fixed to the board with a 4 x 1/2in wood screw. Single core wire is used to make the connections to the circuit boards, but we then joined both pairs together in a terminal block and used 7/0.2 multicore wire to complete the connection back to the DCC track feed.

13

The crossings heads were then both given accessory address 40 preparing them for operation at the touch of a button on our DCC handset. The initial phase once activated sees the amber lights flash and the siren operate...

14

...and after a few seconds the siren turns off and the lights change to alternating flashing reds – all red lights are illuminated here due to the camera exposure length. All in, the installation took just under an hour and our modernised crossing is now ready for further detailing with signage and white lining to complete the picture.



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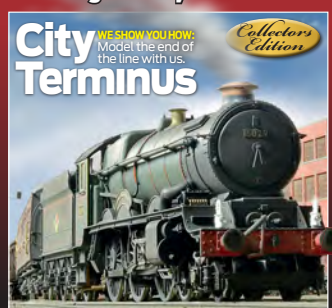
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Hornby releases its **'all-new' Duchess**

**EXCLUSIVE
FIRST
REVIEW**

The Stanier 'Duchess' 4-6-2s were the pinnacle of the West Coast Main Line express fleet and the most powerful 'Pacifics' to operate on the British Railway network in revenue service. **MIKE WILD** reviews this brand new addition to the Hornby range.

THE POWER AND PRESENCE of the Stanier 'Duchess', or 'Princess Coronation', 4-6-2s is virtually unrivalled. They are giants of the steam era and the most powerful 'Pacifics' to operate in daily service with British Railways. In fact, in Britain their performance has only been equalled in preservation by the rebuilding and modification carried out to correct the performance of unique BR '8P' 4-6-2 71000 *Duke of Gloucester* – and ardent admirers of Stanier's masterpieces might argue with that assertion!

A locomotive with such character and following is a natural choice for a ready-to-run model and the first Hornby Dublo version was announced in 1948 and released as a solo item in 1949. It modelled 6231 *Duchess of Atholl* in its original condition without smoke deflectors and since then there have been many models in 'OO' – as well as versions





THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3553/R3555
Description:	LMS Stanier 'Duchess' 4-6-2 6231 <i>Duchess of Atholl</i> , LMS maroon (R3553) LMS Stanier 'Duchess' 4-6-2 46256 <i>Sir William A Stanier FRS</i> , BR lined maroon (R3555)
Scale:	'OO'
Price:	£189.99
Era:	3 and 5 respectively
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

in 'N' and 'O' scales - and variations on the class up to the most recent iteration which was released by Hornby in the early 2000s.

That model has held sway for Stanier's finest locomotive design in 'OO' until now with the arrival of this brand new version of the LMS 4-6-2. It was announced at the Warley National Model Railway Exhibition in November 2016 and, less than 12 months later, samples of the first two are here in the *Hornby Magazine* office for review. Release is expected in October and November with these locomotives, significantly, modelling 6231 *Duchess of Atholl* (the same as the first Hornby Dublo issue) and one of the final pair of Ivatt modified locomotives - 46256 *Sir William A Stanier FRS*.

On the real railway, Stanier launched his new design in 1937 with the introduction of 10 streamlined locomotives to haul the heaviest and fastest trains between London Euston and Glasgow Central. They were in direct competition with the 1935-introduced Gresley 'A4' 4-6-2s which were scoring big points on the publicity mill for their performance and appearance on the East Coast Main Line operating from London King's Cross to Edinburgh.

Stanier's locomotives were built for power first and foremost and had a four-cylinder layout and a large free steaming boiler connected to a wide firebox at the rear of the locomotive. Most were built with streamlining, but some were built from new without the

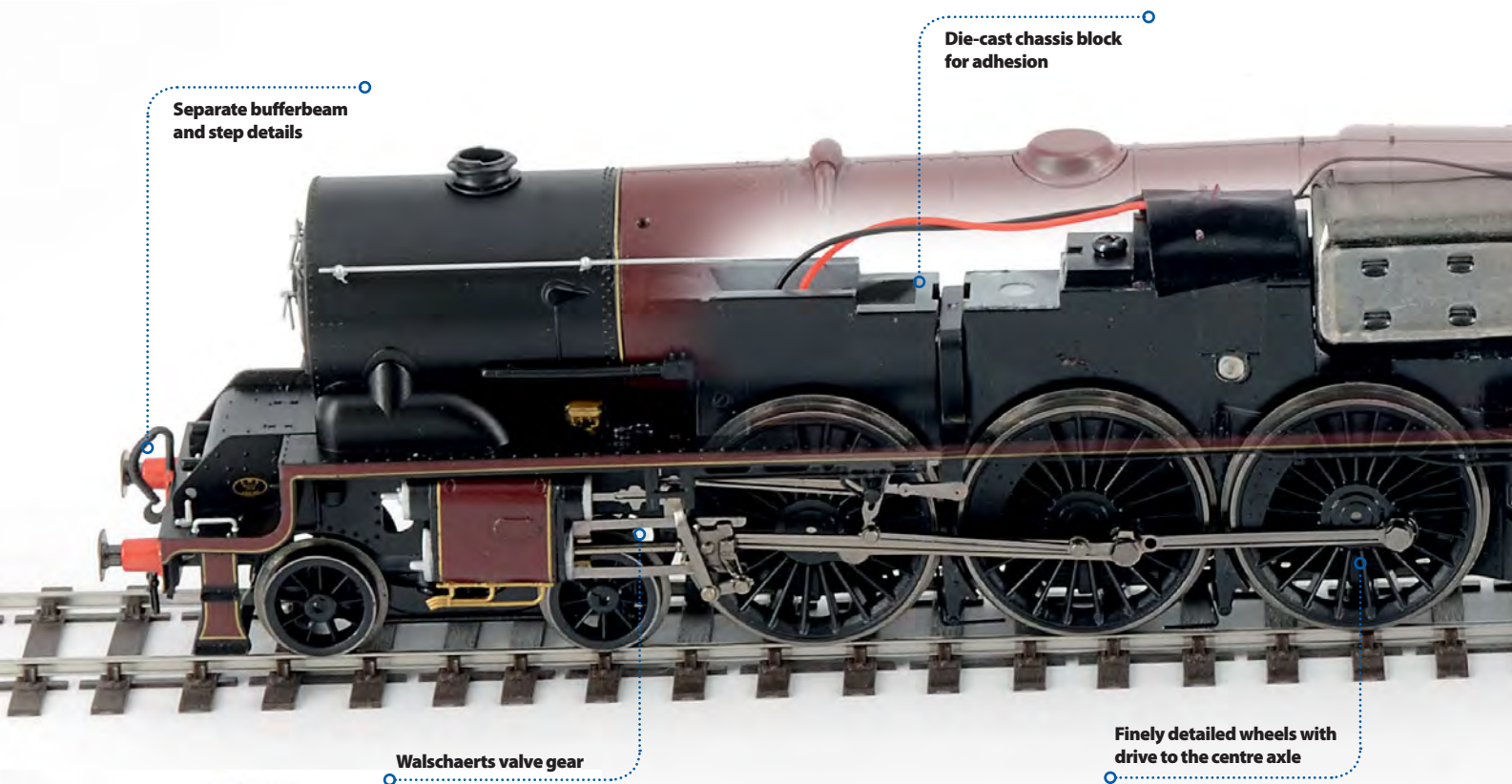
steel casing over the boiler. Ultimately all were rebuilt in conventional form between 1944 and 1949, although some initially retained the sloping smokebox from their streamlined days.

In service the 'Duchess' class was the master of its duties. Power was plentiful and it is reported that these 120ton locomotives were capable of producing more than 3,000hp at the cylinders - considerably more than the Class 40

diesels which were expected to replace them in the late 1950s.

Withdrawals came from 1962 with the last being taken out of service in early 1964. Happily, three have been preserved consisting of 6229 *Duchess of Hamilton*, which has been restreamlined for display at the National Railway Museum, 46233 *Duchess of Sutherland* which is active on the main line and 46235 *City of Birmingham* which remains on display in the Thinktank museum in Birmingham. »





THE MODEL

Hornby's new version of the 'Duchess' has been redesigned from the ground up and nothing remains of its predecessor. Our review samples are 6231 *Duchess of Atholl* (Cat No. R3553), delivered in LMS lined maroon, and 46256 *Sir William A Stanier FRS* (R3555) in lined BR maroon and it has to be said that these are stunning locomotives – much better than the pre-release images might have suggested. These are to be followed by a Twin Track Sound fitted model of 46235 *City of Birmingham* in BR lined green livery (R3509TTS).

Up close, the detailing is outstanding, even down to reproduction of the rivet pattern along the cladding seam at the top of the boiler, while there are hundreds of other points to revel in from the safety valves set into the cab roof to the whistle, top feed detail, different chimneys, separate handrails, lubricators, reversing rod and more besides.

Notable is that 6231 is delivered in original condition without smoke deflectors and this also extends to silvered handrails, smokebox door dart, lamp irons, cylinder and grab rails. The overall decoration of 6231 is excellent too – and particularly under good lighting, with the finish having a nice satin/gloss finish as opposed to the usual satin/matt finish we might expect.

46256 is equally well turned out and looks stunning in its BR lined maroon livery with additional adornment of Timken roller bearing axleboxes on the tender and trailing truck as well as a correctly reprofiled cab and undercab area to reflect the final two 'Duchesses'.

The only point which doesn't look right is

the moulded coal load which sits too high in the tender body, but once you see what's underneath you won't want it in there anyway as Hornby has gone to the trouble of producing a fully detailed coal space including modelling of the steam operated coal pusher.

The usual fittings of sprung metal buffers are provided on each corner, including different styles front and rear, while there is also a detailing pack which adds bufferbeam fittings, front steps, cylinder drain cocks (where curves allow) and brake rigging.

An NEM coupling pocket is provided at the rear while an adapter is included for optional fitting at the front. The locomotive

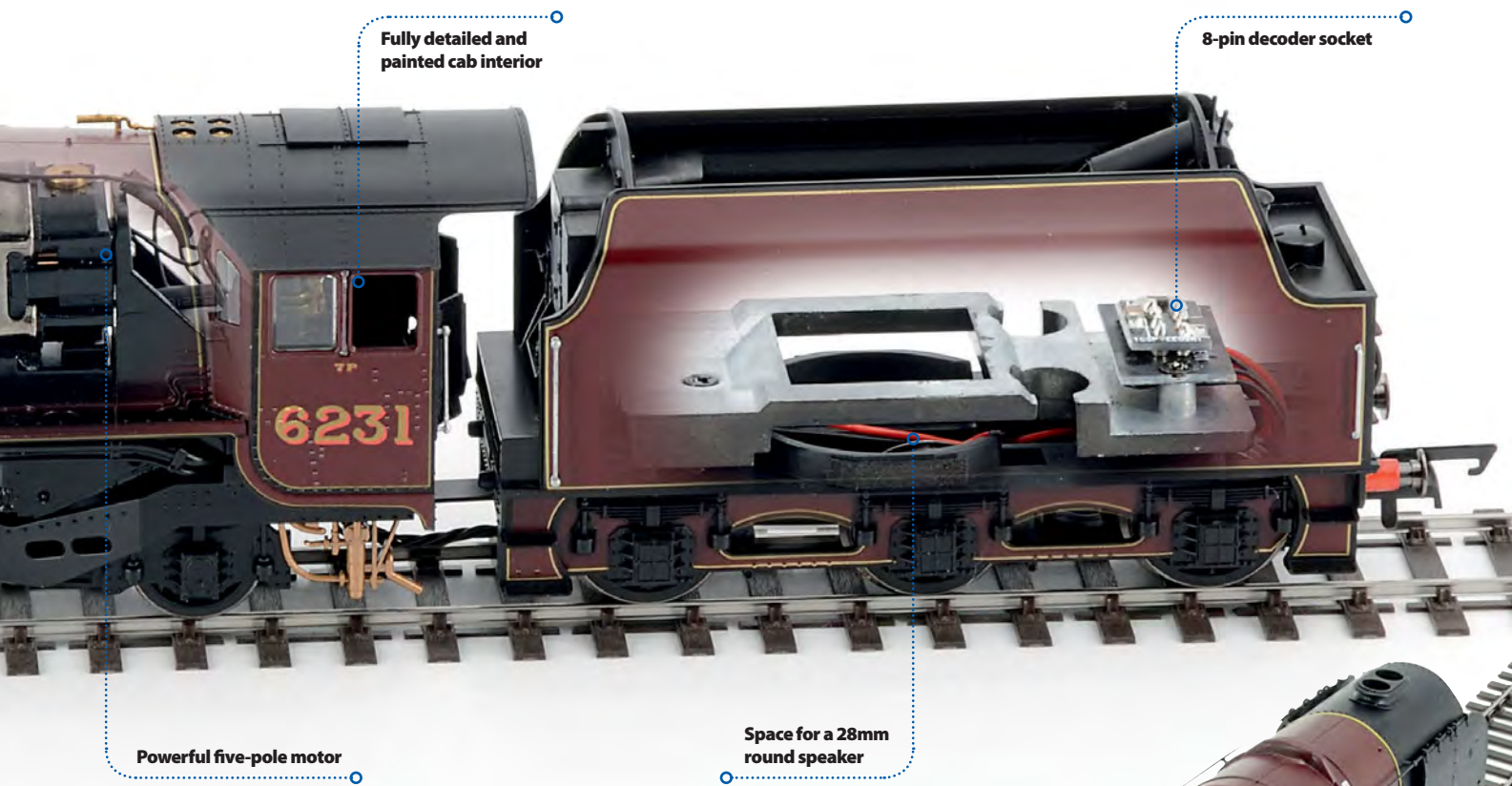
and tender are permanently coupled with a screw fitted drawbar while a four-pin electrical connection joins the motor and pick-up feeds to the tender.

PERFORMANCE

This is where it is at for a model of the 'Duchess' – performance, and especially power. The real locomotives were renowned for their impressive capabilities on the steep gradients of Shap and Beattock and on this front Hornby's new model does not disappoint.

Our first test runs following running in were on Grimsby Town Railway Modellers' Appleton Junction layout – to be featured in HM126 – where the BR liveried version was set to work hauling an eight-coach rake of Mk 1 stock. It handled this load with ease and during further tests on our office test track we loaded both samples to 12 coaches without any signs of slipping. Pointwork of both code 100 and





code 75 was dealt with without fuss and the two ran faultlessly throughout all our trials.

Conversion to digital control is straightforward as an 8-pin socket is provided in the tender. Two screws release the front of the tender body which then arcs up to release the rear. Inside you will find ample space for standard 8-pin decoders as well as sound decoders such as the Zimo MX645 and LokSound V4.0. Space is also allocated for a speaker – the chassis being designed to accommodate a 28mm round speaker in the floor moulding.

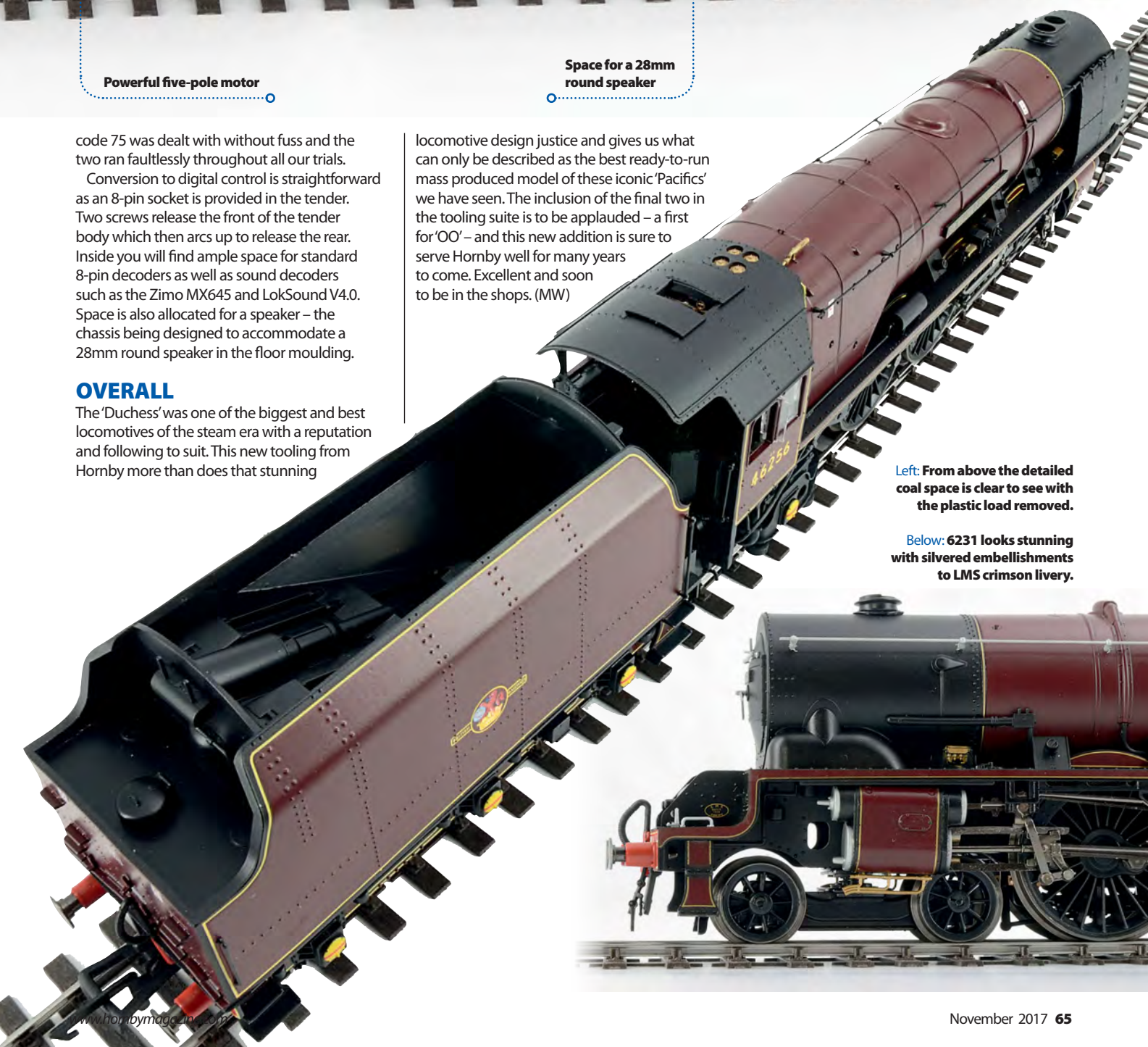
OVERALL

The 'Duchess' was one of the biggest and best locomotives of the steam era with a reputation and following to suit. This new tooling from Hornby more than does that stunning

locomotive design justice and gives us what can only be described as the best ready-to-run mass produced model of these iconic 'Pacifics' we have seen. The inclusion of the final two in the tooling suite is to be applauded – a first for 'OO' – and this new addition is sure to serve Hornby well for many years to come. Excellent and soon to be in the shops. (MW)

Left: From above the detailed coal space is clear to see with the plastic load removed.

Below: 6231 looks stunning with silvered embellishments to LMS crimson livery.



Kernow's BULLEID DIESEL

**EXCLUSIVE
FIRST
REVIEW**

The pioneering era of diesel locomotive design is being brought back to the fore with the arrival of Kernow Model Rail Centre's impressive ready-to-run model of the Bulleid 1-Co-Co-1s for 'OO'. **MIKE WILD** runs the rule over this exciting new release.

THE EVOLUTION OF RAILWAYS is a fascinating story to follow and Kernow Model Rail Centre (KMRC) has stepped back almost to the beginning of main line diesel development with its latest 'OO' gauge exclusive product. Modelling the trio of Bulleid designed and BR built 1-Co-Co-1 diesels is quite a feat, not least because none of the three have survived into preservation. Their introduction and operation is the stuff of legend and, amazingly, I'm now looking at a fully factory finished model of one of those three locomotives. The story of how this model came to be is equally as enthralling.

This model's journey started back in 2010 and KMRC completed its research several years ago, but the lack of detailed drawings delayed the model until January 2016 when

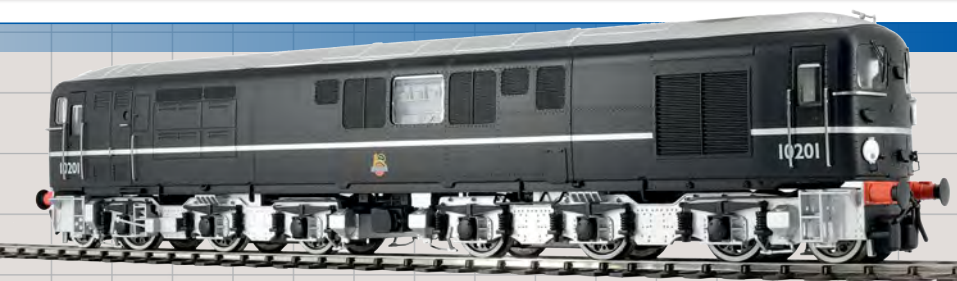


Above: Kernow's new 'OO' model of the Bulleid diesel is a stunning replica of these sought after prototypes.

Left: It all in the details including modelling of the engine inside the large bodyside windows.



a customer came forward with a full set of works drawings. From here it was full power. The factory in China working with Kernow had a production slot for delivery in 2017 and took on development of the CAD drawings from July 2016, which were signed-off in December that year. The first engineering prototype was delivered in February and following testing was approved in July. Decoration and finishing has been refined since, leading to the model that you see here – the first production version of 10201 to be delivered to Kernow for final inspection. The full production batch covering



THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	K2701
Description:	Bulleid 1-Co-Co-1 diesel 10201, BR black
Scale:	'OO'
Price:	£169.95
Era:	4/5
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

"The story of how this model came to be is equally as enthralling."

MIKE WILD



10201 and 10202 is currently en route from China and expected to arrive with Kernow Model Rail Centre in late October/early November.

With just three locomotives in the series, Kernow has created a tooling suite which covers the major variations including corridor connections and alternate body details for the third of the trio – 10203 which will follow later – which had an uprated engine. The first two, 10201-10202, were built at Ashford in 1950 while 10203 followed in 1954. After several years in front line service on the Southern Region, the three were handed over to the Midland Region

from where they were withdrawn in 1963 and disposed of in 1968. For the full story on the Bulleid diesels, see Reality Check on pages 68-71.

THE MODEL

It has to be said, Kernow and its factory have done an astounding job in replicating the Bulleid diesel in model form. The model has a solid, well built feel and a large collection of separately fitted parts including a full complement of metal handrails – all neatly shaped and with the flat profile of the real items. Finely produced windscreen wipers are provided

together with a full set of route indicator discs in the open position and a spare set of closed half-discs to swap out to create authentic headcodes of the owner's choice. Dummy coupling hooks are included in the detailing pack which finish off the front end perfectly.

The large black bodysides have an accurate tumblehome and beautifully finished grilles along the side, and the large central window has engine detail inside moulded onto the chassis block. The silver painted roof is neatly finished too with grille, fan, rivet and exhaust details all there to be admired plus a pair of ➤



whistles – one mounted above each cab.

The bogies are an area which always stood out on the early prototypes and particularly because they were painted silver. Again, this is an area where no expense has been spared in creating an outstanding level of detail which includes separately fitted steps, sand pipes, speedometer drive and brake pipe runs. The moulded detail is excellent and the bogies really look the part below the big, bulky body of 10201.

Our sample was finished in original early British Railways livery with lion over wheel crests positioned on the lower half of the body at the centre. The silver waistband is finished superbly and all colour joints were crisp and sharp on our sample while the locomotive numbers were printed well over the black background.

PERFORMANCE

This model doesn't just look good either – it runs superbly. Following bedding in for 30 minutes in each direction, we set 10201 up with a rake of seven Hornby Maunsell carriages

“This model doesn't just look good either - it runs superbly throughout.”

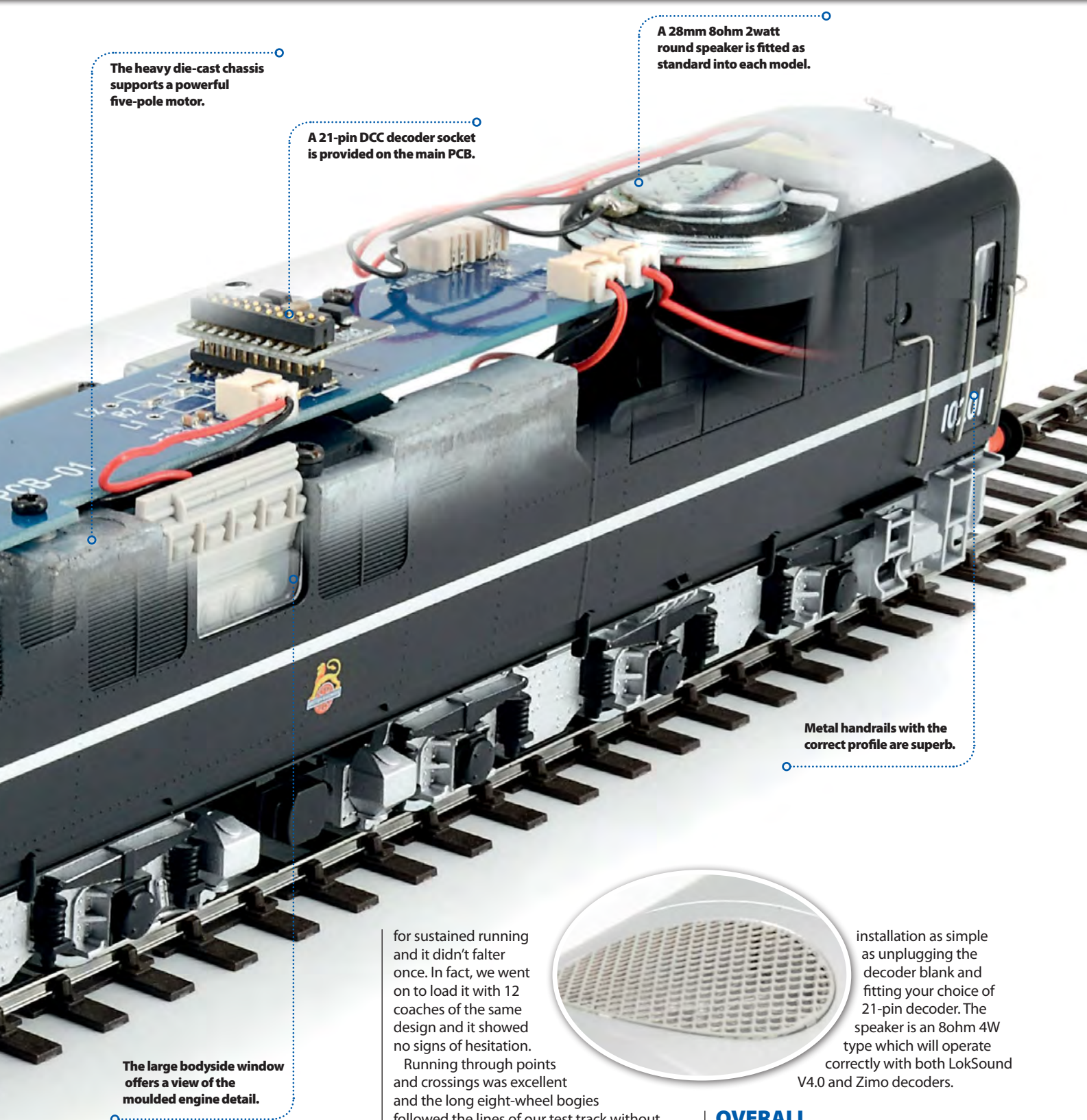
MIKE WILD

A built in capacitor keeps the lights on over dirty track.

Separately fitted windscrew wipers, interchangeable route discs and metal handrails go towards the cab detailing.



Detailed bogie side frames hide inner bogies which make curves easier for this long locomotive.



The heavy die-cast chassis supports a powerful five-pole motor.

A 21-pin DCC decoder socket is provided on the main PCB.

A 28mm 8ohm 2watt round speaker is fitted as standard into each model.

Metal handrails with the correct profile are superb.

The large bodyside window offers a view of the moulded engine detail.

for sustained running and it didn't falter once. In fact, we went on to load it with 12 coaches of the same design and it showed no signs of hesitation.

Running through points and crossings was excellent and the long eight-wheel bogies followed the lines of our test track without faltering once. Our initial tests were carried out with analogue control which includes directional lighting (headcode lights only, as per the prototype), but we also went on to test the model with digital control too.

Our decoder of choice was an ESU LokSound 21-pin decoder to work with the 21-pin interface provided in the model. It worked correctly and without issue throughout and we were also able to assess the interior space available for a speaker.

On lifting the body we were impressed to find a factory fitted 28mm round speaker provided in all models making sound



installation as simple as unplugging the decoder blank and fitting your choice of 21-pin decoder. The speaker is an 8ohm 4W type which will operate correctly with both LokSound V4.0 and Zimo decoders.

OVERALL

This is a stunning replica of a locomotive design which had a profound influence on the development of diesel traction for British Railways. It has been a long time since Kernow Model Rail Centre first made its plans to produce it public, but - and I know I say this a lot - the wait truly has been worth it. The detailing is superb, performance exemplary and the subject choice - well, for a hardened Southern Region modeller it could hardly get any better when it comes to diesel traction.

A fantastic model delivered to an exacting standard and soon to be delivered to its eager customers. (MW)

Bulleid's

DIESEL

Although diesel-electric locomotives are still thought of as 'modern traction', pioneering examples were in service more than 65 years ago. Some of the first were the Southern Region's main line trio of 10201-10203, as

EVAN GREEN-HUGHES *describes.*

DINOSAURS



In their final years the Bulleid diesels were moved north to operate on the London Midland Region alongside the LMS designed twins 10000 and 10001. On June 14 1958 10203, the most powerful of the Southern trio – and now decorated in BR lined green, passes Lamington at the head of the up 'Royal Scot'. David Anderson/Railphotoprints.co.uk.



IN THE SECOND QUARTER OF the 20th century, perhaps the most progressive railway company on the British network was the Southern Railway. Many of its routes had been progressively electrified, colour light signalling had been installed and stations and infrastructure had been upgraded to allow for the fast running of closely-spaced trains. However, there were sections of the Southern where the cost of installing the third-rail could not be justified, including the West of England route via Salisbury, but where modernisation was still desirable.

Elsewhere in the world diesel-electric locomotives were emerging as a viable alternative to steam and the Southern's progressive Chief Mechanical Engineer, Oliver Bulleid, could see that there was

a possibility that this form of traction might one day be as good as, if not better than, the ultra-modern 'Pacifics' that he had recently introduced.

As a result, he decided that a small batch of diesel locomotives should be constructed for comparison and development purposes. However, as the Southern lacked the necessary expertise and an approach was made to the English Electric Company which would then be contracted to supply the power unit and the necessary electrical items. Coincidentally, this came at about the same time as H.G. Ivatt of the London Midland & Scottish Railway was making a similar enquiry and so, not unsurprisingly, the locomotives that were to emerge for the Southern had many mechanical similarities to those that were built for the LMS.

Design work for the new locomotives started around 1946 and was mostly completed within a year; however actual construction at Ashford Works did not commence until 1949, allegedly because the project had yet to receive final financial approval. The first issue that had to be overcome was the restrictive axle load limits that applied on the Southern Railway. For this reason the locomotives were constructed on two four-axle bogies which had three powered wheelsets each and one guiding wheelset at the front, which assisted in distributing the weight. A second problem was the tight loading gauge in certain areas, and to get round this Bulleid decided that the locomotives would be built to the same profile as his latest coaches and as a result they were distinctly tapered towards the top.

Inside the bodyshell, the main engine drove a generator which then supplied power to the wheels beneath, with all the mechanical and electrical equipment inside the body and between the cabs at each end. Unlike either existing English Electric products or the locomotives being built for the LMS, flat cab fronts were provided, meaning that the finished product had a very box-like appearance.

Southern Region Diesel Electric 10202 powers away from Southampton Central with the down Bournemouth Belle on May 17 1958. The train is formed of 12-wheel Pullman cars – a formidable load for any locomotive.

Dave Cobbe Collection/Railphotoprints.co.uk.



INTO SERVICE

Because of the delays in construction, the first locomotive, 10201, did not appear until after the Southern Railway had been amalgamated into the new state-owned British Railways, by which time Bulleid had also left for pastures new.

Following completion, in November 1950, trials commenced on the London Midland Region between St Pancras and Derby before 10201 was returned to Ashford for final fitting out and painting, after which it was sent to the Festival of Britain exhibition, finally entering revenue-earning service in September 1951. The second engine, 10202, meanwhile, had emerged from Ashford and was sent for trials on Waterloo-Salisbury and Exeter duties. Once both locomotives were available they were then deployed on Exeter and Bournemouth diagrams, working alternately, so that one was always available as a standby.

It soon became apparent that the design »

On introduction the Bulleid diesels operated side by side with steam traction. In July 1952 10202 stands in the shed yard at Brighton, its appearance standing out amongst the crowd of aging steam locomotives. Railphotoprints.co.uk.



had a number of shortcomings and so in early 1952 trials involving a dynamometer car were held on the West of England line, after which both locomotives were sent back to Brighton for modifications. These included re-gearing to increase the available tractive effort. Both were back in action by the spring of 1953.

By this time, the mechanical fortunes of British Railways were in the hands of Chief Mechanical Engineer Robert Riddles, a man who was very pro-steam and who sought to promote this view with a series of lectures which showed that the Southern diesel-electrics cost 1.05 pence per drawbar horsepower hour compared

with a GWR 'Castle' which came in at 1.18 pence. This close comparison was largely because coal was very cheap at this time and diesel fuel had to be imported but it also ignored the fact that the diesels were working 687 miles a day on average against the 325 miles of the 'Castle' and consequently cost much less to crew and to maintain. Diesel engines were, of course, much more expensive to build than steam - but as each could do much more work the effects of this were neutralised.

The first of the Bulleid trio 10201 approaches Wimbledon with an up South Western section express in 1955 formed mainly of Bulleid carriages, but led by a Maunsell Open Second. JohnDayCollection.com Railphotoprints.co.uk.

MORE POWER

In February 1953, Brighton Works was given an order to produce a third example of the class and this was completed in March 1954. Using experience gained with the first two, this locomotive incorporated a number of upgrades, including the use of a higher-powered version of the English Electric engine, this time capable of producing 2,000hp, and producing a much more powerful machine. There were also further improvements to the control system with a third weak field step being introduced and the eight-stage power controller being adjusted so that there were fewer shocks transmitted to the engine crankshaft. This locomotive, 10203, was based at Nine Elms and joined the other two on Waterloo-Exeter duties and showed traction efficiencies of around 20% over the original design.

Nine Elms now had five main line diesels allocated to it as the two LMS-designed English Electric machines 10000 and 10001 had been transferred south by this time. This allowed the diesels to be tried out on other duties. 10202 was used on the 'Golden Arrow' and 'Night Ferry' trains early in 1954 and this was followed up in 1955 when 10203 had a stint on the same trains. Later that year, 10201/10202 were transferred to the London Midland Region along with the LMS twins and allocated to duties on the West Coast Main Line. The third engine followed a short time later after further trials on the Southern.

It was while allocated to Willesden that the power difference became most noticeable as all three locomotives worked the London-Glasgow 'Royal Scot' but the first two had

FACTS AND FIGURES	
Numbers:	10201-10203
Built:	Ashford (10201-10202) Brighton (10203)
Introduced:	1951-1954
Withdrawn:	1962-1963
Wheel arrangement:	1-Co-Co-1
Engine:	English Electric 16SVT Mk II
Cylinders:	16, 10in x 12in
Horsepower:	1,750hp (10201-10202) 2,000hp (10203)
Main generator:	English Electric EE822/1B
Traction motors:	English Electric EE526A
Train heating:	Steam - Spanner (10201-10202) BR Laidlaw Drew (10203)
Brakes (locomotive):	Air
Brakes (train):	Vacuum
Maximum tractive effort:	31,200lbs (10201-10202, as built) 50,000lbs (10203)
Continuous tractive effort:	14,000lbs (10201-10202, as built) 30,000lbs (10203)
Length:	63ft 9in
Width over cabs:	9ft 3in
Weight:	135tons
Wheel diameter:	3ft 7in
Maximum speed:	90mph
Fuel capacity:	1,150gallons
Boiler water capacity:	830gallons (10201-10202) 840gallons (10203)
Total built:	3



to work the train in multiple while 10203 proved that it could handle the service on its own. Other duties worked included services to Manchester, Liverpool and Birmingham. The class was also frequently seen on the Midland Main Line, normally following one of the frequent visits made to Derby Works for repair. Reallocation to the Midland Region also saw the removal of the chime whistles originally fitted in favour of the now-familiar two-tone warning horn, and there was also a change of livery, the early scheme of black with silver lining giving way to BR locomotive green lined out in orange and black. Small yellow warning panels also made an appearance towards the end of their working lives.

SUPERSEDED BY THE FLEET

Events had now overtaken these prototype locomotives because large numbers of standardised diesels ordered under the Modernisation Plan were becoming available and consequently 10201/10203 were stood down at Derby in 1962 to be joined by 10202 the following year. This was not due to any particular fault in the original design but was more due to the one-off nature of the locomotives which meant that when anything went wrong with them there was inevitably a wait while spare parts were obtained or manufactured. Even so the trio, and their LMS cousins, were not broken up immediately and in fact spent the next six years lined up at Derby Works before finally being cut up for scrap.

Although the Southern trio were destined to have relatively short lives, they were anything but unsuccessful and their

A rare view of 10203 carrying BR lined green with small yellow warning panels. By the time of this photograph, December 1962, the three locomotives were stored at Derby Works where they stayed until being disposed of in 1968. Railphotoprints.co.uk



design had a profound influence on the standard diesels that followed them, in particular the 1-Co-Co-1 wheel arrangement which was carried forward onto both the English Electric Class 40s and the British Railways-built 'Peaks'. The power unit from 10203 was also used in the Class 40 and was to give a very long and satisfactory service, while the control system that had been pioneered on 10203 was to form the basis of that which has since become almost universal. In service they proved themselves to be equal in power to a Class five steam locomotive and could cover around twice the mileage achieved by each steam engine per year. The biggest problem was their power to weight ratio - but this would not be solved with diesel-electrics until the Brush Type 4 was designed with integral bodywork in the early 1960s.

Unfortunately the preservation movement was in its infancy in 1968, and at that time no one - including the curators of national museums - gave any thought to the pivotal place in railway development which had been held by the five English Electric prototype locomotives. Unloved and unwanted, these engines, which were to diesel what *Rocket* had been to steam, just quietly rotted away until put out of their misery by British Railways. What a draw one of them would have been at one of our heritage lines today, and what a tragic loss to future generations too. Fortunately those historic images of these dinosaurs of the diesel era can now be rekindled in model form with the arrival of Kernow Model Rail Centre's new ready-to-run model. [Hooray](#)

● See review on pages 66-69 for more on the new 'OO' model.



Hornby power

- **Price:** £289.99
- **Cat No:** R3510
- **Site:** www.hornby.com
- **DCC:** DCC ready, 8-pin socket
- **Era:** 9



Hornby releases all-new Mk 1 First Open

- **Price:** £39.99
- **Cat No:** R4778
- **Site:** www.hornby.com
- **Era:** 6/7



Hot on the heels of the new Hornby Mk 1 Brake Second Open (BSO) reviewed in HM124 is an all-new Mk 1 First Open (FO). This is the first model of this numerous type in 'OO' gauge to be produced since the Replica Railways model of the late-1980s. While the latter can still be obtained direct from Replica, it is not on general release and so this new model is more likely to reach a wider audience. Like the BSO, the FO will be offered in BR maroon and BR blue and grey initially.

Many of the Mk 1 FOs had long careers; their comfortable open saloons proving ideal for dining trains and charter work to this day. Built at Swindon in 1963, W3123 was delivered to the Eastern Region in 1963 and worked on the WR between 1972 and 1985. It survives today as part of the Riviera Trains fleet based at Eastleigh. Like Hornby's other recently-tooled Mk 1s, the FO captures the classic shape and look of the BR standard design. FO W3123 is one

of the first new generation Hornby Mk 1s to ride on the new Commonwealth bogie.

The neatly moulded interior with 'armchair' style seats does offer some potential for personalisation and detailing. With the FO joining the BSO, TSO and Hornby's earlier BSK, CK and BG, it's now possible to assemble some authentic BR era trains from this family – a useful next step might be a matching catering vehicle. (BJ)

cars go green

ALTHOUGH they will start to be replaced by new Hitachi Class 800/802 bi-mode trains from October, some of Great Western Railway's Inter-City 125 sets are gradually

gaining the company's new dark green livery. This new pack containing one powered and one unmotorised Class 43 power car features 43187 and 43188 – which were among the first locomotives to go green. Both have since gained 'The Welshman' vinyls and stylised dragon graphics, rendering these models historic already, but they should still be popular

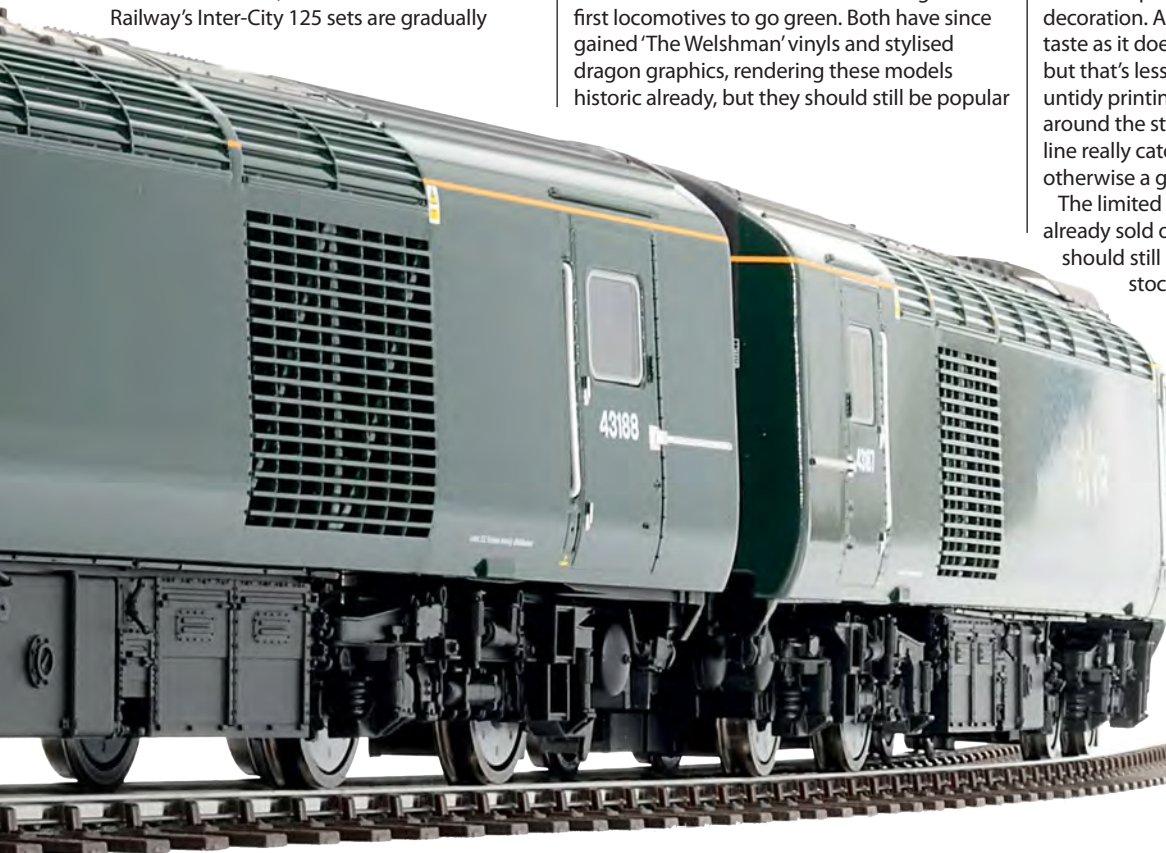
with modellers of the contemporary scene.

The '43s' have been given a high gloss finish, and separate etched stainless steel GWR letters are provided to finish off the bodyside decoration. A gloss finish isn't to everyone's taste as it doesn't always scale down effectively, but that's less of a problem here than the untidy printing of the orange cantrail line around the streamlined cab end. The uneven line really catches the eye and spoils what is otherwise a good rendition of this livery.

The limited edition run of 1,000 packs has already sold out at the factory, but they should still be available from Hornby stockists, if you're quick.

Two 8-pin decoders are required for conversion to Digital Command Control – one for the motor control and lights in the powered car and a second for the lights of the dummy car.

Matching Mk 3 trailer cars had just been released as *Hornby Magazine* closed for press to complement this pack, allowing you to assemble a reasonably accurate 2+8 GWR HST set. From 2018, the operator will also have a small fleet of 2+4 HSTs for semi-fast services in the West Country, prolonging the lives of these outstanding trains for a few more years. (BJ)



Class 67 appears in DB red

● **Price:** £159.99 ● **Cat No:** R3574 ● **Site:** www.hornby.com
● **DCC:** DCC ready, 8-pin socket ● **Era:** 9

For a class of just 30 locomotives, the '67s' offer model manufacturers a wealth of livery options to work from. Latest to adorn the Hornby model is the attractive DB Schenker (DB) traffic red with grey solebar and roof panels. The chosen subject is 67013, which was repainted in 2015. Previously one of the Wrexham & Shropshire Railway silver/grey locomotives, 67013 has since been altered to yet another livery, with a very large bodyside DB 'biscuit' logo and the legend 'First Choice for rail freight in the UK' at the left-hand end of the body.

The DB red has been superbly applied with a deep eggshell finish and very neat printing of the white DBS lettering on the ribbed body.

Highly detailed and specified with a heavy



die-cast chassis, the Hornby '67' is a quality model with plenty of desirable features, including working lights, all-wheel drive

and an eight-pin Digital Command Control decoder socket. This version is one of the best to date and should prove popular. (BJ)

'GATE STOCK' ARRIVES for 'OO'



KERNOW Model Rail Centre (KMRC) has been a busy place of late and not just with new arrivals from the main manufacturers. Following on from delivery of its Bachmann 4-TC (HM123) and coming in alongside the Bulleid diesels (see p66-69) and the GWR '1361' 0-6-0ST (HM124) are these rather fine models of the London & South Western Railway (LSWR) 'Gate stock' coaches for 'OO' gauge. The first are due to be with KMRC during November.

These two vehicle push-pull sets were introduced in 1914 by the LSWR and gained their name from the distinctive 'gates' at the passenger entrances to the two saloons. They are quite different from other passenger rolling stock, even from that era, primarily because of the entrances and KMRC has developed these through DJ Models.

On release four sets are being delivered covering early Southern Railway olive green

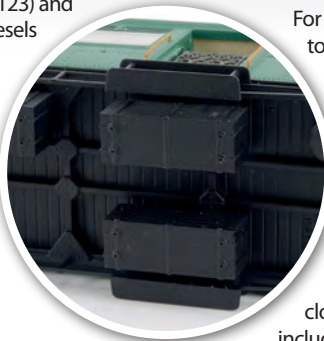
(Cat No. K1001), Southern Railway malachite green (K1002), BR crimson with lining (K1003) and BR Southern Region green (K1004).

For review we had the opportunity to inspect the first production samples of the BR crimson and BR green versions of the 'Gate stock'. All are delivered in two vehicle packs and come factory fitted with small tension lock couplings in NEM pockets on the outer ends of both carriages. Replacement close coupling bars are also included which reduce the gap between the gangways significantly.

Turned metal wheels are fitted in the bogies and a separate detailing pack is included to fit out the driving end with a full set of bufferbeam parts.

The carriages are superbly detailed and capture the spirit of these veteran carriages as well as

many of the fine details which make them stand out. This includes the four separate window panes on the driving end of the brake coach, separately fitted handrails throughout, excellent panel and inverted rivet detail on the bodies, flush glazing and interior seating arrangements. The gates are made from etched metal and are a neat finishing touch to the coaches.



THE DETAILS

Manufacturer:	www.kernowmodelrailcentre.com
Cat No:	K1003/K1004
Description:	LSWR 'Gatestock' push-pull set 363, BR crimson (K1003) LSWR 'Gatestock' push-pull set 373, BR green (K1004)
Scale:	'OO'
Price:	£129.99 per set
Era:	4/5
Couplings:	Small tension locks in NEM pockets

LOCOMAN SOUNDS FOR DIGITAL STEAM



Locoman's steam sounds bring a new dimension to steam locomotives and are available on ESU and Zimo decoders.

A NEW range of digital sounds are being made available under the Locoman brand which can be obtained direct from the sound recorder on a choice of ESU LokSound and Zimo decoders and through Locoman's partner DC Kits.

These new sound projects focus on steam locomotives and the first releases are the GWR 'King' 4-6-0, LBSCR 'Terrier' 0-6-0T, SR 'West Country' 4-6-2, LMS '8F' 2-8-0 and LNER 'Q6' 0-8-0.

For review we received samples of the 'West Country' and '8F' sound files. Both were pre-loaded onto Zimo MX645 decoders which include wires soldered to



Above: Set 373 is finished in BR Southern Region green.

Below: Set 363 has lined BR crimson livery as its finish.



**EXCLUSIVE
FIRST
REVIEW**

Also worthy of note is the underframe area. Turning these vehicles upside down is highly recommended as Kernow has gone to the trouble of having full underframe detail moulded including planking to the floor, support structure, truss frames and full relief battery boxes.

Decoration of both of our samples was solidly done throughout with consistent body colours in a satin/matt finish, and neat printing of the lettering and numbering. Each pair includes a set number on the outer ends with the crimson set being numbered 363 and the green set 373.

These new push-pull sets are an excellent addition to Kernow's growing collection of exclusive products and will be a perfect addition to the 2016 released Adams 'O2' 0-4-4T produced by the retailer. Plus, they were hauled by Drummond 'M7' 0-4-4Ts and will make a great alternative – or partner – to the later Hornby Maunsell push-pull sets. (MW)

the decoder and ready for the customers choice of speaker to be connected as well as the option to add a 'stay alive' capacitor.

The installation will depend on the specific age and type of model being used but the simplest are in the latest generation models where tender mounted decoder sockets are provided. The most recent 'West Country' 4-6-2s from Hornby have a tender mounted socket and the soon to be released reintroduction of the '8F' will have the same, whereas older models will have sockets in the locomotive.

Our test candidates covered both types with the 'West Country' taking just a few minutes to equip with the addition of a Zimo 28mm x 20mm boxed speaker in the tender. The '8F' took a little more time as the decoder and speaker needed to be wired through to the tender which meant taking more time over the wire routing. Allowing 30 minutes will be ample, but you will also need additional decoder wire

to extend the motor and pick-up connections to the tender. Our speaker choice here was a Zimo 40mm x 22mm twin driver type.

Once installed, the quality of the sound recordings was instantly noticeable. The recordings are clear and authentic with the 'West Country' sounding particularly fine under acceleration. Interestingly the exhaust beats of both decoders had light and shade reflecting changes in the cut-off of the regulator while the '8F' had different exhaust setting depending on how it was driven.

Whistles were excellent in both cases with a wide selection covering short, medium, double and long sounds. In addition, both have an automatic uncoupling mode – perfect for use with magnetic couplings such as Kadees – which sets the locomotive back, plays an uncoupling sound and then moves the locomotive forward enough to disengage a suitable device. There are also brake release,

THE DETAILS

Manufacturer:	www.locomansounds.com
Cat No:	'West Country' and '8F' sound files
Description:	Steam locomotive sounds on Zimo or ESU decoders
Price:	From £122
Scale:	'OO' and 'O'
Era:	2-9 (depending on locomotive)

door, injector, guard's whistle and coal shovelling sounds on each decoder with our only thought here being that – for our tastes – some of the cab features could be reduced in volume, which is simple to do with CV adjustments.

Locoman clearly has an ear for detail and some great ideas and equipment for capturing the recordings which are being issued on these new steam decoders. With their responsive change between exhaust and coasting sounds they are well worth checking out. (MW)

Minerva 'Pannier'

**FIRST
REVIEW**

IS A TREAT!

Minerva Model Railways' reputation for quality 'O' gauge ready-to-run models is being upheld with its third locomotive: the GWR '8750' 0-6-0PT.

MIKE WILD inspects this enticing new release.



The cab interior is fully detailed.



The unfussy stance of the '8750' is captured well.

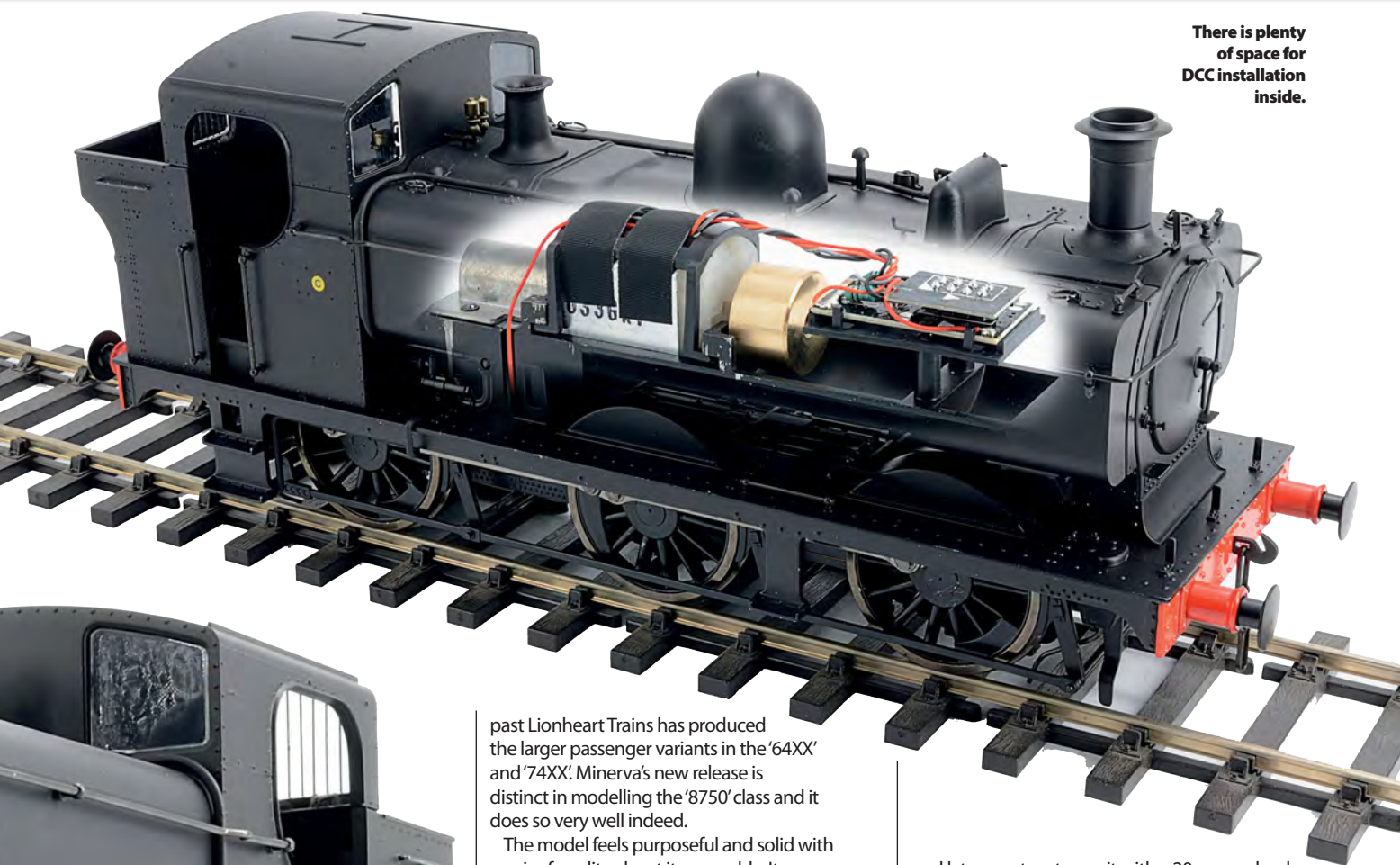
IF YOU ARE GOING TO START OUT IN 'O' gauge, a shunting engine is a logical choice. A modest sized layout will be ample to start enjoying the scale, and when it comes to shunting engines, the Great Western Railway's '57XX'/'8750' are probably one of the most versatile.

And here we have the first ready-to-run GWR '8750' 0-6-0PT from Minerva Model Railways for 'O' gauge which is soon to be followed by the earlier Collett '57XX' variety – as well as models of the same two classes from Dapol for the same scale. Never before has there been as much competition in ready-to-run 'O' gauge. Minerva's is first to land, and our sample is

delivered in British Railways black with late crests on the tank sides. It represents one of the 823 '57XX'/'8750' 0-6-0PTs built between 1929 and 1950. There were many variations in the design including window styles on the cab as well as the position of items such as toolboxes, whistle shields, cab handrails and more.

Such was their capability that the fleet could be seen across the GWR and later BR Western

There is plenty of space for DCC installation inside.



past Lionheart Trains has produced the larger passenger variants in the '64XX' and '74XX'. Minerva's new release is distinct in modelling the '8750' class and it does so very well indeed.

The model feels purposeful and solid with an air of quality about its assembly. It uses a combination of die-cast metal and injection moulded plastic with the addition of etched and turned brass items for smaller details such as buffers, whistle shield and chimney.

Each model is delivered unnumbered, but in a change to Minerva's usual practice of including a set of etched brass plates for this purpose, it has arranged a discount with Narrow Plant so that purchasers can take their pick of running numbers for the locomotive. A wise choice with so many to choose from.

The detailing and finish of the model is superb throughout. Items of note include sprung buffers, a sprung operational screw link coupling front and rear, separate smokebox door dart, lamp irons, metal handrails, separate grab rails above the side steps, numerous separate parts on top of the tanks and an excellent turned metal chimney to finish off the smokebox.

The cab interior is fully modelled inside including the lever reverser and distinctive regulator. Meanwhile, the coal bunker is modelled at full depth and left empty for fitting with the owner's choice of coal.

Another neat touch is the combination of the parts in the detailing pack which includes brake piping for the running plate, a selection of toolboxes, fire irons and even a bucket complete with a working handle. These latter items are perfect for detailing the bunker rear.

PERFORMANCE

Every Minerva locomotive we've seen so far has worked perfectly straight from the box and this new release is no exception. Immediately on starting running in the 0-6-0PT purred around our test track without hesitation. Following light engine running, we subjected the model to sustained running with a pair of parcels vans

and later went on to run it with a 20 wagon load which it handled with ease. It also happily ran around second radius 'O' gauge set track curves.

Digital Command Control is catered for on the '8750' with an 8-pin socket located up front above the leading driving wheels and Minerva is offering these fine locomotives sound fitted too. There is ample space inside here for a decoder and Minerva has also considered sound by leaving space inside the panniers.

We had the opportunity to test the sound decoder used in the model - a Zimo MX645R connected to a twin driver speaker and with recordings by Paul Chetter. It has great character and authentic sounds plus special features such as the brake function and heavy/light exhausts making it both excellent and addictive to drive. In total there are 28 sound functions.

OVERALL

With its excellent standard of decoration, high level of detail, ability to model different locomotives and faultless performance, the new Minerva '8750' 0-6-0PT is an excellent addition to the manufacturer's portfolio.

These are exciting times for 'O' gauge and I'm certain that this respectably priced model will fly off the shelves for Minerva and cement its position in the ready-to-run market. (MW)

Region network handling everything from pick up goods traffic to shunting, branch line passenger turns, station pilot duties and even on occasion piloting express trains. The last wasn't withdrawn until 1966 with a handful going into industrial service and with London Transport. 16 have been preserved.

THE MODEL

The GWR 'Pannier' tank is one of the most obvious choices for a ready-to-run locomotive and in the

THE DETAILS

Manufacturer:	www.minervamodelrailways.co.uk
Cat No:	MOS-8BLT
Description:	GWR '8750' 0-6-0PT, BR black
Scale:	'O'
Price:	£265
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Sprung screw links



Airbrush bath

● Price: £45.00 ● Cat No: VGT-2000
● Site: www.airbrushes.com

This digital ultrasonic cleaner has been designed to keep your airbrushes in tip-top condition, especially parts such as paint tips that are complicated in shape and hard to reach. Featuring push-button operation, it's designed to complement normal deep-cleaning methods to ensure your airbrush is always spotless inside and out.

Keep it moving



● Price: £8.99
● Cat No: IWA-015001
● Site: www.airbrushes.com

New-formula silicone-free Iwata Lube will keep the moving parts in your airbrush working smoothly and minimize wear on the trigger, needle packing and other key components. It comes in a handy 10ml tube for precise application.

TOOL STATION

Spray-out pot cleans up

● Price: £29.95 ● Cat No: IWCL-300 ● Site: www.airbrushes.com

The perennially popular Iwata spray-out pot (or cleaning station) has had a makeover in black, with a non-slip base and a redesigned hanger bracket that suits all types of airbrush, including side-feed and trigger designs. If you like airbrushing and want a clean means to wash through your brushes one of these should be on your bench.



Support your brush

● Price: £29.95 ● Cat No: IWA-AH-400
● Site: www.airbrushes.com



Iwata's new-look airbrush holder has two adjustable brackets to hold your airbrush securely without fear of spillage. Once again designed with trigger airbrushes in mind, it clamps firmly to your workbench so you're ready for immediate action and with an easy option to switch between devices if you have more than one.



Double sided sanders

● Price: £2.95 ● Cat No: GM620 ● Site: www.gaugemaster.com

This handy triple pack of 90mm long double sided sanding pads is a simple addition to the toolbox which will be useful for plastic kit construction of all kinds. Each has a different pair of sanding grades consisting of 60/100, 600/1000 and 240/400 grade – all for less than £3.

Multi-purpose scissors



● Price: £12.30
● Cat No: GM637

● Site: www.gaugemaster.com

Sometimes a specialist tool is what you need and these 180mm long universal scissors are angled at the centre to allow better access for cutting materials. They have reinforced cutting edges for use with materials such as card, paper and more.

Six-inch rule

● Price: £3.95 ● Cat No: GM639

● Site: www.gaugemaster.com

A small flat ruler is a handy piece to have to hand when measuring parts in model scales. Made of flexible steel it features etched centimetre and inch scales on the front and a handy conversion table from inches to millimetres on the rear.



Five in one

● Price: £11.25 ● Cat No: GM657

● Site: www.gaugemaster.com

This multi-function angle rule and gauge offers five uses consisting of a protractor, ruler, centre finder, circle divider and drill point gauge. If ever you need an all-in-one measuring device this is a worthy choice.



Razor knife set

● Price: £1.95

● Cat No: GM616

● Site: www.gaugemaster.com

This is a bargain product containing three different sized knife sets (small, medium and large) with locking blades which can be snapped off section by section as the tips wear for a fresh blade. At under £2 these will be a handy catch all for modelling crafts.



Hobby hammer

● Price: £3.95 ● Cat No: GM628

● Site: www.gaugemaster.com

There are many times in model railway construction when you need a small hammer – and not least when laying track.

This compact scaled down ball pein hammer is a little under 8in long and has a double sided head making it capable of shaping metal with the sharp edge as well as driving pins into baseboards with accuracy using the square end.



A warm return for

- **Price:** £109.99 each
- **Cat No:** R3559/R3560
- **Site:** www.hornby.com
- **DCC:** DCC ready, 8-pin socket
- **Era:** 3 and 5 respectively



Norwich 'J15' rolls in

- **Price:** £126.99
- **Cat No:** R3530
- **Site:** www.hornby.com
- **DCC:** DCC ready, 8-pin socket
- **Era:** 4



Hornby's little LNER 'J15' 0-6-0 is back once again in BR livery with the 1948-1956 early emblem. The Great Eastern Railway built goods locomotive is offered this time as Norwich Thorpe's 65469, unusually decorated with red coupling rods.

65469 was completed at Stratford Works in May 1912 as GER 571, being allocated initially to

Cambridge. Renumbered 7571 by the London and North Eastern Railway, it stayed at Cambridge until June 1938, when it was transferred to Stratford. After spells at Norwich, Lowestoft, Yarmouth, Yarmouth Beach, Cambridge and March it was withdrawn in August 1962. This 1950s period model carries a 32A shedplate,

placing it between January 1950 and June 1957.

Fit and finish is exemplary, although a hard-working locomotive like this will benefit from a little weathering to make it look more authentic. DCC ready with an eight-pin decoder socket in the tender, this is a cracking little model for Eastern Region layouts. (BJ)

Hornby's 'Q1'!



PROBABLY the most unconventional, but popular, model released by Hornby over the last couple of decades is Oliver Bulleid's wilfully ugly but charismatic 'Q1' 0-6-0. It's been out of the range for several years but is now available again in Southern Railway (SR) wartime black and BR late crest livery.

These new releases, Southern Railway period C24 and British Railways era 33032, feature a modified Digital Command Control socket and tender coupling arrangement to bring them into line with current Hornby steam locomotive practice. The eight-pin socket is now in the tender, along with provision for a 28mm round

speaker, while the standard four-pin plug and lead now connect the locomotive and tender.

Both models are neatly and, correctly, sparsely decorated with crisp printed details and a pleasing satin finish.

If these particular machines don't fit your requirements, Rails of Sheffield and Locomotion Models have commissioned exclusive runs of preserved C1/33001 from the National Collection in Southern and BR late crest liveries respectively.

The Hornby 'Q1' is ageing well. It meets current standards of detail and performance and remains a quirky but capable locomotive for medium to heavy goods work. Recommended. (BJ)



- **Price:** £174.99
- **Cat No:** R3527
- **Site:** www.hornby.com
- **DCC:** DCC ready, 8-pin socket
- **Era:** 3

Wartime black for Camelot



The 'N15s' were a Robert Urie design introduced by the London & South Western Railway in 1918, and perpetuated by the Southern Railway after 1923. They were named after people and places associated with the legend of King Arthur and the Round Table. These two-cylinder 4-6-0s proved to be one of the most successful designs of the 'Big Four' era,

with 74 locomotives built during this time.

Although it has been around for some years, the 'King Arthur' remains one of the finest models in the Hornby range. It's always good to see new versions in different liveries showcasing the wide range of tooling options available on this model.

A rare release in 1940s Southern Railway

wartime black is 742 Camelot, one of the 'Urie Arthurs' dating from 1919. It is superbly decorated in matt black with yellow 'Sunshine' lettering shaded in green. 742 has the Urie cab and a bogie tender with flared top edges. Smoke deflectors were fitted in June 1928 and are correctly carried on this model. Pair it with SR green Maunsell carriages for a 1940s look. (BJ)

Graham Farish 'Whistler' debuts

The eagerly anticipated all-new English Electric Class 40 has arrived for 'N' gauge. **MIKE WILD** runs the rule over this impressive and highly specified diesel-electric.



MEASURING just under 70ft from buffer to buffer, the Class 40s certainly stood out from the crowd. They were introduced in 1958 as part of BR's Modernisation Plan and were a direct descendent of the Bulleid 1-Co-Co-1s built experimentally for the Southern Region in the early 1950s (see pages 66-71)

and were powered by an English Electric 16SVT Mk II engine developing 2,000hp – almost identical to that used in Bulleid's 10203.

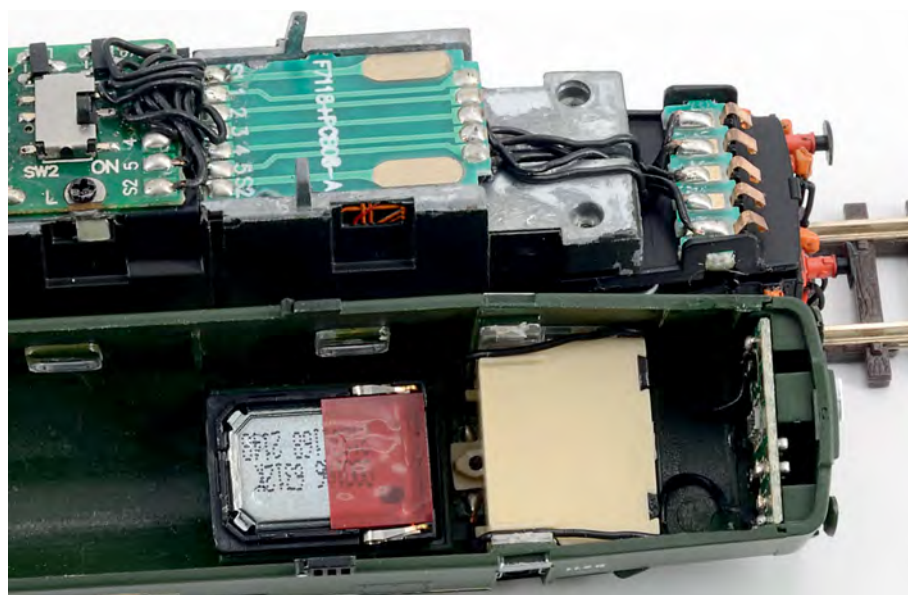
The first 10 Pilot Scheme engines were quickly followed by orders for production locomotives and ultimately 200 were built by 1962 over a four-year period with construction by English Electric and Robert Stephenson Hawthorns.

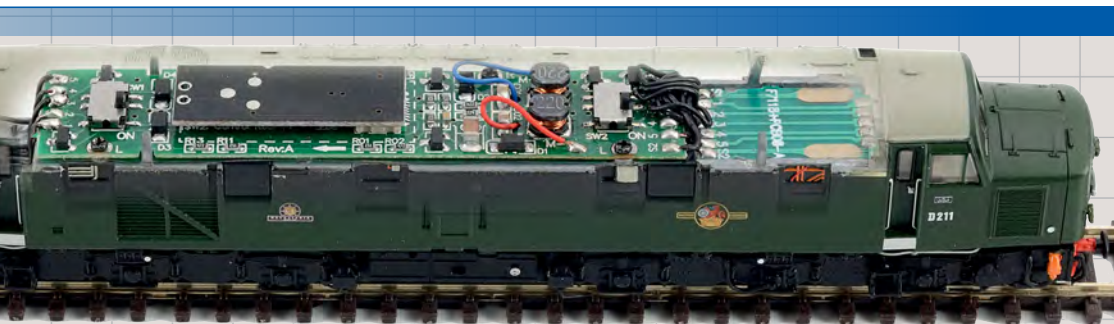
There were three main body differences with the early batches having headcode discs while later locomotives had either split headcode boxes or a central four-character route indicator box.

Six have been preserved and they have proved to be popular on heritage railways as well as on the main line with 40145 being maintained for operation on the national network. In model form the class has been equally sought-after with high quality models being produced in 'OO' and 'O' gauges. 'N' gauge has been in need of a modern version of the class having relied on the former Graham Farish product from the late 1980s – until now.

THE MODEL

The subject of our review sample is D211 *Mauretania* – Cat No. 371-180. It was built at English Electric's Vulcan Foundry in June 1959 and delivered to the Midland Region to operate on the West Coast Main Line. Initially it was turned out in plain BR green with a grey roof and late crests. It was named *Mauretania* in September 1960. Allocations included Camden (1B), Crewe North (5A) and Wigan Springs Branch (8F) between introduction and 1968. It was renumbered 40011 on December 12 1973 by which time it was painted in BR blue. Seven





The inside view. Note the Next18 decoder socket, lighting switches and engine room details picked out on the chassis.

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-180
Description:	Class 40 D211 Mauretania, BR green
Scale:	'N'
Price:	£139.95
Era:	5
DCC:	DCC ready, Next18 socket
Couplings:	Rapido couplings in NEM pockets



years later it was withdrawn at Healey Mills Depot in West Yorkshire on October 10 1980.

D211 is one of four versions being produced by Graham Farish – the others model D369 with centre headcodes in BR green with small yellow warning panels (371-181), 40159 in BR blue with centre headcodes (371-182) and split headcode 40141 in BR blue with digital sound on board too.

The model is superbly turned out in all respects with fine moulded and separately fitted detail to the body including an accurate front end with four marker lights – all of which operate – neatly finished grilles and side windows, and excellent cantrail level grilles. The cab interiors include half relief seats while beneath the body the finely finished bogies include separately fitted sandpipes, steps and pipework. The detailing pack contains indicator discs (open and closed), frost grilles and the finishing touches for the bufferbeam should you wish to remove one of the couplings.

Decoration is excellent throughout with clean application of the body colours. The *Mauretania* nameplates are printed on the bodyside while works plates are included underneath each cab window as the finishing touch.

PERFORMANCE

Inside, the new Class 40 is a step change from what has gone before. Bachmann has engineered the chassis with digital control in mind, and sound in particular. It has a Next18 decoder socket, supplied with a blank fitted in D211 for operation on analogue, together with switches to allow the tail and cab lights to be turned off manually.

Also impressive is that Bachmann has committed to making sound installation simple – all you need is a decoder as there is a built in 15mm x 10mm Zimo cube speaker mounted to a custom enclosure in the roof. This makes connection with the main Printed Circuit Board (PCB) when the body is clipped home on the chassis. A factory sound fitted version of the Class 40 is on the way too and it promises enhanced lighting functionality as well as a full complement of sounds for the characterful 'Whistlers'.

Our testing of D211 was done on both analogue and digital control – the latter with a standard motor and lighting control decoder. Initial running in and testing was done under analogue control where the locomotive performed quietly and smoothly throughout the speed range. Loaded tests consisted of sustained

running with an eight coach train of new generation Graham Farish Mk 1 stock – a load which was no match for the locomotive including on 1-in-68 and 1-in-30 gradients. It should also be noted that this is the first Graham Farish diesel model to be equipped with a coreless motor.

Digital testing showed matching characteristics, but with the correct decoder – a four-function chip being recommended – full operation of the lighting is available from a DCC handset.

OVERALL

The '40s' have always been a popular choice in model form and their imposing design has been well received all round. The new Graham Farish model brings a 21st century standard version of these 1-Co-Co-1s to 'N' gauge which puts the former Poole product firmly in its place.

The onboard speaker, Next18 decoder socket and provision for digital control over lighting functions set this model head and shoulders above even the most recent diesel models from Graham Farish. Add to this the superbly detailed exterior and this is set to be a winning package 'N' gauge modellers will find hard to resist. (MW)

Heljan 'O' gauge

CLASS

05

FIRST
REVIEW

The Class 05 is the latest compact 0-6-0 to be delivered for 'O' gauge, but can it keep pace in a price-conscious market?

MARK CHIVERS assesses this attractive new addition from Heljan.

THE CLASS 05 diesel shunter is the latest release for 'O' gauge from Heljan, a natural follow-on from its 'OO' gauge counterpart, released in 2015 (HM99).

First introduced in the mid-1950s, 69 of these 0-6-0 diesel shunters were delivered between 1955 and 1961 by the Hunslet Engine Company of Leeds. With a top speed of 18.8mph, they were built in two distinct lots, the initial batch of 24 locomotives numbered 11136-11143 and 11161-11176 from new (subsequently renumbered D2550-D2573), while the remaining 45 were delivered in BR's new D2574-D2618 numbering series. This second batch incorporated a few design tweaks including a higher cab roof, additional cabside windows for improved visibility, slightly larger wheel diameter, lengthened underframes and oval buffers, although the narrow cab access doors on both batches were always a bone of contention.

Within a few years of being introduced, they experienced a decline in fortunes with most withdrawn by the mid-1960s. Some saw further use within industry and at private sites, while a solitary member of the class, D2554, was transferred to the Isle of Wight for infrastructure use on the island's rail system.

THE MODEL

This latest addition to Heljan's 'O' gauge range represents the manufacturer's first diesel shunter in the scale and models one of the second batch of locomotives. Available in seven different guises covering BR green, BR blue, Central Electricity Generating Board (CEGB) yellow, National Coal Board (NCB) green and Industrial maroon, all models are left un-numbered to allow individual identities to be applied, while a choice of warning panel chevron styles is offered too.

Our review sample was finished in BR plain green with red bufferbeam skirts (Cat No. 25901) and is presented secured to a wooden plinth for additional stability. Straight from the box, it certainly looks the part with a finely detailed plastic body, die-cast metal chassis, sprung plastic buffers, separately applied fine wire





THE DETAILS

Manufacturer:	<i>www.heljan.dk</i>
Cat No:	25901
Description:	Class 05 0-6-0 diesel shunter, BR green
Scale:	'O'
Price:	£395
Era:	5
DCC:	DCC ready, 21-pin socket
Couplings:	Working screw links



handrails, windscreen wipers, airhorns, vacuum brake pipes, metal screw-link couplings and more. Electric marker lights are fitted at both ends, along with associated orange-painted conduits, while the distinctive radiator slats are see-through and reveal fine wire mesh behind. However, it is the delightful green and off-cream cab interior that draws the eye, thanks to the expanse of clear glazing with lever controls, dual regulator handles and gauges picked out in appropriate colours. A pair of black driver's seats are secured to the wooden plank-effect floor. Cabside steps and those immediately aft of the forward shunter's position are plastic mouldings as are the deep-skirted bufferbeams.

Underneath, the model is equally well-appointed with black 12-spoke wheels, bare metal coupling rods, brake shoes, sandpipes, sand boxes, cylinder tank, separate vacuum brake pipe from front to rear, spring and rivet detail.

Decoration is excellent throughout, our example revealing a high-quality evenly-applied BR green satin paint finish, with black underframe, red radiator grille and bufferbeam skirts, grey roof, brass-highlighted Hunslet nose-end plaque and neatly-lined window beading. Worksplates mark this out as D2574 meaning that renumbering, for full accuracy, will involve replacing this too.

PERFORMANCE

Weighing in at just under 900grams, the model's five-pole motor demonstrated smooth and confident ability throughout the speed range following running in, its die-cast metal chassis aiding its ability to haul a longer train than most circumstances will require. We loaded it to 18 wagons which it handled admirably.

For digital applications, the '05' comes with a 21-pin Digital Command Control (DCC) decoder socket and also includes provision for a 23mm diameter digital sound speaker directly behind the radiator grille. Working electric marker lights are fitted at each end, displaying both red and white lights in the direction of travel, while the cab interior is also illuminated.

OVERALL

Given that the Class 05 has been available in Heljan's 'OO' gauge range for a couple of years, it is understandable why this model should now appear in the 'O' gauge range too, although perhaps one with a wider-ranging career span might have been a more obvious first choice. Still, the Class 03 is also being developed by Heljan for release in 2018.

This is a super little model which really does look good and is likely to find a place on even the smallest layouts. Given its £395 price tag, it is certainly more expensive than some recent similar-sized 'O' gauge locomotives, but it looks good, runs well and is sure to prove popular nonetheless. (MC)



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R3382TTS	BR 4-6-2 'Holland-Afrika Line' '35023' Merchant Navy (Un-Rebuilt) - BR Early with TTS Sound		£189.50

HORNBY HOT DEALS!

R3382	BR 4-6-2 'Holland-Afrika Line' '35023' Merchant Navy (Un-rebuilt) - BR Early - DCC Ready	£159.50
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31-204	Patriot Class 5530 'Sir Frank Ree' LMS Crimson Locomotive	£164.95	£89.50
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31-679	Type AL5 Electric #E3095 BR Electric Blue Small Yellow Panel	£139.95	£79.50
32-034A	Class 20 141 BR Green with Full Yellow Ends (Weathered)	£124.95	£69.50
32-286	Class 101 2 Car DMU BR Green with Yellow Warning Panel	£159.95	£89.50
32-928	Class 150/1 2 Car DMU #150150 BR Sprinter - Weathered	£189.95	£99.50
32-937	Class 150/2 #150202 Centro 2 Car DMU	£164.95	£89.50
31-690	LMS Stanier Mogul Class #2965 LMS Lined Black		£119.50
31-691	LMS Stanier Mogul Class #42969 BR Lined Black Early Emblem		£119.50
31-692	LMS Stanier Mogul Class #42968 BR Lined Black Late Crest (Preserved)		£119.50
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CUSTOM SOUND for the 'Janus'

PAUL CHETTER looks at both ends of the Golden Valley Hobbies 'Janus' shunting locomotive to explore the potential for digital, sound and other enhancements.



I'VE BEEN INTRIGUED by these compact but powerful locomotives since being invited to the then TATA steelworks site in Scunthorpe to record the Yorkshire Engine Co 'Janus' 0-6-0 operated by the Appleby Frodingham Railway Preservation Society which makes use of this very extensive private rail system. My first cab ride included a full rail tour of the site, which I wholeheartedly recommend to everyone.

I was, therefore, delighted by the announcement of the ready-to-run YEC 'Janus' by Golden Valley Models a few months later, eagerly awaiting its release. I created my custom sound project during the interim so that by the time I received my model, only some minor tweaking was required to optimise it for this model.

The narrow spaces available within each engine room dictated that a Zimo MX648 would be the appropriate sound decoder and one of the Zimo 10mm x 15mm 'sugar cube' versions would be perfect for the speaker. These components are what this installation is built around.

The model is very well done, utilising basic but tried and tested technology which facilitates simple conversion, and which for some, like me, will encourage something more adventurous.

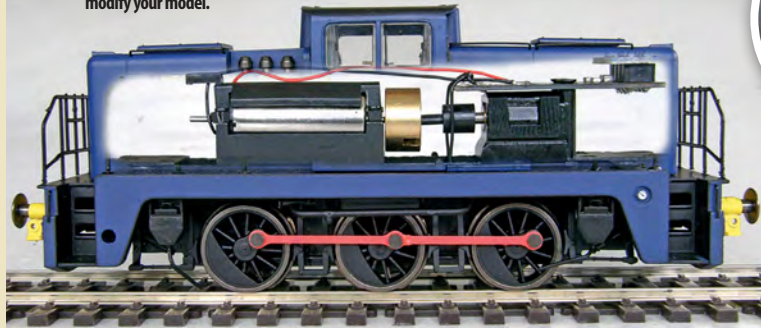
This guide offers several variations of the installations possible, from simple to more complex, so you can decide which will be appropriate to your skills and experience. Please also note that your warranty may be affected if you modify your model. >>

Golden Valley Hobbies' new 'Janus' 0-6-0 diesel shunter is a great addition to the range of industrial locomotives. With sound installed it develops an enjoyable character with plenty of driving potential.

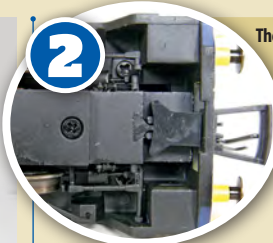


STEP BY STEP INSTALLING DCC SOUND AND LIGHTS IN A 'JANUS' 0-6-0 IN 'OO'

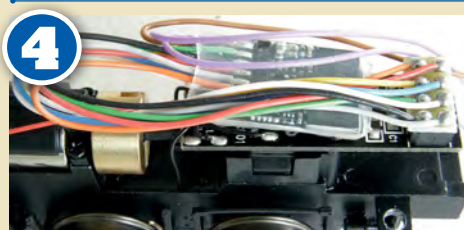
1 This guide offers several variations of the installation possible, from simple to complex, so you can decide which will be appropriate to your skills and experience. This is the inside view of the model showing the spaces available for sound installation. Please also note that your warranty may be affected if you modify your model.



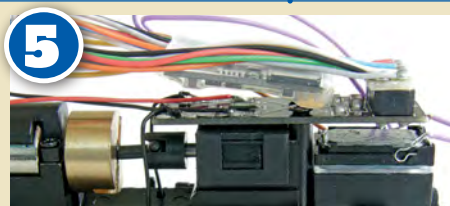
2 The superstructure is fixed to the chassis with four screws, two of which can be seen next to the brake rigging at each end of the chassis. The couplings pass through each buffer beam, so must be removed before the body can be lifted clear.



With the body removed the general layout and Printed Circuit Board (PCB) with 8-pin DCC socket and blanking plug can be seen. The same installation procedures will apply to all variants.



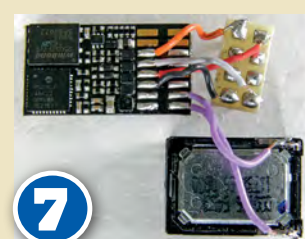
The installation of a non-sound decoder simply requires the removal of the blanking plug and the insertion of the 8-pin plug of a suitably sized decoder before refitting the body.



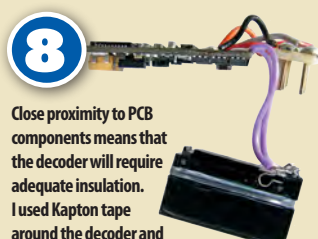
A simple sound installation can be achieved with only a little more work by using a sound decoder and installing a low profile 'sugar cube' speaker below the main PCB. Care will need to be taken to ensure the loose and unused wires cannot entangle with the flywheel or cardan shaft.



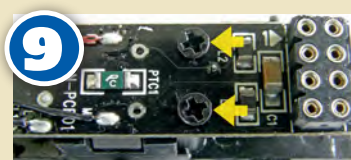
To avoid these potential problems the unused wires have been removed from the Zimo MX648, and the remainder have been shortened to the bare minimum reducing the amount of space required inside the 'Janus'.



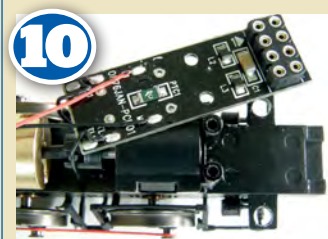
This side-on view shows how the components will be deployed in the model and how little space they require once installed too.



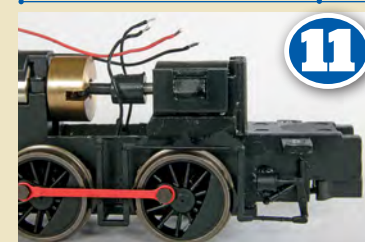
Close proximity to PCB components means that the decoder will require adequate insulation. I used Kapton tape around the decoder and on the metal parts of the speaker. This prevents any potential for short circuits in the close confines of the locomotive's bonnets.



The deeper version of the speaker will give a useful increase in performance, but there is not sufficient space under the locomotive PCB to fit one here. Removing the PCB and hard wiring is an alternative which would release sufficient space. The two locating screws are arrowed.



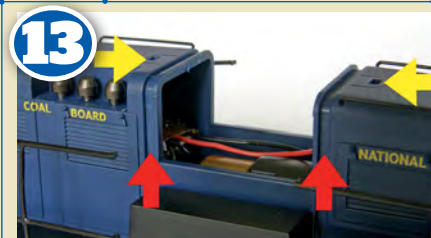
Releasing these will allow the PCB to be removed after the track and motor wires have been disconnected.



This leaves a well shaped and generous space for decoder and deeper speaker to be allocated – the PCB opens up a surprising amount of space.



Moving onto the next stage, fitting a cab light requires access to the interior, shown here with the chassis in situ. Release all the handrail to cab push-fit connections before pulling the cab moulding upwards to remove it.



The cab is held in place by six tabs, two slots for which are at each side as indicated by the red arrows and one each at the base of the exhaust stack moulding, arrowed in yellow.

SUB-ASSEMBLIES

The model consists of four sub-assemblies, chassis, footplate casting, the cab moulding and a moulding comprising of two engine rooms. These are held together with screws or tab-in slot fixings with adhesive used only for some of the glazing plus the handrails. Dismantling for access is, therefore, virtually stress-free.

The cutaway picture shows the spaces available in the model as delivered and how much more which could be released by the removal of some internal components if required. The cab is fixed to the engine room moulding with tabs alone, as is the latter to the footplate casting. Chassis and footplate are fitted together with four screws. Please note that the sanding tubes are plastic and become very exposed to potential damage when

the chassis is not in place and during reassembly.

The entire superstructure can be removed from the chassis after the securing screws have been released. For a simple DCC installation or basic sound installation, no further disassembly is required beyond removing the 8-pin blanking plug. This is covered by the first four steps in this issue's guide.

It is worth noting that owners have reported several variations of motor orientation and flywheel deployment in what would otherwise be identical models (see the differences in cutaway images in HM122 and HM124). With minor adaptations to suit, the installations in this guide are usable for all variants except the double flywheel version which will preclude fitting the speaker in the rear engine room.

However, the orientation of the motor has an unexpected impact on DCC. If your model's motor has the flywheel between it and the gearbox it will run in the opposite direction to that expected. This can be cured by either reversing the connections of the track pick up wires on the PCB or by changing the direction with CV29 Bit 0. In layman's terms this means that you should add '1' to the value already in CV29, so you will need to read this value before re-programming.

INTERIOR ACCESS

To gain access to the cab interior the cab assembly slides upwards as soon as the grip of the fixing tabs has been defeated. This reveals the lower side of the driving desk moulding



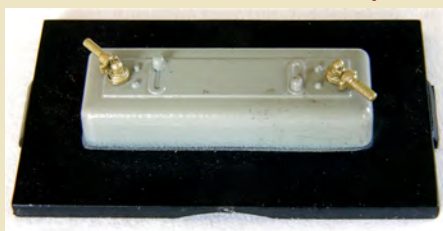
14 The plastic sand pipes are vulnerable with the chassis removed, so I worked with it in situ whenever possible to avoid accidentally damaging them.



15 The cab moulding is not glued in place so only requires a firm pull to release the tabs shown - indicated with similar coloured arrows.



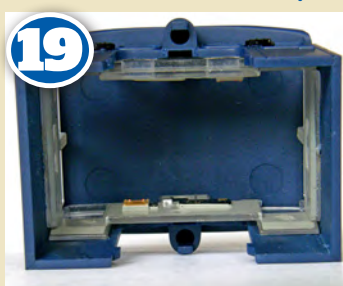
16 The driving desk is included as part of the black moulding as seen from below. Gently pulling the outer sides of the cab will reveal tabs on each short side of the interior moulding. No adhesive had been applied so it can be flipped out.



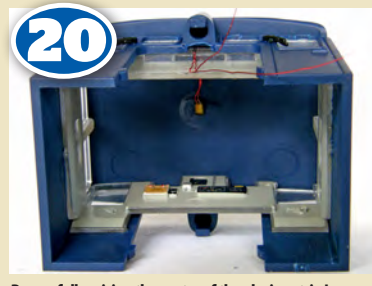
17 The two driving positions are centred around an island driving desk which, on the real thing, has unhindered space to walk around to obtain the most convenient driving position.



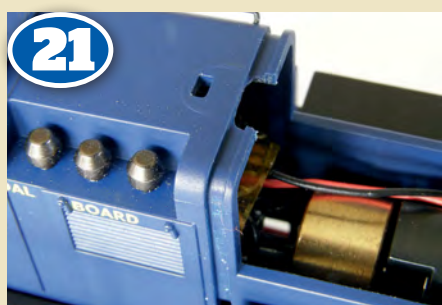
18 I used a seated workman from a Preiser set to represent the driver. I had to remove the figure's legs due to the high floor level.



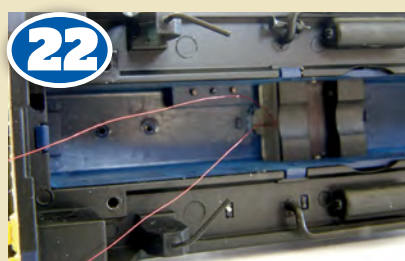
19 With the moulding removed, the inner roof can be seen. Note the end of a rectangular section channel in the cab bulkhead next to the glazing.



20 By carefully prising the centre of the glazing strip I was able to feed a DCC Concepts wired 'Nano LED' through the channel which I fixed with cyano adhesive to the roof. Make sure the green 'T' motif is the face fixed to the panel.



21 To provide clearance for the single strand lacquered wires I cut a notch in the mating channel at the rear of the forward engine room - compare with Step 13.



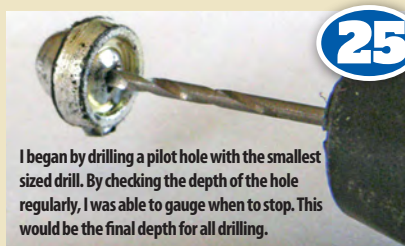
22 The cab was refitted and the wires fed through to the inside of the engine room moulding. These wires are fragile so will need to be supported and protected from physical damage. I usually fix them in place with cyano adhesive when all work is completed and they have been electrically tested.



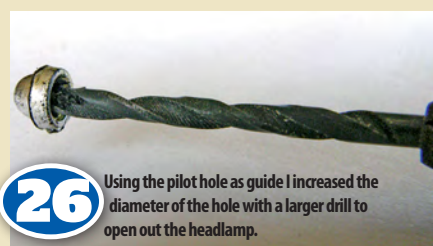
23 These are the three pin vices and drill bits I used in preparing the headlamps to be fitted with LEDs. Bit sizes are: top 2.0mm, middle 1.5mm and bottom 0.6mm.



24 These are the plastic moulded headlamps from a model 'vintage car', before work left, and after right.



25 I began by drilling a pilot hole with the smallest sized drill. By checking the depth of the hole regularly, I was able to gauge when to stop. This would be the final depth for all drilling.



26 Using the pilot hole as guide I increased the diameter of the hole with a larger drill to open out the headlamp.

which is clipped into the sides of the cab with small tabs. These tabs are not visible until the cab sides are gently prised outwards. I used a scalpel blade to flick out the moulding.

To represent a driver, I removed the legs of a seated Preiser model workman and fixed it into place next to the driving desk. Pushing this moulding back into place later is all that's required for refitting the cab interior.

Before that, however, I eased the glazing from the front of the cab. This is also just an interference fit, so no glue to disturb. The side glazing is fixed with adhesive which serves to retain the ends of the front and rear windows. There is a rectangular section channel which I used as conduit to pass the wires from a 'nano LED' from DCC Concepts invisibly from the

inner cab roof to the engine room moulding. The nano LED was fixed to the middle of the cab roof with cyano adhesive, and I cut a small notch in the engine room moulding to allow the wires to pass safely into the interior.

After pushing the driving desk into place until it clicked home, I refitted the cab ensuring that all tabs were firmly in place.

From my spares box I retrieved a pair of chromed plastic headlamps originally fitted to a cheap 'vintage' toy car. These were solid dummy lamps so I set about removing the centres to leave a hollowed shell. After making a pilot hole to establish the centre point and the maximum depth to which it would be safe to remove material, I used progressively larger drill bits to fashion the inner surface of the lamp 'bowl'. A

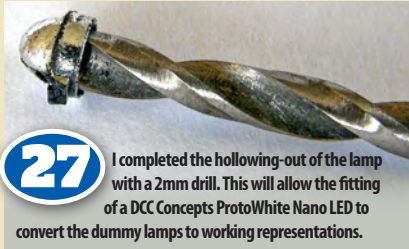
small hole was drilled in the base of each lamp to provide an exit point for the LEDs' wires.

The inner surface of each lamp was then brush painted with silver enamel to represent the reflector before being fitted with a nano LED. I used cyano adhesive to fix the LED in the correct position and orientation. When cured, I added more layers to represent the lamp lenses. PVA glue might work as a substitute for this as it normally becomes clear when dry.

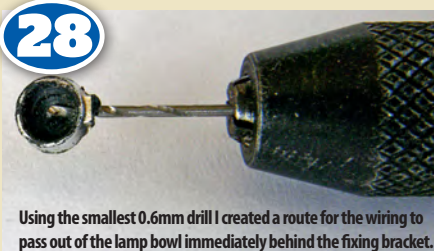
The lamps of many real 'Janus' 0-6-0s were fitted to the front handrails in various positions, but this model represents a specific locomotive in preservation, which featured, at least for part of its life, bonnet mounted lamps. I used the small drill in a pin-vice to pierce the body moulding immediately adjacent to the radiator cap at each »

STEP BY STEP INSTALLING DCC SOUND AND LIGHTS IN A 'JANUS' 0-6-0 IN 'OO'

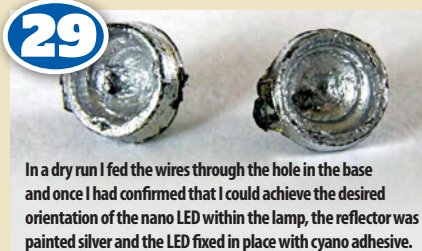
Intermediate
Beginner **SKILL LEVEL** Advanced



27 I completed the hollowing-out of the lamp with a 2mm drill. This will allow the fitting of a DCC Concepts ProtoWhite Nano LED to convert the dummy lamps to working representations.



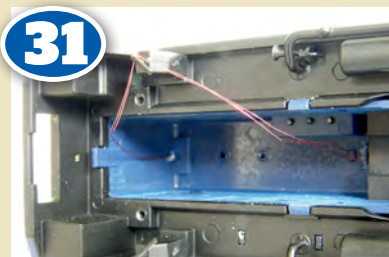
28 Using the smallest 0.6mm drill I created a route for the wiring to pass out of the lamp bowl immediately behind the fixing bracket.



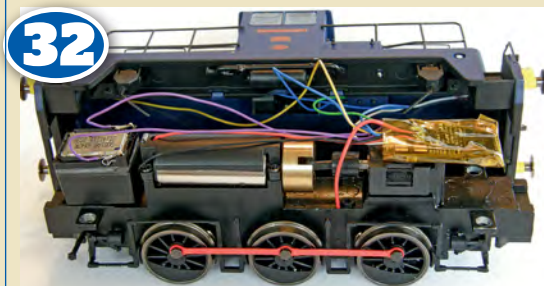
29 In a dry run I fed the wires through the hole in the base and once I had confirmed that I could achieve the desired orientation of the nano LED within the lamp, the reflector was painted silver and the LED fixed in place with cyano adhesive.



30 Using the smallest drill I pierced the body mouldings as close as possible to the radiator caps. I passed the lamp wires through these and with a little cyano adhesive secured the wires and lamp brackets to the body.



31 The wires from the front lamp and the cab light can be seen here. Each single strand wire was soldered to an appropriately coloured insulated wire and then fixed in place with cyano adhesive to prevent accidental damage. Insulated wire is much more robust so this was used as the flexible connection to the decoder.



32 Having removed the rear extension of the motor bracket to create space to fit a stay alive capacitor which I then found to be unnecessary, I fitted a larger speaker to the rear. There is sufficient space next to the decoder to fit a capacitor or a second speaker in future. The final connections for the lighting consist of yellow to one lamp, white to the other, green to the cab light and blue for the common return.



33 Driver and working lamps can be seen here, though I'm not sure whether to leave the lamps 'chromed' or to paint them black or body coloured. For now though this 'Janus' is ready for action and really sounds the part.

WHAT WE USED

PRODUCT	SUPPLIER	PRICE
Golden Valley 'Janus' 0-6-0	www.goldenvalleyhobbies.com	£99.95
Zimo MX648R Sound Decoder	www.digitrains.co.uk	£99.00
Zimo LS15x11x08mm speaker	www.digitrains.co.uk	£9.00
Zimo LS15x11x11mm speaker	www.digitrains.co.uk	£9.00
Nano LEDs (six-pack)	www.digitrains.co.uk	£13.00

end, through which I passed the single strand, lacquer coated LED wires. Cyano adhesive was used to fix these wires and the mounting brackets of each lamp to the top of each engine room.

Working inside the model, I shortened each of the LED wires from the cab and external lamps before soldering them to appropriately coloured insulated wires, with suitable series resistors fitted to the negative (originally, shorter) LED wires. This provides over-current protection and

reduces the brilliance of the LED. I used 1k Ohms resistors for each of the headlamps and 10k to reduce the cab light to a realistically dim glow. I used cyano adhesive to fix these joints and the single strand wires to the body. This provides both strength and additional insulation to these fragile wires. Fitted in this way the insulated wires form the flexible link to the decoder without transmitting the strain to the single strand wires.

Refitting the superstructure is straightforward,

but take care not to trap the sand pipes or to allow them to locate themselves between wheel spokes during the process.

With a custom sound project (available from Digitrains) including two separate engine start ups, five engine power levels, 16 sound functions, progressive working brakes and Speed Lock feature which allows the throttle to be used to select any of the engine power levels at any fixed road speed this 'Janus' now has a great deal of new operational value on board and with the addition of lighting it really comes to life. www.digitrains.co.uk

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PECO N Gauge Streamline Code 80 Electrofrog

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SL-E389	Large Radius Turnout Left Hand	£10.60
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PECO OO / HO Streamline Code 100 Insulfrog

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SL-87	Large Radius Curved Turnout Left Hand	£11.93
SL-88	Large Radius Turnout Right Hand	£11.18
SL-89	Large Radius Turnout Left Hand	£11.18
SL-90	Double Slip	£30.75
SL-91	Small Radius Turnout Right Hand	£8.89
SL-92	Small Radius Turnout Left Hand	£8.89
SL-93	Short Crossing	£8.14
SL-94	Long Crossing	£9.49
SL-95	Medium Radius Turnout Right Hand	£9.83
SL-96	Medium Radius Turnout Left Hand	£9.83
SL-97	Small Radius Y Turnout	£9.00
SL-98	Large Radius Y Turnout	£10.47
SL-99	Medium Radius 3 Way Turnout	£24.38

OO GAUGE

PECO OO / HO Streamline Code 100 Electrofrog

SL-E86	Large Radius Curved Turnout Right Hand	£12.00
SL-E87	Large Radius Curved Turnout Left Hand	£12.00
SL-E88	Large Radius Turnout Right Hand	£11.25
SL-E89	Large Radius Turnout Left Hand	£11.25
SL-E91	Small Radius Turnout Right Hand	£8.97
SL-E92	Small Radius Turnout Left Hand	£8.97
SL-E95	Medium Radius Turnout Right Hand	£9.90
SL-E96	Medium Radius Turnout Left Hand	£9.90
SL-E97	Small Radius Y Turnout	£9.08
SL-E98	Large Radius Y Turnout	£10.54
SL-E99	Medium Radius 3 Way Turnout	£24.45

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Code 75 Rail



PECO OO / HO Streamline Code 75 Fine

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PECO OO / HO Streamline Code 75 Fine Insulfrog

SL-180	Single Slip	£32.07
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PECO OO / HO Streamline Code 75 Fine Electrofrog

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SL-E180	Single Slip	£32.44
SL-E186	Curved Turnout Right Hand	£12.19
SL-E187	Curved Turnout Left Hand	£12.19
SL-E188	Large Radius Turnout Right Hand	£11.82
SL-E189	Large Radius Turnout Left Hand	£11.82
SL-E190	Double Slip	£34.88
SL-E191	Small Radius Turnout Right Hand	£10.48
SL-E192	Small Radius Turnout Left Hand	£10.48
SL-E193	Short Crossing	£9.68
SL-E194	Long Crossing	£10.47
SL-E195	Medium Radius Turnout Right Hand	£10.77
SL-E196	Medium Radius Turnout Left Hand	£10.77
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**LIVE
STOCK
INFO**

Crimson Road

Five years on from his layout's first appearance in Hornby Magazine, **PETER GRIFFITHS** reveals major changes in this 'OO' depot scene which have extended its length and operational potential.

PHOTOGRAPHY, MIKE WILD



CRIMSON ROAD has been the main source of my modelling activities for several years, but after exhibiting it around the country I felt I could take it further and redevelop the layout into a bigger scene.

The layout first appeared in HM64 (October 2012) and focussed on modelling a working diesel depot from the early 2000s. It had a main line at the rear running between two short storage yards, but most of the activity was contained within the depot, yard and fuelling area leaving the main lines a little out

of place. Still, it allowed me to show the vast array of colourful liveries that were still in operation at that time and different British built locomotives.

After a number of years exhibiting at various shows up and down the country, I decided that I needed to look at changing the style of the layout. After discussion with other members of Stafford Railway Circle, I decided to extend the existing layout rather than starting from scratch. The depot would still be a strong element of the display, but I wanted to go on to show what happens to locomotives leaving and arriving at the depot giving it a proper purpose.

To do this I decided to extend the original layout with an additional 5ft of scenery extending the main line run and providing a yard which the depot could support with servicing and provision of locomotives for freight traffic. This change from the fuelling point saw the original storage yard at one end removed entirely together with the town scene which has been revised to fit behind the railway giving it a much more realistic setting to run through.

The new board also includes a canal passing under the tracks which acts as a division between the depot and the new shunting yard. The main focus of »



Still carrying its Petroleum sector markings, a Class 60 draws a rake of cement tankers out of the yard alongside Gold Lane station on the goods line while a Class 158 waits to depart in the background.





the new board is a new goods shunting yard at the front and a station approach at the rear on the through running lines. The new storage yard also acts as part of the shunting yard allowing longer rakes to be accommodated and unloading/loading of wagons to take place off scene.

TRACK AND SIGNALLING

On the original boards the track is Peco Code 100, but on the new board I have chosen to use Peco code 75 due to the availability of different points and crossings. Through using the code 75 range I've also been able to make use of the latest concrete and steel sleeper track types giving the layout a much more modern feel in this area.

One of the great advantages of code 75 points is that the live frog points have switchable frogs and the blades can be

wired direct to the rail, in turn removing the reliance on the point blades for current. This results in much more reliable running as the power is fed through wiring underneath the points rather than relying on rail contact. To keep the trains moving under digital control a Frog Juicer has been installed on a number of points to prevent short circuits even if the point is set in the wrong direction. This saves the control system from shutting down part way through an exhibition due to the potential of an incorrect movement by an operator.

Signalling on the main lines is on the whole hand built using CR signal heads. There is a signal on

the goods line with a calling on signal on the post. This signal in turn is linked to a working banner repeater before Crimson Road bridge. In the goods yard, »

"I decided I needed to look at changing the style of the layout."

PETER GRIFFITHS



2 Left: At Gold Lane yard Class 37 37114 *City of Worcester* ticks over at the head of a cement train while a Class 150/1 prepares to depart on the main line.

3 Right: At Crimson Road depot Class 66 66100 shares space with 37114 *City of Worcester*, Class 58 58049 *Littleton Colliery*, a RES Class 47/7 and preserved Class 50 50031 *Hood*.

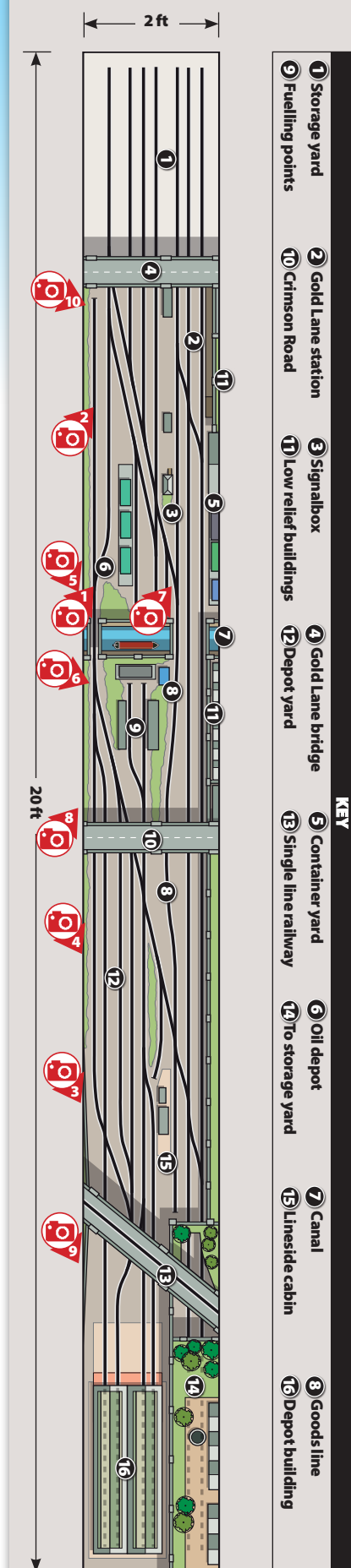
4 Below left: Former split headcode Class 37/0 37116 *Sister Dora* crosses on the goods line alongside the depot with an arriving rake of cement tanks. The depot yard is busy with classes 37, 47, 56, 58 and 66.

5 Below: 'Celebrity' Class 33/0, 33030 in its unique EWS livery, heads a short rake of 'Coalfish' wagons along the new section of main line behind the fuelling point.



CRIMSON ROAD TRACK DIAGRAM

(Not to scale)



I have used a Dapol 'N' gauge Midland Region signal to reflect a shunt signal - the only alteration to make it suitable for 'OO' gauge was to change the ladder.

Signalling on the main line is automatic using Heathcote Electronic equipment, so when you set the yard signal to clear it returns to danger as the locomotive passes. The switching is handled by sensors in the track which are activated when a train passes over the top and once the train has passed the signals work through the standard sequence going to red, then amber, then green. This sequence is followed by all the signals along the length of the layout and the 'drivers' are instructed to watch the aspects and drive to them.

SCENERY

From the original Crimson Road bridge where the main lines disappeared into

"I've been able to use the latest concrete and steel sleeper track."

PETER GRIFFITHS

a tunnel and then a storage yard, this has all been opened up. There are now factory units alongside the railway, as well as retaining walls opening up the scenery greatly. These have come from both the Ten Commandments and Skytrex

Model Railways ranges and have been painted in suitable red brick colours and then weathered. Further along the rear of the layout an intermodal yard

using a number of surplus containers has been included together with a set of industrial building ends.

At the centre of the layout is a new canal scene which dives below the headshunt for the depot and also the main line tracks approaching Gold Lane station. This scene includes separate bridges of different style for the two railways to cross and a collection of narrowboats are available to populate the waterway below. »





Right: At the fuelling point Class 60 60081 *Isambard Kingdom Brunel* is prepared for its next duty as Transrail liveried Class 37 37002 approaches on the second road.



Below: The new order in Class 66 66233 heads a rake of EWS bogie ballast wagons through Gold Lane. The shunting signal is a modified Dapol 'N' gauge LMS signal with a 'OO' scale ladder.



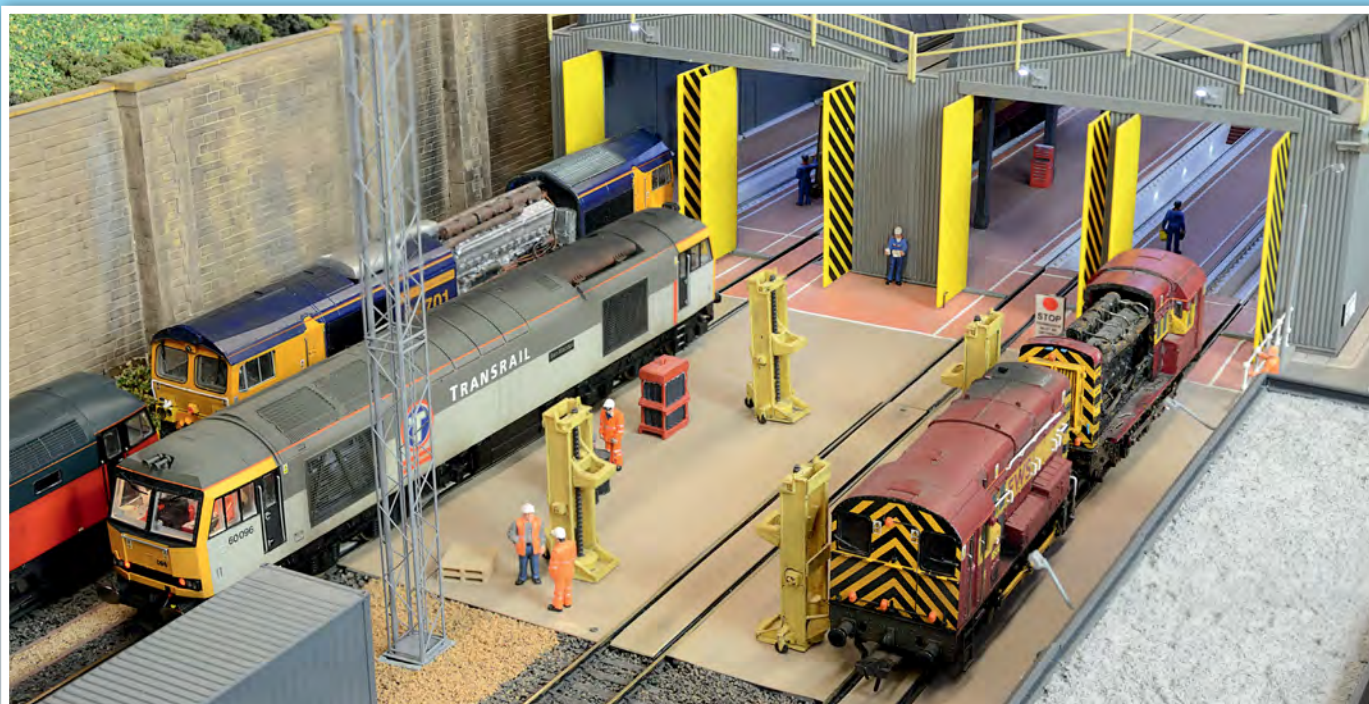


Left: As a Class 153 shuttles along the main line behind, Class 58 58049 Littleton Colliery moves around the yard alongside the fuelling point.

Right: Class 60 60096 Ben Macdui has its cab lights on ready for its crew to start the engine while Class 66701 has its engine covers removed ready for repairs.

Right: Class 56 56094 Eggborough Power Station moves slowly in the yard with a rake of loaded BAA steel coil carriers while Class 60 60054 Charles Babbage waits to depart with cement tanks.





At the end of the new scenic section is Gold Lane station which comprises two platforms and a through line. The platforms are modelled in part relief with only one end showing outside of the storage yard. A road bridge over the top creates the scenic break while the platforms give reason for the Diesel Multiple Unit (DMU) passenger service on the main lines. There is also the option to reverse a DMU at the station using the crossovers which is a nice movement to include in the operating sequence.

I have moved the tank wagon unloading line for the depot, but it still incorporates the flickering yard lamp that once stood on the original part of Crimson Road. At the front there are a couple of disused lines for storage of scrapped or withdrawn locomotives and wagons. Buildings come from a variety of suppliers, but the signalbox at Gold Lane is hand built by another club member and if you remove the roof you will see a full interior.

ROLLING STOCK

The period is around the turn of the 21st century when there was a large number of different liveries in operation. The main livery is English Welsh & Scottish Railway maroon, but it had a policy of not repainting all locomotives, giving me a vast selection to display.

Some of the locomotives are one-offs, being repainted and with new numbers applied. However, a Bachmann 'Dutch' Class 37 has had Transrail logos applied and renumbered 37351 as it ran in this period. Every class running at the time is reflected on the layout and there is a large number of Class 37s around the depot owing to my personal interest in the type.

Making the most of the era a number of 'celebrity' locomotives have been modelled including well known examples such as former split headcode Class 37 37116 *Sister Dora* in BR blue with Transrail logos, the Mainline blue liveried Class 37 without logos, Loadhaul liveried Class 37/7s and even Class 60 60081 *Isambard Kingdom Brunel* in its GWR lined green scheme. Some have also been modified with additional lighting in the cab and on the Class 60s in the fan compartment.

All locomotives are sound fitted with different sound files reflecting what you would hear in a depot. However, over the last few years speakers have become smaller

“Celebrity engines from the era have been modelled.”

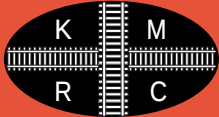
PETER GRIFFITHS

and provide a better sound so there is a constant improvement programme to further enhance the audio track for Crimson Road. DMUs are either Central Trains or Regional Railways consisting of classes 150, 153, 156, 158 and 170.

The extension of Crimson Road has enabled me to make greater use of the wide range of readily available modern era goods wagons. Rakes on the roster include engineers stock, nuclear flasks, 'Silver Bullets', open and closed steel wagons, PCA cement wagons, parcels stock and a set of cut down EWS gondola wagons.

THE FUTURE

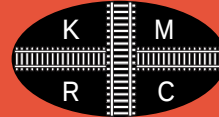
The layout has developed over the last two years from its original plan seen five years ago. It gives great operating opportunities at exhibitions but still gives time to talk to people about all sorts of subjects. It has proved popular at shows with its digital sound operation capturing visitors' attention and we look forward to every show that it attends. 



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32-290DS Class 101 2 Car DMU Network SouthEast.....	£229.95
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34-604C BR Mk1 Suburban Open Coach BR Lined Maroon.....	£34.95
34-604B BR Mk1 Suburban Second Brake Coach BR.....	£34.95
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39-000G Cornish Riviera Coach Pack BR Chocolate & Cream.....	£114.99
39-001T Network SouthEast Mk2 Coach Pack BR Blue & Grey.....	£59.99
39-001U ScotRail Mk2 Coach Pack BR Blue & Grey.....	£59.99

39-003 Mk1 Coach Pack BR Blue & Grey NSE, weathered.....	£89.95
39-004 Mk1 Coach Pack BR Blue & Grey ScotRail, weathered.....	£89.95
39-005 Highlander Coach Pack.....	£118.99
39-025G BR Mk1 SK Second Corridor Coach No. E2589E.....	£34.95
39-026E Mk1 Corridor Second Coach SK No. M24922 BR.....	£34.95
39-026J BR Mk1 SK Second Corridor Coach No. E24945.....	£34.95
39-032 BR Mk1 SK Second Corridor Coach Sealink.....	£34.95
39-050C Mk1 SO Second Open E5057 BR Blue & Grey.....	£34.95
39-051J Mk1 SO Second Open E4059 BR Maroon.....	£34.95
39-052E BR Mk1 SK Second Open Crimson & Cream.....	£34.95
39-053F BR Mk1 SK Second Open Coach No. S3848.....	£34.95
39-056A BR Mk1 TSO Tourist Second Open No. 4854.....	£46.99
39-058 Mk1 SO Second Open Coach Network SouthEast.....	£34.95
39-075C BR Mk1 BSK Brake Second Corridor Blue & Grey.....	£34.95
39-076H Mk1 BSK Brake 2nd Corridor Coach No. E35083.....	£34.95
39-077F Mk1 BSK Brake 2nd Corridor Coach BR.....	£34.95
39-082B Mk1 BSK Brake 2nd Corridor Coach No. 35329.....	£34.95
39-105 BR Mk1 RU Restaurant Car Crimson & Cream.....	£34.95
39-125C BR Mk1 CK Composite Corridor Blue & Grey.....	£34.95
39-126C BR Mk1 CK Composite Corridor Maroon.....	£34.95
39-127B Mk1 CK Composite Corridor Coach E15055 BR.....	£34.95
39-127E Mk1 CK Composite Corridor Coach BR, weathered.....	£34.95

39-129C Mk1 CK Composite Corridor Coach, BR (WR) weathered.....	£23.99
39-150D Mk1 FK First Corridor BR Blue & Grey.....	£34.95
39-151F Mk1 FK First Class Corridor, E31032 BR Maroon.....	£34.95
39-152B BR Mk1 FK Corridor 1st Crimson & Cream.....	£34.95
39-153D BR Mk1 FK First Corridor Coach No. S13006.....	£34.95
39-186 Mk1 BG Full Brake Departmental, weathered.....	£36.95
39-187 Mk1 BG Full Brake Blue.....	£34.95
39-188 BR Mk1 BG Full Brake Coach Network SouthEast.....	£34.95
39-225A BR Mk1 BCK Brake Composite Corridor Blue & Grey.....	£34.95
39-226C BR Mk1 BCK Brake Composite Corridor Blue & Grey.....	£34.95
39-226E BR Mk1 BCK Brake Composite BR Maroon, weathered.....	£34.95
39-228D BR Mk1 BCK Brake Composite Coach S21275.....	£34.95
39-240 Mk1 FO First Open Coach No. M3001 BR.....	£34.95
39-241 Mk1 FO First Open Coach No. M3002 BR.....	£34.95
39-242 Mk1 FO First Open Coach No. M3002 BR.....	£34.95
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39-251D Mk1 RFO Restaurant Car BR.....	£34.95
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39-273 BR Mk1 GUV SV Green.....	£34.95

39-273Z BR Mk1 GUV SV Green No. S86804 BR (SR).....	£44.95
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39-503C BR Mk1 SLSTP Second Class Sleeper Car BR.....	£24.95

39-571 BR Auto Trailer BR, Crimson.....	£40.99
39-57A Auto Trailer No. W234 BR Crimson & Cream.....	£59.95
39-60Z SECR 60t Birdcage Brake 3rd Lavatory S35005.....	NEW £50.99
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39-62Z SECR 60t Birdcage Brake 3rd No. S34285 BR.....	NEW £50.99

ENGINE SHEDS

*Apart from the locomotives themselves, perhaps the subject that attracts the most attention from railway enthusiasts is the engine shed - places that at one time acquired an almost mystical reputation, as **EVAN GREEN-HUGHES** remembers.*

**ENGINE
SHED
SPECIAL**

MOST YOUNG PEOPLE have been thrown out of somewhere at some point in their lives. Today's youth tell of being ejected from bars in far-flung places such as Ibiza or from pubs and clubs in city or town centres while many schoolkids have been ejected from one or more shops by suspicious owners keen to retain the stock on their shelves. In the days of steam, however, most of us could add railway sheds to this list with many of us also amassing a huge number of forced departures from railway premises during our formative years.

There was something about the atmosphere of the steam shed that was as addictive as the strongest alcohol. The thick, acrid, smell of coal being burnt hung all round a building that was itself cuddled warm under a soft blanket of dark soot while natural daylight



had long ago given up its attempt to reach the inner parts of a cavernous interior. Such light that existed sometimes came from sizzling yellow gas mantles which reflected back on drifting smoke so that the building took on the appearance of a Victorian street enveloped in a 'pea-souper'.

Engine sheds were real relics of Victorian times and most were as hard to get into as the average prison of the time was to escape from. Those in town and city centres were usually surrounded by other property, with high walls too, while those in less built-up places had wide open spaces between public roads and the trains, the crossing of which we would plan on the lines of *The Great Escape* - there being no films about how to access engine sheds shown at the Saturday matinee at the local cinema.

Whether an engine shed was big or small the goal was always the same - to get inside and to obtain the numbers of

The new era of diesel depots brought a much cleaner picture to the railway scene – and the new order was much more difficult for eager 'spotters' to access. On October 9 1970 Stratford Depot places host to a trio of Class 47s, a Class 45, two Class 15s and a 31. John Medley/Railphotoprints.co.uk



The lure of steam: Willesden Shed bristles with activity as locomotives are cleaned (internally at least) and prepared for their next duty. Stanier 'Black Five' 4-6-0 44833 shares space with BR '2MT' 2-6-0 78019 (left) and BR '4MT' 2-6-0 76041 (left) on January 17 1965.

Hugh Ballantyne/Railphotoprints.co.uk



all the engines stored there. Rare 'cops' lurked in dark corners in steam sheds, locomotives that had been withdrawn but which for some reason had been forgotten, locomotives that were awaiting repair and even in some cases very old locomotives destined for preservation could be found.

At the weekends, particularly at sheds with a lot of freight work, there would be lines of stored engines, while main line sheds sometimes housed visitors from far away. All cabside numbers would be carefully noted and then crossed out, or underlined (depending on your preference) in your much-valued 'Combine' which was permanently housed in your haversack.

FEAR THE SHEDMASTER

Thinking back, railway staff must have been greatly annoyed by the swarms of youths that attempted to invade their working space, although there were some who were sympathetic to the cause. Every schoolboy lived in fear of the shedmaster, and the telling off that he would give out if you got caught on his patch. Some were very fierce indeed while others seemed merely exasperated by your presence.

Regardless, all types appeared to sit behind old wooden desks in offices that were frankly not fit for human occupation. Peeling whitewash was the universal material of decoration while notices and rosters were contained in glass cases securely fastened to walls and of a type that did not exclude damp for some of the notices would be curling at the edges while others were secured by drawing pins made of solid rust. Papers seemed to be stored everywhere and indeed it was a facet of these sheds that when they closed most seemed to be carpeted with discarded paperwork, some of which we took as souvenirs.

Having had your telling-off, you were usually escorted out via the nearest exit, down narrow corridors and passing clunky iron gates, which was especially galling if you had been caught before you'd actually managed to get down any numbers. However, there were some railwaymen who, mindful of the importance of your mission, would escort you away by a »

roundabout route along rows of parked up engines taking care to walk slowly enough so that there was time to jot down the particulars in your notebook. No one twigged what they were up to, and if they did, no one ever said anything.

OFFICIAL VISITS

There was another way that the dedicated could get into sheds, and that was by way of an official pass, a system that was very common in the 1950s and 1960s, particularly after Ian Allan started up his very successful Locospotters Club.

Visits of this type had to be arranged well in advance and always by a reputable organisation, with many schools preferring this method of keeping their trainspotting students under control. Passes were much sought after and were not always granted but they did provide a way of getting into sheds that otherwise were impossible to enter.

Favourites for passes would be places

such as Willesden or Carnforth which were modernised giants, places that were really difficult to get round unofficially because of their sheer size and because of the number of men who worked there. The new diesel sheds, such as Thornaby or Healey Mills, were equally popular as most of them had been designed with operational requirements in mind and were consequently situated in the middle of or near busy running lines. To our eyes though these new sheds were antiseptically clean with their stark concrete walls and clean rooflights and did not have the mystery of the old Victorian structures.

The third method of visiting a shed was perhaps the most boring of all, and that was to turn up on one or other of the open days that British Railways organised throughout its existence. Hardcore trainspotters wouldn't have been seen dead at one of these events, for all the excitement of visiting a live shed was

'Spotters' have found their way into the mecca of steam at Carnforth shed in this October 7 1967 view. Stanier 'Black Five' 4-6-0 45017 stands over the ashpit ready for disposal of its fire.

[Norman Preedy/Railphotoprints.co.uk.](#)

Finding the rare and final survivors of a class was a great Saturday pursuit in the final years of steam with many locomotives taking a break from the intensive weekday service. Raven 'Q6' 0-8-0 63375 stands on the shed turntable at Middlesbrough on July 8 1956, with 'A8' 4-6-2T 69892 and 'J25' 0-6-0 65720 on two of the radiating roads. This shed (coded 51D) had three turntables and had an allocation of 64 locomotives in 1954, it served the large freight yards and transport requirements of local industry on Teeside and was closed on May 31 1958.

[Gordon Edgar Collection/Railphotoprints.co.uk.](#)

gone, as perhaps had the excitement of being caught, but looking back perhaps we ought to have gone along, because the authorities often displayed rolling stock that was difficult to see elsewhere.

For instance the June 1954 Willesden event had seven different classes of the new 'Standard' steam engines, five new diesels including two main line types, two Electric Multiple Units, one of the first Derby Lightweight Diesel Multiple Units and three types of Underground stock. By the 1970s these events were becoming quite common with no fewer than seven being held in 1971 alone between May and September. The latest to be held, at Old Oak Common in September this year, attracted many thousands of people and featured a comprehensive selection of contemporary as well as historic rolling stock. However such events never conveyed anything of the hustle and bustle of a working depot, their roped-off areas, cleaned up surfaces and temporary displays taking away the essence of the very railway that many enthusiasts wished to see.



A FADING SCENE

As the old steam sheds began to die out many spotters began to appreciate the beauty of what there had once been and some began a mission to visit as many of the old structures as possible before they were finally knocked down. Many of these were on lightly-used branch lines and perhaps had had the capacity for only one or two locomotives but others had survived from the days when the railways were the universal method of transport for the whole country.

Some had been left just as they were on the day that the last locomotive left, although many had suffered from broken windows or defective doors which somehow made the melancholy even worse. The mission to visit all these attracted some urgency as diesel and electric traction became more widespread and it seemed that sheds would be closed almost on a daily basis. By this time even technically closed sheds were worth 'bunking' because many contained steam locomotives awaiting their final journey

to the scrapyard and stored there because there was nowhere else to put them.

Other spotters decided they'd fight the march of progress in their own way and many turned up at their local shed and asked for permission to clean the engines. Students, office workers and manual labourers alike turned up with their rags in their hands, it has to be said much to the bemusement of most railwaymen, determined to give steam the best send off that they could. This time, though, they weren't thrown out and many locomotives were turned out cleaner than at any time during British Railways ownership, despite what had now become desperate conditions in most steam sheds.

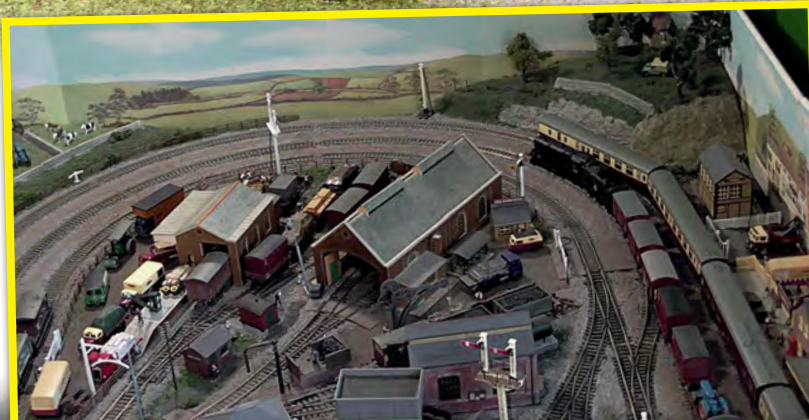
It is hard when visiting one of today's depots to grasp just what the world was like in steam days. Health and safety legislation has driven an improvement in conditions that would have been unthinkable half a century ago. Walls and floors are clean, waste materials are properly disposed of, buildings are largely fume free and even the staff are clean and

tidy. This contrast is never so great as at the impressively clean National Railway Museum in York which occupies the same building as a real engine shed which had piles of ash, peeling whitewash and voluntary cleaners in the late steam age, but which nowadays, while an excellent showcase for its stunning collection of historic locomotives, conveys nothing of the real atmosphere of the railways.

The nearest we can get today to the steam age is the chaos and untidiness of some of our heritage railway steam yards, although few of these are big enough to adequately convey the atmosphere of what we have lost, except perhaps for the recently restored Barrow Hill Roundhouse which is the nearest thing the modern enthusiast has to a proper steam shed. Fortunately, in our models we can try to bring this feature fully back to life, with engine sheds now occupying in modelling the premier position that they once occupied in real life; perhaps one day someone will model one with the scenario of a stern shedmaster ejecting some scale size trainspotters! [Alan](#)

**OUR
PICK!**

▼ James Goode has added Hornby's Twin Track Sound fitted Class 31 to his roster. We like this image of it being passed by an express.



▲ Geoffrey Baines' Sumware is a busy layout with plenty of activity in a compact space modelled in 'OO'.



▲ The clock has been turned back to the 1940s on Matt Cooke's layout set in Sussex. A Drummond '700' 0-6-0 pauses alongside a 2-BIL EMU on his 'OO' layout.

► 'Pacifics' meet at Jubilee Road on Matt Slade's 'OO' loft layout.



A GWR '14XX' 0-4-2T shunts stock on David Strange's home based 'OO' layout.



▼ Hot on the heels of his feature for his loft layout Gowerton Parkway (HM123) Marcus Lambert has been developing a new compact depot in 'OO' too.



▲ Alain Steffen has added a Hornby Adams 'Radial' 4-4-2T to his roster.



▼ Robert Frowen's diesel era 'OO' layout spans a number of eras with stock including this Network SouthEast liveried Class 50.

▲ Beckenham and West Wickham club has been enjoying a running session with its 'OO' gauge Southern Region layout Beckwick.



▲ Darren Wilson has been developing his loft layout with construction of the baseboards. We're looking forward to see what comes next.



SHOW GUIDE

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

OCTOBER

14 CRADLEY HEATH MODEL RAILWAY CLUB EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Cradley Heath Community Centre, Reddall 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 CHRISTCHURCH MODEL RAILWAY CLUB EXHIBITION

Hosts: Christchurch Model Railway Club
Location: Bournemouth School for Girls, Castle Gate Close, Bournemouth BH8 9UJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.christchurchmrc.org.uk
Features: 16 layouts, trade support, refreshments, 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.cdmsr.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 NATIONAL FESTIVAL OF RAILWAY MODELLING

Hosts: Warners Exhibitions
Location: East of England Arena, Peterborough PE2 6HE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, children £5, family £30
Contact: 0844 581 4904
Features: 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.

15 OXRAIL 2017

Hosts: Oxford and District Model Railway Club
Location: Abingdon and Witney College, Wootton Road, Abingdon OX14 1GG
Times: 10.30am-4pm
Prices: Adults £6
Website: www.oxfordmrc.org.uk
Features: 31 layouts, trade support, refreshments, parking.

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.chillions.org/modelrail
Contact: 07777 681292
Features: Layouts, trade support, valuations, outdoor rides, 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 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.

21/22 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 RAILWAY 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.

22 WESTON, CLEVEDON AND PORTISHEAD RAILWAY ANNIVERSARY EXHIBITION

Hosts: Weston, Clevedon and Portishead Railway Group
Location: Parish Wharf Leisure Centre, Harbour Road, Portishead BS20 7DD
Times: 10am-4pm
Prices: Adults £4, children £2
Website: www.wcpgrgroup.org.uk
Features: Ten layouts, dioramas, trade support, displays, demonstrations, societies, refreshments, parking and disabled access.

28 AMERSHAM CLASSIC MODEL TRAIN SHOW

Hosts: Chiltern Hills Vintage Train Group
Location: Woodside Road, Amersham, Buckinghamshire HP6 6AJ
Times: 10.30am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01895 672251
Features: 14 layouts, trade support, displays and refreshments.

28 BECKENHAM MODEL RAIL SHOW

Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN

Times: 10am-5pm
Prices: Adults £6, concessions £5, children £4, family £12
Website: www.bwwmrc.co.uk
Contact: 07545 469610
Features: 12 layouts, trade support, demonstrations, societies, refreshments and disabled access.

28 COVENTRY AND WARWICKSHIRE O GAUGE MODELLERS OPEN DAY

Hosts: Coventry and Warwickshire O Gauge Modellers
Location: Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE
Times: 10am-3pm
Prices: Free
Contact: 02476 313221
Features: Test track, demonstrations, trade support, refreshments and disabled access.

28 FELIXSTOWE AREA 'N' GAUGE GROUP OPEN DAY

Hosts: Felixstowe Area 'N' Gauge Group
Location: Welcome Hall, High Road, Trimley St Mary IP11 0NT
Times: 10am-4pm
Prices: Free
Website: www.felixstowengauge.org.uk
Features: Four layouts, trade support, refreshments, parking and disabled access.

28 HIGHBRIDGE VINTAGE HORNBY MODEL TRAIN SHOW

Hosts: Bristol and Somerset Group, HRCA
Location: King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: www.somsethrca.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

28 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

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

28 MID WALES MODEL RAILWAY SHOW

Hosts: Newtown Model Railway Society
Location: Town Hall, High Street, Welshpool, Powys SY21 7JQ
Times: 10.30am-4.30pm
Prices: Adults £4, accompanied children free
Contact: 01938 559350
Features: 15 layouts, trade support, demonstrations and disabled access.

28 NEWBURY MODEL RAILWAY CLUB EXHIBITION

Hosts: Newbury Model Railway Club
Location: St. Bartholomew's School, Buckingham Road, Newbury, Berkshire RG14 6JP
Times: 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £2.50, family £10
Website: www.newburymrc.co.uk
Features: 14 layouts, trade support, societies, refreshments, parking and disabled access.

28 NOTTINGHAM WOODTHORPE MODEL RAILWAY SHOW

Hosts: Nottingham Woodthorpe Model Railway Club
Location: Sherwood Community Centre, Mansfield Road, Sherwood, Nottingham NG5 3FN
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £12
Contact: 07889 031305
Features: Nine layouts, trade support, demonstrations, refreshments, parking and disabled access.

28 SEAFORD MODEL RAILWAY SHOW

Hosts: Newhaven and District Model Railway Club
Location: Seaford Baptist Church Hall, Belgrave Road, Seaford, East Sussex BN25 2EE
Times: 10am-5pm
Prices: Adults £4, concessions £3.50, children £1
Website: www.newhavendmrc.com
Contact: 07775 772246
Features: Layouts, trade support, demonstrations and refreshments.

28-30 SOUTH DUBLIN MRC MODEL RAILWAY AND HOBBIES EXHIBITION

Hosts: South Dublin Model Railway Club
Location: Blackrock College, Blackrock, Co. Dublin
Times: Sat 11am-5pm, Sun 11am-5pm, Mon 11am-5pm
Prices: Adults EUR8, concessions EUR6, children EUR6, family (2+2) EUR20
Website: www.sdmrc.ie
Contact: 00 353 86 812 6112
Features: Layouts, trade support, refreshments and disabled access.

28/29 ABERDEEN MODEL RAILWAY EXHIBITION

Hosts: Aberdeen Model Railway Club
Location: Hallmark Hotel, Aberdeen Airport, Dyce, Aberdeen AB21 7DW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Website: www.aberdeenmrc.co.uk
Contact: 07747 011301
Features: Layouts and trade support.

28/29 BODMIN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Bodmin and District Model Railway Club
Location: Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £2.50, family £7.50
Contact: 07775 542174
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

28/29 CAISTORAIL MODEL RAILWAY EXHIBITION

Hosts: Caistor Model Railway Club
Location: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, accompanied children free
Features: 13 layouts, trade support and refreshments.

28/29 CHELTENHAM GREAT WESTERN MODELLERS AUTUMN EXHIBITION

Hosts: Cheltenham Great Western Modellers
Location: St. Margaret's Hall, Coniston Road, Hatherley, Cheltenham GL51 3NU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £2.50, family (2+2) £9
Website: www.cheltmodrail.org.uk
Contact: 01242 517788
Features: Layouts, trade support, model road vehicles, displays, refreshments and disabled access.

28/29 HAZEL GROVE AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Hazel Grove and District Model Railway Society
Location: Hazel Grove Sports Centre, Hazel Grove High School, Jackson's Lane, Hazel Grove, Stockport SK7 5JY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3
Website: www.hgdmsr.org.uk
Features: Layouts, trade support, demonstrations and refreshments. Courtesy bus operating between venue and Hazel Grove railway station both days.

28/29 HUDDERSFIELD RAILWAY MODELLERS 50TH ANNIVERSARY EXHIBITION

Hosts: Huddersfield Railway Modellers
Location: Civic Hall, Huddersfield Road, Holmfirth, West Yorkshire HD9 3AS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.huddsrailwaymodellers.co.uk
Contact: 07516 456312
Features: Ten layouts, trade support, demonstrations, refreshments, parking and disabled access.

28/29 LEEDS MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Leeds Model Railway Society
Location: Leeds Grammar School, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, up to three accompanied children free
Website: www.leedsrmsr.org
Features: Layouts, trade support and refreshments.

28/29 SPENNYMOOR MODEL RAILWAY SHOW

Hosts: Durham Locomotive Preservation Group
Location: Whitworth Park School, Whitworth Lane, Spennymoor, Durham DL16 7LN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £1.50, family £8
Website: www.wrlpg.com
Features: 20 layouts, trade support, refreshments and parking.

28/29 WEYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Weymouth Model Railway Association
Location: Wey Valley School, Dorchester Road, Weymouth, Dorset DT3 5AN
Times: Sat 10.30am-4.30pm, Sun 10am-3.45pm
Prices: Adults £6, children £2, family (2+2) £14
Website: www.weymouthmra.org.uk
Features: 30 layouts, trade support, demonstrations, refreshments and parking.

29 BINFIELD 'O' GAUGE MODEL RAIL SHOW

Hosts: Hurley 'O' Gauge Model Railway Club
Location: Newbold Church, Popeswood Road, Binfield, Bracknell, Berkshire RG42 4AN
Times: 10am-4.30pm
Prices: Adults £7, children £1, family £14
Website: www.hurleymodelrailclub.org
Contact: 07753 525202
Features: Six layouts, test tracks, trade support, demonstrations, parking, refreshments and disabled access.

29 COLCHESTER MODEL RAILWAY EXHIBITION

Hosts: Colchester and District Model Railway Club
Location: Colchester County High School for Girls, Norman Way, Colchester CO3 3US
Times: 10am-4pm
Prices: Adults £5, accompanied children £2, family (2+2) £12
Website: www.colchestermrc.org
Features: Layouts, trade support, refreshments and parking.

29 WYRE FOREST MODEL RAILWAY CLUB OPEN DAY

Hosts: Wyre Forest Model Railway Club
Location: First Floor, 101 Comberton Hill, Kidderminster, Worcestershire DY10 1QH
Times: 11am-4pm
Prices: Free
Website: www.wyreforestmrc.com
Features: Club layouts on display.

NOVEMBER

4 THEYDON BOIS MODEL RAILWAY EXHIBITION

Hosts: Epping Railway Circle
Location: Village Hall, Theydon Bois, Essex CM16 7ER
Times: 10am-5pm
Prices: Adults £4, children £3
Website: www.eppingrailwaycircle.com
Contact: 0208 508 1764
Features: 12 layouts, trade support, parking and disabled access.

4 WYCRAIL 2017

Hosts: High Wycombe and District Model Railway Society
Location: Cressex Community School, Cressex Road, High Wycombe HP12 4UD
Times: 10am-5pm
Prices: Adults £6, children £4, family (2+2) £18
Website: www.hwdmrs.org.uk
Features: 25 layouts, trade support, demonstrations, refreshments and parking. Free bus service between venue and High Wycombe railway station, bus station and Park 'n' Ride car park.

4 YEALMPTON MODEL RAILWAY SHOW

Hosts: Plymouth and SE Cornwall MRC and North Road Railway Club
Location: Yealmpton Community Centre, Stray Park, Yealmpton PL8 2HF
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1, family £6
Contact: 01752 672374
Features: Layouts, trade support, refreshments, parking and disabled access.

4/5 BARNSELY MODEL RAILWAY EXHIBITION

Hosts: Barnsley Model Railway Club
Location: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9EH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.barnsleymrc.org.uk
Contact: 07774 806487
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

4/5 CREWE MODEL RAILWAY EXHIBITION

Hosts: Alsager Railway Association
Location: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe CW2 8WD
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children £2, family (2+2) £14
Website: www.alsagerailwayassociation.co.uk
Contact: 07747 087050
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

4/5 GRAVESEND MODEL RAILWAY SHOW

Hosts: Gravesend Railway Enthusiasts Society
Location: Northfleet School for Girls, Hall Road, Northfleet, Kent DA11 8AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.gres.org.uk
Contact: 07821 254 232
Features: Layouts, trade support, refreshments, parking and disabled access.

4/5 WEST SUSSEX 'N' GAUGE MODEL RAILWAY CLUB SHOW

Hosts: West Sussex 'N' Gauge Model Railway Club
Location: Angmering School, Greenwood Drive, Station Road, Angmering, West Sussex BN16 4HH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £2.50, family (2+2) £14
Website: www.wsng.co.uk
Contact: 01403 266689
Features: 21 layouts (all gauges), trade support, refreshments, parking and disabled access.

4/5 WIGHTRAIL 2017

Hosts: Wight Model Railway Group
Location: Medina Leisure Centre, Fairlee Road, Newport, Isle of Wight, PO30 2DX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £3.50, family (2+2) £15
Contact: 01983 755527
Features: 18 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

5 BURTON MODEL RAILWAY

Hosts: Burton Railway Society
Location: National Brewery Centre, Horninglow Street, Burton upon Trent DE14 1NG
Times: 10am-4pm
Prices: Adults £4, accompanied children £1, family £9
Website: www.burtonrailwaysociety.co.uk
Contact: 07425 140292
Features: 16 layouts, trade support, refreshments, parking and disabled access. Admission fee includes full access to the Brewery museum.

5 CARLTON RAILWAY SOCIETY AUTUMN SHOW

Hosts: Carlton Railway Society
Location: Bubwith Leisure Centre, The Playing Fields, Main Street, Bubwith, Selby YO8 6LX
Times: 10am-4pm
Prices: Adults £4, concessions £2
Contact: 07795 831494
Features: 20 layouts, displays, trade support, refreshments and parking.

11 BARRY AND PENARTH MODEL RAILWAY CLUB OPEN DAY

Hosts: Barry and Penarth Model Railway Club
Location: Cadoxton Conservative Club, Vere Street, Cadoxton, Barry CF63 2HU
Times: 11am-4.30pm
Prices: Adults £3, children £2
Contact: 07891 226753
Features: 12 club and members' layouts, trade support and refreshments.

11 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.hmrq.co.uk
Features: Layouts, refreshments and parking.

11 ROMFORD MODEL RAILWAY SHOW

Hosts: Romford Model Railway Society
Location: Marshalls Park School, Pettits Lane, Romford, Essex RM1 4EH
Times: 10am-5pm
Prices: Adults £5, children £4, family (2+2) £14
Contact: 07946 615381

Features: 20 layouts, trade support, demonstrations, refreshments and parking.

11 THORNCOMBE RAIL ACTIVITIES CLUB EXHIBITION

Hosts: Thorncombe Rail Activities Club
Location: Thorncombe Village Hall and School, Chard Street, Thorncombe, Dorset TA20 4NE
Times: 10am-4pm
Prices: Adults £4, children free
Contact: 01297 552280
Features: 15 layouts, trade support, refreshments, parking and disabled access.

11 WESTBURY MODEL RAILWAY SHOW

Hosts: West Wiltshire Gauge O Group
Location: Paragon Hall, Haynes Road, Westbury, Wiltshire BA13 3HA
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £4, children £2, family (2+2) £10
Contact: 07870 515807
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

11 WESTON ON TRENT MODEL RAILWAY SHOW

Hosts: Weston on Trent Primary School
Location: Weston on Trent Primary School, Forrester Avenue, Weston on Trent, Derbyshire DE72 2HX
Times: 10.30am-4.30pm
Prices: Adults £4, concessions £3.50, children £2.50, family (2+3) £12
Contact: 07711 318489
Features: 20 layouts, trade support, refreshments, parking and disabled access.

11/12 ELGIN MODELFAR

Hosts: Elgin Model Railway Club
Location: Elgin Town Hall, Elgin, Moray, Scotland
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Adults two-day £7.50, concessions £4, children £3, family (2+2) £12
Contact: enquiries@elginmodelrailwayclub.co.uk
Features: Layouts, trade support, model boats, planes, Meccano, refreshments and disabled access.

DON'T MISS...

11/12 SPALDING MODEL RAILWAY EXHIBITION

Hosts: Spalding Model Railway Club
Location: Springfield Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, concessions £7, accompanied children free
Website: www.spaldingmodelrailwayclub.org.uk
Features: More than 30 layouts, trade support, demos, refreshments, parking and disabled access. Sponsored by *Hornby Magazine* and featuring the magazine's 'OO' layout Grosvenor Square.

11/12 HULL MODEL RAILWAY SHOW

Hosts: Hull Miniature Railway Society
Location: Costello Athletics Stadium, Anlaby Park Road North, Kingston-upon-Hull, HU4 6XY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £1
Website: www.hullmrs.org
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

11/12 NEWCASTLE AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Newcastle and District Model Railway Society
Location: Heaton Manor School, Newton Road, Newcastle upon Tyne, NE7 7DP
Times: Sat 10am-6pm, Sun 10am-4pm
Prices: Adults £5, children £2, family £12
Website: www.newcastlemodelrailway.org.uk
Contact: 07941 157811
Features: 18 layouts, trade support, demonstrations, parking and disabled access.

PLANNING AN EXHIBITION?

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

The Gravesend Model Railway Show



ON
Sat 4th November 2017 - 10am to 5pm
Sun 5th November 2017 - 10am to 4pm

AT
Northfleet School for Girls
Hall Road, Northfleet, Kent DA11 8AQ



- Fully accessible venue
- Close to A2 & Bluewater
- Free parking on site
- Variety of exhibits & traders
- Hot & Cold food/drinks
- Roast dinner on Sunday
- Arriva buses stop outside:
Including Route 481 (direct from Gravesend & Bluewater)

Standard rate: £4.00
Accompanied children under 16: Free

Organised by the Gravesend Railway Enthusiasts Society (GRES)

For more information, ring George Marcar: 07821 254 232

For more information about GRES, visit: WWW.GRES.ORG.UK

Facebook: Gravesend-Railway-Enthusiasts-Society

Twitter: @GRES_Gravesend



in association with Charlie Petty of DC-Kits

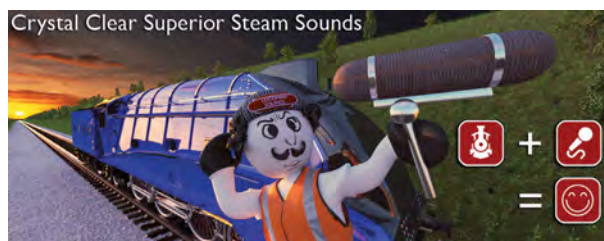
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AD61	View Glue (backscene glue)	£8.00



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N60135	Gras-Master 2	£129
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N26301	Deciduous Trees - 25 Trees	£21.95
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N05180	Curved Tunnel, Double Track	£29.50
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N08300	Spring Meadow 2.5mm (20g)	£2.40
N50210	Spring Meadow 2.5mm (100g)	£8.95
N08150	Spring Meadow 2.5mm (120g)	£14.95
N07066	Assortment of Static Grass	£23.95

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COMBI	One Track Train Controller	£40.95
D	Twin Track Train Controller	£93.95



Q	Four Track Train Controller	£179
WM1	Power Supply (16v ac-12v dc)	£19.50
GM50	OO / HO Wheel Cleaner	£38.95
DCC27	4 Function 1/8 Pin Decoder	£18.95

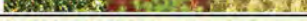


SR106	St. Michael's Church	£53.55
SR107	Lynch Gate	£5.36



miniNatur

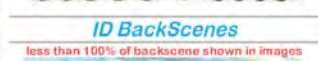
930-23	Maple Foliage - Early Fall	£4.64
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H4-P-003 - 754 in SE8CR grey

H4-P-004 - A325 in SR lined Maunsell green with Maunsell lettering

H4-P-005 - 1555 in SR black with Egyptian lettering

H4-P-006 - 1558 in SE black with sunshine lettering

H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

H4-P-011 - 27 "Primrose" in Bluebell Railway lined black (1960s)



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H4-AB14-004 - 14" 1863 in Caledonian Railway lined blue

H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2260 'No.23' in NCB green

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H7-A3-002 4472 "Flying Scotsman" in LNER grass green

H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

Unstreamlined Non-Corridor Tender Variants:

H7-A3-003 2745 "Captain Cuttle" in LNER black

H7-A3-004 60072 "Sunstar" in BR Express blue

H7-A3-005 60035 "Windsor Lad" in BR green with early crest

H7-A3-006 60077 "The White Knight" in BR green with late crest



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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)

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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

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31-741 1303 in LMS black
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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

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31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

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39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-602 Brake Composite BR Crimson
39-610 Composite SECR Dark Lake
39-611 Composite SR Olive Green
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39-621 Brake 3rd SR Olive Green

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38-727 BR grey without tank

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R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
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R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Wainwright Class H 0-4-4T

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R4789 FO first open E3050 in BR maroon



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OR76TOA002 56946 in GWR grey "Bridport"
OR76TOA003 W56955 in BR grey "Bordesley Junction"
OR76TOA004 W56962 in BR grey "Wolverhampton"

4-wheel brake vans:

OR76TOB001 17831 in GWR grey "Paddington"
OR76TOB002 56034 in GWR livery with plated sides - "Acton"
OR76TOB003 W35717 in BR grey "Basingstoke"
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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/ci450	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					121		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
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/OGaugeWW	£85	Oct 2016							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
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/ci07	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/oxdg	£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.

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Information correct at the time of going to press on 22/09/17.

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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 "Dyrlwyn 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



1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (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



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green G W R lettering (DJ).....£99



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ).....£99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ).....£99



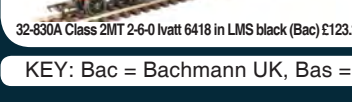
H1414 Class 14xx 0-4-2T 1450 in BR Lined green late crest (DJ).....£99



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



32-826A Class 2MT 2-6-0 Ivatt 46460 BR lined black early emblem (Bac).....£123.21



32-830A Class 2MT 2-6-0 Ivatt 6418 in LMS black (Bac).....£123.21



31-440 Class 2MT Ivatt 2-6-2T 41243 in 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



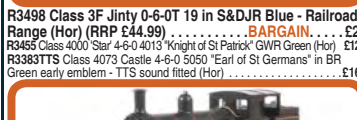
31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95).....£69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN**.....£72



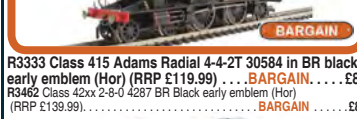
31-728 Class 3700 City 4-4-0 3708 "Kilmorey" Great Western green (Bac).....£118.96



R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99).....£60



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor).....£169



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99).....£82



R3462 Class 42xx 2-8-0 4287 BR Black early emblem (Hor) (RRP £139.99).....£83



R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor).....£67



R3499 Class 49xx 4-6-0 6947 "Helmingham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN**.....£57



R3313 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (RRP £99.99).....£58



31-884 Class 4F Midland 0-6-0 44044 in BR black late crest - weathered (Bac).....£106.21



32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (RRP £134.95).....£88

32-580A Class 4MT Ivatt 2-6-0 43014 BR black late crest - weathered (Bac).....£118.96



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



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 BR lined black late crest (Bac).....£135.96



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 BR lined black early emblem (Bac).....£135.96



31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £203.95



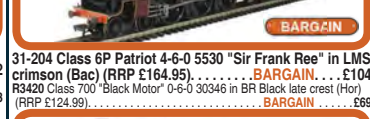
R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £181.99).....£109



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shitbutton 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



31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac).....£81.55



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac).....£81.55



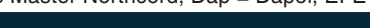
31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95).....£104



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99).....£69



R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99).....£69



31-014 Class 7F 2-8-0 89 in Somerset & Dorset Railway black (Bac).....£125.76



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £99.99) **BARGAIN**.....£68



R3528 Class A1X "Terrier" 0-6-0T 4 in Western Clevedon and Portishead Railway green (Hor).....£72



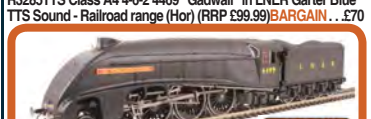
31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) (RRP £179.95).....£121



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99).....£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" BR green early emblem (Hor) £144



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



R3447 Class B17 4-6-0 2842 "Silverstone Hall" in LNER Lined Apple Green (Hor) (RRP £159.99).....£99



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99).....£99



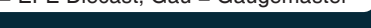
R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN**.....£59



35-076A Class E4 0-6-2T Brighton tank 2517 Southern Railway green (Bac).....£101.96



31-480 Class GSA Super D 0-9-0 5370 LMS black tender back cab (Bac).....£101.96



R3530 Class J15 0-6-0 65469 in BR black early emblem (Hor) **NEW**.....£108

R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49).....£75

R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) **BARGAIN**.....£69

R3407 Class J50 0-6-0T 68959 BR Black early emblem (Hor) (RRP £93.49).....£69

R3406 Class J50 0-6-0T Departmental No.14 in BR Black late crest (Hor) (RRP £93.49).....£69

R3533 Class J94 0-6-0ST "Lord Phil" in lined green - as preserved (Hor) **NEW**.....£72

OOJ94-001 Class J94 Austerity 0-6-0ST 68023 in BR black early crest & tall coal bunker (DJ) (RRP £95.50).....£69

R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99).....£82



UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82



32-279A Class K3 2-6-0 1304 in LNER black (Bac) £118.96



R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor) **NEW** £131



R3527 Class N15 'King Arthur' 4-6-0 742 'Camelot' in Southern Railway wartime black (Hor) **NEW** £149
 R3456 Class N15 King Arthur 4-6-0 30732 'Sir Henry Revel' in BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** £108



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (RRP £94.99) **BARGAIN** £68



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) **NEW** £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) **NEW** £93
 R3541 Class Q6 Raven 0-8-0 2265 LNER black pre-war lettering (Hor) **NEW** £132



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) £69.50



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



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



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
 30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 'City of Birmingham' in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £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 open wagons (Hor) (RRP £198) **BARGAIN** £149



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

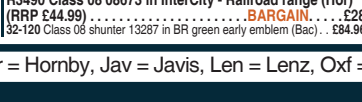
Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN** £94



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
 32-120 Class 06 shunter 13287 in BR green early emblem (Bac) £84.96



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 in BR blue - TTS sound fitted - Railroad Range (Hor) £93
 32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) £93.46
 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



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
 32-484 Class 40 40159 in BR Blue (Bac) £123.21



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74
 32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) £131.71



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39
 31-660 Class 47/4 47436 in BR Large Logo Blue (Bac) £114.71



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



R3483 Class 4DH 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



R3473 Class 56 56108 in Railfreight red stripe (Hor) £153



32-764 Class 57/3 57305 'Northern Princess' in DRS Northern Belle (Bac) £131.71



32-756 Class 57/6 57603 'Tintagel Castle' in GWR (2015) green (Bac) £131.71



R3572 Class 60 60087 'CLIC Sargent' in Colas Rail Freight orange/black (Hor) £149



32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac) £132
 32-981 Class 66 66416 in Freightliner Powerhaul (Bac) £131.71
 32-982 Class 66 66434 in DRS blue Compass Logos (Bac) £127.46



32-738 Class 66 66711 'Sence' in GBRF/Aggregate Industries (Bac) £131.71



R3573 Class 66/7 66751 'Inspiration Delivered - Hitachi Rail Europe' in GB Railfreight (Hor) **NEW** £85



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104



R3481 Class 67 67025 'Western Star' in EWS (Hor) (RRP £159.99) **BARGAIN** £99



4D-006-003 Class 73 electro-diesel 73135 in BR blue full yellow ends (Dap) £119.51



4000 Hawker Siddeley Brush HS4000 'Kestrel' prototype diesel electric loco (Hel) £155
 MM0203 Irish Class 201 diesel 203 in CIE orange (Mur) £126
 32-993 Type 27 Wickham Trolley and trailer MP0007 in BR engineers yellow wasp stripes (Bac) £67.96



GV2012 YEC Janus 0-6-0DE shunter in National Coal Board NCB blue (Gol) £84

Electric locos

0071-004HAT Class 71 E5013 in BR blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hattos (DJ) £139.95

Visit

www.hattons.co.uk/new

for all new releases



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £131



R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150
R285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) BARGAIN £80



R4747A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third S2627S in BR maroon (Hor) NEW £38



39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) NEW £50.96
39-127E BR Mk1 CK Composite Corridor Crimson & Cream Weathered (Bac) (RRP £39.95) BARGAIN £27
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
39-578 Hawksworth Auto-trailer in W234W in BR crimson & cream (Bac) £59.46



R4697 K-Type Pullman First Class Parlour Car 'Ursula' (Hor) (RRP £54.99) BARGAIN £39



R4695 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) £38



R4769 Maunsell corridor third 1224 in SR olive green (Hor) £38



R4534E Maunsell push-pull coach pack Set 601 in BR green (Hor) £76
39-500 Mk1 SLF Sleeper Car M2002 in BR Maroon (Bac) £38.21
39-500 Pack of 4 (Bac) (RRP £179.80) BARGAIN £136
34-678 Mk1 suburban S second E46116 in BR blue - weathered (Bac) (RRP £29.95) BARGAIN £20



39-005 Pack of Mk2A TSO & Class 101 DTCL 'Highlander Pack' in Kyle Line green and cream passenger figures (Bac) £118.96
39-001 Pair of Mk1 coaches in 'Works Test Train' BR blue & grey - weathered (Bac) (RRP £39.95) BARGAIN £65
R4663 Pullman First Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) BARGAIN £33
R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) BARGAIN £33
R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (RRP £49.99) BARGAIN £33
39-530 SR PMV parcels van S11515 in BR green black ends (Bac) £28.01



37-629 102 tonne glw Thrall BR steel strip carrier in DB Schenker (Bac) £27.16



38-700 12 Ton pipe wagon in BR bauxite (Early) (Bac) (RRP £23.95) £14
37-879 12 ton shock absorbing open wagon in BR bauxite (late) (Bac) (RRP £16.95) BARGAIN £11.50
MU90013 21-ton hopper - 'Askern Coalite' - Ltd Ed for Modelleisenbahn Union (Dap) NEW £12.95
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



38-045 31 tonne ZBA Bass open wagon in BR brown (Bac) (RRP £22.95) BARGAIN £14



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
7703 Class 77 EM2 Woodhead electric 27002 'Aurora' in BR black - Ltd Ed for Olivias Trains (Hel) £165
7701 Class 77 EM2 Woodhead electric 27005 'Minerva' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) £165



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) BARGAIN £79



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) BARGAIN £89
R3350 Class 90 00029 in DB Schenker (Hor) (RRP £69.99) BARGAIN £49
R3480 Class 92 92016 'Brahm's' in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) BARGAIN £52



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) £107



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) NEW £246



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



32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.46



4D-015-001 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55002 in BR blue & grey (Dap) £123.25



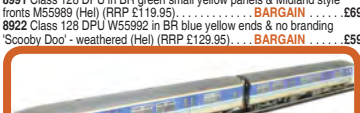
4D-015-003 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55012 in Regional Railways (Dap) £123.25



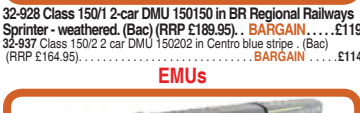
4D-015-005 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55007 in BR green small yellow panels (Dap) £123.25
4D-015-004 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55013 in BR blue (Dap) £123.25
4D-015-HAT01 Class 122 Gloucester RCW 'Bubblecar' single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) £129.95
8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (RRP £119.95) BARGAIN £59
8923 Class 128 DPU 55991 Royal Mail Letters red (Hel) (RRP £119.95) BARGAIN £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (RRP £119.95) BARGAIN £59



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) BARGAIN £69



8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) (RRP £129.95) BARGAIN £59



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) BARGAIN £82



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) BARGAIN £82
R3258 Class 401 2-BIL 2 car EMU BR blue (Hor) (RRP £130.25) BARGAIN £82



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) £271.96



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) £297.46



31-236A Class 205 'Thumper' 1121 in BR green small yellow panel - weathered (Bac) £203.96



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64



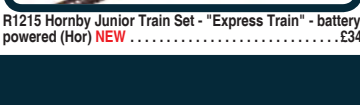
36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) BARGAIN £42



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) BARGAIN £45
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £130



R1215 Hornby Junior Train Set - 'Express Train' - battery powered (Hor) NEW £34



R4748A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite S6405S in BR maroon (Hor) NEW £38

Train sets - DCC



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) BARGAIN £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) BARGAIN £170
R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £199.99) BARGAIN £130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) BARGAIN £199



R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) NEW £38



R4793 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third 2628 in SR malachite green (Hor) NEW £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor) NEW £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment all third 320 in SR malachite green (Hor) NEW £38



R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third S2646S in BR maroon (Hor) NEW £38



R4749A 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment third class S280S in BR maroon (Hor) NEW £38



R4748A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite S6405S in BR maroon (Hor) NEW £38

Coaches



R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) NEW £38



R4793 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third 2628 in SR malachite green (Hor) NEW £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor) NEW £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment all third 320 in SR malachite green (Hor) NEW £38



R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third S2646S in BR maroon (Hor) NEW £38



R4749A 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment third class S280S in BR maroon (Hor) NEW £38



R4748A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite S6405S in BR maroon (Hor) NEW £38

Wagons



37-629 102 tonne glw Thrall BR steel strip carrier in DB Schenker (Bac) £27.16



38-700 12 Ton pipe wagon in BR bauxite (Early) (Bac) (RRP £23.95) £14



37-879 12 ton shock absorbing open wagon in BR bauxite (late) (Bac) (RRP £16.95) BARGAIN £11.50
MU90013 21-ton hopper - 'Askern Coalite' - Ltd Ed for Modelleisenbahn Union (Dap) NEW £12.95
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



Prices valid until 08/11/17

All prices correct
when going to press.
Errors excepted.

4F-040-027 4-plank open wagon "David Cook" (Dap) **NEW** £9.50
 4F-040-028 4-plank open wagon "David Cook" - weathered (Dap) **NEW** £10.50
 1151 4-wheel A tank 4021 in Esso grey Esso Petroleum lettering (Hel) £20.50
 1151 Pack of 4 (Hel) (RRP £39.80) **BARGAIN** £76
 MU90007 4-wheel GPV gunpowder van in GWR grey - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £11.95



37-604A 46T VGA sliding wall van in Railfreight grey & yellow (Bac) **NEW** £22.06



37-601B 46T VGA sliding wall van in Railfreight red & grey - weathered (Bac) **NEW** £22.06

MU90019 5-plank open wagon - "Worthington, Burton-on-Trent" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 MU90006 6-wheel milk tanker W2385 in plain yellow - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £15.95
 MU90009 7-plank open wagon "Clay" in grey - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 MU90017 7-plank open wagon - "Frame Wagon" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 MU90015 7-plank open wagon - "Highley Mining Company" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 MU90018 7-plank open wagon - "John North & Son, Abingdon" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 MU90014 7-plank open wagon - "Mountsorrel Granite" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 MU90016 7-plank open wagon - "North British Loco Coal" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 MU90017 7-plank open wagon in BR plant and machine department, bauxite - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.95
 4F-080-108 8-plank open wagon "Denaby" (Dap) **NEW** £9.50
 4F-080-109 8-plank open wagon "Denaby" - weathered (Dap) **NEW** £11



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14



R6724 Drax 102t biomass hopper in Drax 'Swoosh' tomorrow - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6736 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) (RRP £41.95) **BARGAIN** £28



R6796 HAA coal hopper 356318 in Trainload Coal - Railroad Range (Hor) **NEW** £8
 R6793 KFA container wagon Tiptronic Rail 1x20 and 1x40 container (Hor) £29
 B610C KQA/KTA Pocket wagon & container (Dap) £26.50



R6825 Merry Christmas 2017 open gift wagon (Hor) **NEW** £13
 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



R6890 Pack of 3 HFA coal hopper wagons in BR railfreight yellow cradle and "Barry Depot" branding - Railroad Range (Hor) **NEW** £21
 4F-044-007 Pair of FEA-B Spine Wagons 640155 & 640156 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
 R6829 PGA Hopper Wagons, Tarmac - Three Wagon Pack (Hor) **NEW** £38



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 Pack of 4 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) £119
 H4-WW-003 Single (Hat) £33
 H4-WW-008 Warwell wagon 50t diamond frame bogies KDE314159 in BR black S&T branding and steel/rail carriers (Hat) £33



H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat) £33
 H4-WW-004 Warwell wagon 50t diamond frame bogies MODA95560 MOD 1970s olive (Hat) £33
 H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 MOD 2000s olive (Hat) £33
 H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95562 MOD 2000s olive (Hat) £33
 R6832 YGS Seacow bogie ballast hopper DB980100 engineers Dutch (Hor) £25.19

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205
 R8213 DCC Select unit (boxed) (Hor) £90

Point motors



R8243 Surface Mounted point motor (Hor) £8

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Lighting equipment

R8952 Bulbs for Skale Lighting system (x 4) (Hor) (RRP £6.99) **BARGAIN** £2

Spare

36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61
 SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2
 SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
 SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

Metal Conductive RAIL JOINERS



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
 20KAD5E NEM362 Kadee coupling - Extra-Long (11.68mm) - Pack of four (Kad) £5



19KAD5E NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) £5
 18KAD5E NEM362 Kadee coupling - Medium (8.83mm) - Pack of four (Kad) £5
 30KAD5E Under-the-ies Eies Uncoupler (Kad) £20

Wheel sets

R8097 Metal 3 hole disc wagon wheels on axles (10 axes) 12.6mm diameter (Hor) £12
 36-015 Metal 3-hole disc wagon wheels on 10 metal axes - 12.6mm - Pack of 20 (Bac) £11
 R8096 Metal disc wheels on axles (10 axes) (Hor) £12

Man-made scenic structure - railway-related

44-154 2 platform ramps - Great Central style (122 x 165 x 20mm) (Bac) (RRP £14.95) **BARGAIN** £9.50
 44-153 2 straight platforms - Great Central style (122 x 165 x 20mm) (Bac) £12.71
 44-0011 2 wooden platform ramps (Bac) (RRP £11.95) **BARGAIN** £8



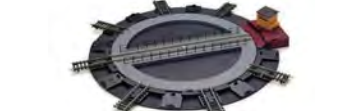
89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199



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
 44-185 Grain Loading Hopper (55 x 49 x 179mm) (Bac) (RRP £29.95) **BARGAIN** £18



R514 Platform Canopy x 2 (Hor) £12
 44-0015 Post-war station canopy (238 x 122 x 42mm) (Bac) (RRP £24.95) **BARGAIN** £16

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
 4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22
 4L-003-003 Signal - motorised, SR ladder home (Dap) £25

Buildings - general

44-0080 Beach Huts (Bac) **NEW** £16.96
 44-0047 Brick built corner florist store - "Back to the Fuschia" (Bac) (RRP £34.95) **BARGAIN** £22
 44-040 Diesel depot fueling point - Scarescape range (162 x 37 x 56mm) (Bac) £13
 44-0039 Fishing Net Lotts (Bac) (RRP £29.95) **BARGAIN** £18
 44-244 Low relief accountants (80 x 24 x 115mm) (Bac) (RRP £23.95) **BARGAIN** £15



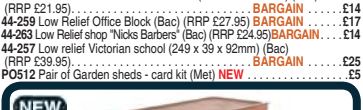
44-265 Low Relief Block of flats (Bac) (RRP £62.95) **BARGAIN** £36
 44-247 Low relief bookmakers maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95) **BARGAIN** £14
 44-255 Low relief derelict houses (120 x 19 x 105mm) (Bac) (RRP £24.95) **BARGAIN** £16

44-242 Low relief gentlemen's outfitters (60 x 19 x 115mm) (Bac) (RRP £22.95) **BARGAIN** £15
 44-256 Low relief hardware store maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95) **BARGAIN** £14
 44-264 Low Relief Hines Hair and Beauty (Bac) (RRP £24.95) **BARGAIN** £15

44-241 Low relief local bank (97 x 35 x 103mm) (Bac) (RRP £21.95) **BARGAIN** £14
 44-260 Low Relief Local Garage (Bac) (RRP £27.95) **BARGAIN** £17
 44-258 Low relief milk depot (145 x 50 x 75mm) (Bac) (RRP £39.95) **BARGAIN** £43

44-249 Low relief off-licence maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95) **BARGAIN** £14
 44-259 Low Relief Office Block (Bac) (RRP £27.95) **BARGAIN** £17
 44-263 Low Relief shop "Nicks Barbers" (Bac) (RRP £24.95) **BARGAIN** £14
 44-257 Low relief Victorian school (249 x 39 x 92mm) (Bac) (RRP £39.95) **BARGAIN** £25

P0512 Pair of Garden sheds - card kit (Met) **NEW** £5



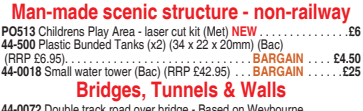
44-0070 Prefab Commercial Building (Bac) **NEW** £28.86
 44-193 Prefabricated Modern House or Site office (124 x 81 x 35mm) (Bac) (RRP £23.95) **BARGAIN** £15
 44-101 Pumping Station (134 x 74 x 48mm) (Bac) (RRP £29.95) **BARGAIN** £14
 44-0069 Tabernacle (Bac) **NEW** £42.46
 R9861 The Fish & Chip Shop - Based on R9835 (Hor) **NEW** £25
 R9859 The General Store - Based on R9833 (Hor) **NEW** £25
 R9858 The Sub-Post Office - Based on R9832 (Hor) **NEW** £25
 R9860 The Village Pub - Based on R8748 (Hor) **NEW** £36
 44-180 Traders Store (75 x 54 x 64mm) (Bac) (RRP £29.95) **BARGAIN** £16
 44-0076 Watermill (Bac) **NEW** £40.76
 44-0006 Wooden village hall (160 x 96 x 70mm) (Bac) (RRP £44.95) **BARGAIN** £27

Man-made scenic structure - non-railway

P0513 Childrens Play Area - laser cut kit (Met) **NEW** £6
 44-500 Plastic Bundled Tanks (x2) (34 x 22 x 20mm) (Bac) (RRP £6.95) **BARGAIN** £4.50
 44-0018 Small water tower (Bac) (RRP £42.95) **BARGAIN** £25

Bridges, Tunnels & Walls

44-0072 Double track road over bridge - Based on Weybourne station (Bac) **NEW** £38.21
 R8008 Grand suspension bridge (Hor) £39



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
 44-569 Quayside walls Steps (Bac) (RRP £39.95) **BARGAIN** £24

44-0041 Rail over River Bridge (Bac) (RRP £54.95) **BARGAIN** £39
 P0245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11

People - civil



36-408 12 x Seated Coach Passengers (Bac) £11.50



36-047 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Setrack

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

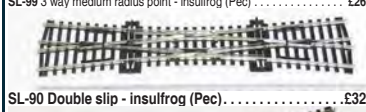
Track - Code 100 Streamline



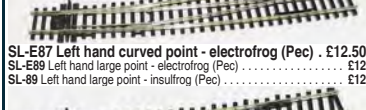
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
 SL-100 Single (Pec) £3



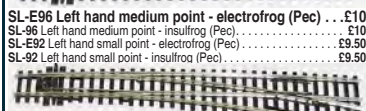
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
 SL-102 Single (Pec) £3
 SL-E99 3 way medium radius point - electrofrog (Pec) £26
 SL-99 3 way medium radius point - insulfrog (Pec) £26



SL-90 Double slip - insulfrog (Pec) £32



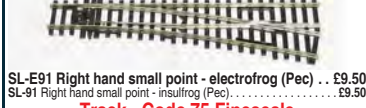
SL-E87 Left hand curved point - electrofrog (Pec) £12.50
 SL-E89 Left hand large point - electrofrog (Pec) £12
 SL-89 Left hand large point - insulfrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10
 SL-96 Left hand medium point - insulfrog (Pec) £10
 SL-E82 Left hand small point - electrofrog (Pec) £9.50
 SL-92 Left hand small point - insulfrog (Pec) £9.50



SL-E86 Right hand curved point - electrofrog (Pec) £12.50
 SL-86 Right hand curved point - insulfrog (Pec) £12.50
 SL-E88 Right hand large point - electrofrog (Pec) £12
 SL-88 Right hand large point - insulfrog (Pec) £12



SL-E95 Right hand medium point - electrofrog (Pec) £10
 SL-95 Right hand medium point - insulfrog (Pec) £10

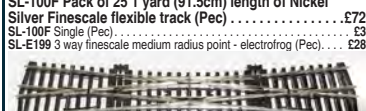


SL-E91 Right hand small point - electrofrog (Pec) £9.50
 SL-91 Right hand small point - insulfrog (Pec) £9.50

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

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for all forthcoming releases



SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



SL-E192 Finescale left hand small point - electrofrog (Pec) £10



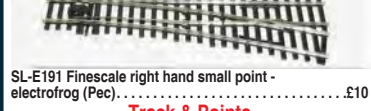
SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



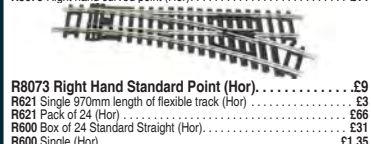
SL-E191 Finescale right hand small point - electrofrog (Pec) £10

Track & Points

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
R6262 Double 4th radius curve (8 make a circle) (Hor)	£3
R601 Box of 24 Double Straight (Hor)	£47
R601 Single (Hor)	£210
R8074 Left hand curved point (Hor)	£14



R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight - 670mm (Hor) £3
R603 Long straight track nickel silver (same as R603) (Bac) £3
R603 Box of 10 (Bac) (RRP £35) £24.80
R8075 Right hand curved point (Hor) £14



R8073 Right Hand Standard Point (Hor) £9
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Box of 24 Standard Straight (Hor) £31
R600 Single (Hor) £1.35
36-600 Straight Track 168mm (same as Hornby R600) (Bac) £1.20
36-600 Box of 24 (Bac) (RRP £36) £27.54

Track underlay

ST1474 24" O/O Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24" (Wool)	£10
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GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16" 4") (Pec) £9.50

Buses

UK8020 ADL Enviro200 Dart London United (Nor)	£49
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76BI001 Beadle Integral East Kent (Oxf) £15.50



38120 Bristol VRT - British Rail Plant and machinery training vehicle (EFE) NEW £29.71



76IR6001 Irizar i6 Translink Goldline (Oxf) £19.50



15808 Leyland PD1 'East Kent' - '66, Ramsgate Harbour' (EFE) £29.71



76PD2005 Leyland PD2/12 Edinburgh (Oxf) NEW £17
76PD2004 Leyland PD2/12 Samuel Ledgard (Oxf) £17



OM46618A New Routemaster - Stagecoach, 8 Bow Church (Cor) NEW £33

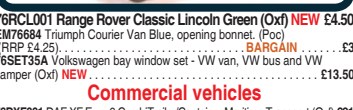


76PAN006 Plaxton Panorama Bere Regis & District (Oxf) NEW £15.50
76RM112 Routemaster London Transport Bow Centenary (Oxf) NEW £8.50
76IRZ005 Scania Irizar PB White (Oxf) £17

Cars



76SET14A 5-piece Jaguar collection (Oxf) NEW £22.50



76RCL001 Range Rover Classic Lincoln Green (Oxf) NEW £4.50
EM76684 Triumph Courier Van Blue, opening bonnet (Pec) (RRP £4.25) £3
76SET35A Volkswagen bay window set - VW van, VW bus and VW camper (Oxf) NEW £13.50

Commercial vehicles

76DXF001 DAF XF Euro 6 CombTrailer/Container Maritime Transport (Oxf)	£21
76FBB001 Fowler BB1 16hp Ploughing Engine No.15145 Rusty Dorset (Oxf)	£14.50



76FBB002 Fowler BB1 Plough Engine No.15222 Bristol Rover + Living Wagon Dorset (Oxf) NEW £18



76FBB003 Fowler BB1 Ploughing Engine No.15436 Princess Mary (Oxf) £14



76MB006 Mercedes Actros GSC Curtainside Sparks Transport (Oxf) NEW £21



76SCT003 Scania Car Transporter Woodside Motorfreight Ltd (Oxf) NEW £29
76VOL4003 Volvo FH4 Curtainside - Knowles Transport (Oxf) £21.50

Farming & Construction

76SET108 Pack of three tractors - green, blue and grey (Oxf) NEW	£12
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Military ground vehicles

76LRL001 Land Rover 1/2 Ton Lightweight United Nations (Oxf) NEW	£5
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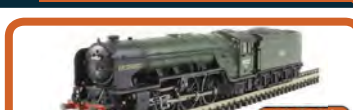
N Gauge Steam locos



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96
371-987 Class 64xx 0-6-0 Pannier Tank 6412 BR Lined Green late crest (Gra) £80.71



371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black early emblem (Gra) £80.71



372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late crest (Gra) (RRP £169.95) £94



25-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances (Dap) NEW £128.83
25-008-011D Class A4 4-6-2 2512 'Silver Fox' in LNER grey valances DCC Fitted (Dap) NEW £150.57
25-008-002 Class A4 4-6-2 4498 'Sir Nigel Gresley' in LNER blue double chimney - as preserved (Dap) £122



372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra) (RRP £129.95) £84

Train packs

370-430 'Capital Connection' Network SouthEast train pack (Gra)	£178.46
25-011-005D 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



25-011-005 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 2-8-0 No.400 'Sir Guy Williams' & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) (RRP £139.95) £99

Diesel locos



371-036 Class 20 20227 in London Underground (Gra) £101.96
2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels - DCC Fitted (Dap) £110
2D-018-008 Class 35 'Hymek' D7043 BR green small yellow panels (Dap) £98.29



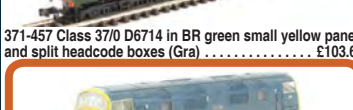
371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) £103.66



371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra) (RRP £121.95) £72



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66



371-605 Class 42 Warship 810 'Cockade' in BR Blue - weathered (Gra) (RRP £124.95) £72

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

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) £89



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) £89

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96

Coaches

374-053G BR Mk1 SK Second Corridor E24945 in BR Maroon (Gra)	£25.46
374-055E BR Mk1 SK Second Corridor M24932 in Blue & Grey (Gra)	£25.46
374-110A BR Mk2A TSO Tourist Second Open in blue & grey (Gra)	£25.46
2P-005-310 Mk3 buffet 44021 First Great Western 'dynamic lines' (Dap)	£21.39
2P-005-424 Mk3 TFO first open 41036 in Virgin Trains (Dap) NEW	£21.39
2P-005-980 Mk3 TFO first open 41205 in Grand Central (Dap) NEW	£21.39
2P-005-438 Mk3 TSO second open 42116 in Virgin Trains (Dap) NEW	£21.39
2P-005-439 Mk3 TSO second open 42258 in Virgin Trains (Dap) NEW	£21.39
2P-005-990 Mk3 TSO second open 42404 in Grand Central (Dap) NEW	£21.39
2P-005-991 Mk3 TSO second open 42406 in Grand Central (Dap) NEW	£21.39



2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap) £116

Wagons

377-976A 12T Eastern ventilated van plankend ends BR early (Gra) NEW	£13.56
377-975A 12T Eastern ventilated van plankend ends LNER oxide (Gra) NEW	£13.56
373-507A 46T HEA hopper in BR Railfreight red and grey (Gra)	£11.86
377-1008 90T GLW bogie hopper in RMC - weathered (Gra)	£29.71
2F-044-004 Pair of FEA-B Spine Wagons 640011 and 640712 Freightliner (Dap) NEW	£31.04
2F-044-001 Pair of FEA-B Spine Wagons 640707 & 640708 Freightliner (Dap) NEW	£31.04
2F-044-003 Pair of FEA-B Spine Wagons 640719 & 640720 Freightliner (Dap) NEW	£31.04
2F-044-002 Pair of FEA-B Spine Wagons 640721 & 640722 Freightliner (Dap) NEW	£31.04

Spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec)	£2
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Man-made scenic structure - railway-related

PN941 Wall-backed platform canopy - card kit (Met) NEW	£9.50
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Buildings - general

42-0032 28' Static Caravan (Gra) NEW	£16.96
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42-0046 Corner Store (Gra) NEW £28.86
42-0030 Farmhouse (Gra) NEW £19.51



42-124 Village Pub (Gra) NEW £33.96
PN153 Village School - card kit (Met) NEW £10

Man-made scenic structure - non-railway

PN128 Coaching Inn 'The Black Bull' - card kit (Met) NEW	£9
PN812 Pair of Garden sheds - laser cut kit (Met) NEW	£5

Track - Code 80 Setrack

ST-11 Double straight track (Pec)	£1.50
ST-17 N Setrack No.3 radius double curve (8 form a circle). 288.5mm/11.75" radius (Pec)	£2
ST-15 No.2 radius double curve (Pec)	£1.50
ST-6 Setrack left hand point insulfrog (Pec)	£8.50



ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline

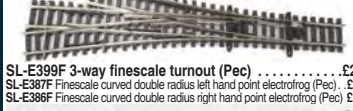
SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec)	£3
SL-302 Pack of 25 (Pec)	£64



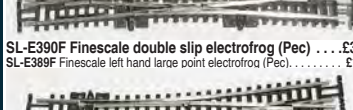
SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand medium point insulfrog (Pec) £9.50
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec)	£3
SL-300F Pack of 30 (Pec)	£84



SL-E399F 3-way finescale turnout (Pec) £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

Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details



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

Cars

NAP003 Austin Princess (Late) Carlton Grey/Lt Grey (Oxf) **NEW** £3.50

Commercial vehicles

NMCP007 CMP Southdown (Oxf) **NEW** £5.50

NMB002 Mercedes Actros Curtainside Pollock (Oxf) **NEW** £11.50

NVOL4006 Volvo FH4 Walking Floor A W Jenkinson (Oxf) **NEW** £11

Farming & Construction

NFARM002 Farm Trailer (Oxf) **NEW** £4

NFARM001 Livestock Trailer (Oxf) **NEW** £4

Military ground vehicles

NCMP001 CMP 1st Canadian Infantry Div (Oxf) **NEW** £5.50

Public Service vehicles

NMA001 Mercedes Ambulance Wales (Oxf) **NEW** £5.50

O Gauge (1:43 Scale)**Steam locos**

7S-010-010 Class A1X Terrier 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25
7S-010-010D Class A1X Terrier 0-6-0T W9 'Fishbourne' in Southern Railway green - DCC Sound Fitted (Dap) £340



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25



7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) £191.25
7S-010-009D Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown - DCC Sound Fitted (Dap) £340

Diesel locos

2593 Class 05 shunter in BR blue wasp stripes (late version) (Hel) **NEW** £315

NEW

2590 Class 05 shunter in BR green no yellow ends (Hel) **NEW** £315

NEW

2592 Class 05 shunter in BR green wasp stripes (early version) (Hel) **NEW** £315
2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) **NEW** £315
2596 Class 05 shunter Industrial maroon wasp stripes on bufferbeam (Hel) **NEW** £315

NEW

2595 Class 05 shunter in NCB National Coal Board green red detailing and wasp stripes (Hel) **NEW** £315

NEW

2594 Class 05 shunter No.2 in CEBG yellow wasp stripes (Hel) **NEW** £315

NEW

7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) **NEW** £191.25

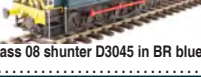
7D-008-007 Class 08 shunter 13003 BR black early emblem (Dap) **NEW** £191.25
7D-008-007D Class 08 shunter 13003 in BR black early emblem - DCC sound fitted (Dap) **NEW** £340

NEW

7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) **NEW** £191.25
7D-008-009D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap) **NEW** £340

NEW

7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £199.95

NEW

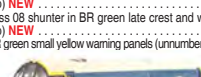
7D-008-008 Class 08 shunter D3305 in BR green early crest and wasp stripes (Dap) **NEW** £191.25
7D-008-008D Class 08 shunter D3305 in BR green early crest and wasp stripes - DCC sound fitted (Dap) **NEW** £340

NEW

7D-008-010 Class 08 shunter D3316 BR blue (without ladder) (Dap) **NEW** £191.25
7D-008-010U Class 08 shunter BR black early emblem - unnumbered (Dap) **NEW** £191.25

NEW

7D-008-010U Class 08 shunter BR blue (without ladder) - unnumbered (Dap) **NEW** £191.25
7D-008-011U Class 08 shunter BR blue (without ladder) - unnumbered (Dap) **NEW** £191.25

NEW

7D-008-008U Class 08 shunter in BR green early crest and wasp stripes - unnumbered (Dap) **NEW** £191.25
7D-008-009U Class 08 shunter in BR green late crest and wasp stripes - unnumbered (Dap) **NEW** £191.25

NEW

2551 Class 251 BR green small yellow warning panels (unnumbered) (Hel) £470

3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel) £470

4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) £550

6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Wagons

7F-054-001 12-ton Meat Van 870060 in BR crimson (Dap) £42.46

7F-056-007 12-ton van planked sides B755186 in BR bauxite (Dap) £42.46

7F-056-005 12-ton van plywood sides B766440 in BR bauxite (Dap) £42.46

7F-056-006 12-ton van plywood sides B775624 in BR bauxite (Dap) £42.46

MU99007 5-plank open wagon "Clay" in grey - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99002 5-plank open wagon - "Albion Brewery, Wrexham" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99008 5-plank open wagon - "Frame Wagon" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99006 5-plank open wagon - "John North & Son, Abingdon" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99005 5-plank open wagon - "Mountsorrel Granite" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

MU99004 5-plank open wagon - "Worthington, Burton-on-Trent" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

7F-053-005 5-plank open wagon Diagram 44 B495971 BR bauxite (Dap) £38.25

7F-053-006 5-plank open wagon Diagram 44 B496136 BR bauxite (Dap) £38.25

MU99003 7-plank open wagon "Raven Collieries, Swansea" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £44.95

4376 BR green DB983239 - Dogfish (Hel) £79

Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75

SL-700BH Single (Pec) £6.50

SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85

SL-E787BH Left hand O gauge curved turnout (Pec) £52

SL-E782BH Left hand point bullhead rail and electrofrog (Pec) £41

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6

ST-U751 Setrack second radius Unifrog left hand point (Pec) £43

ST-U750 Setrack second radius Unifrog right hand point (Pec) £43

SL-E797BH Y Point bullhead rail & electrofrog (Pec) £41

Cars

43AMD62003 Aston Martin DB2 MkIII Saloon Peony Red (Oxf) **NEW** £19.40

VA13312 Ford Capri RS2600 Mk1 Tour de France (Cor) **NEW** £26

VA12610 Ford Escort Mk2 RS1800, John Taylor (Cor) **NEW** £26

43XK150008 Jaguar XK150 Roadster Carmen Red (Oxf) **NEW** £19.50

43RSC001 Rolls Royce Silver Cloud I Sand/Sable (Oxf) £21

VA07007 Sunbeam Alpine Quartz Blue Metallic (Cor) **NEW** £24

Commercial vehicles

43WM007 Whitby Mondial Ice Cream Piccadilly Whip (Oxf) **NEW** £14

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 Quadrule 4 circuit power controller (Gau) £140

M1 Transformer Output 2 x 16v AC 1A (Gau) £37

PL-15 Twin Microswitch (Pec) £7

Analogue power supplies

Analogue point control

DCC decoders

DCC-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110

DCC-21PIN-Direct Single (Hat) £12

DCC-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 (Hor) £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 6 & 21-pin 4-function 1A (1.6A peak) small OMNI decoder (measures 23x1 x 27x1 x 10d mm) x 5 (Gau) £71

DCC-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCC-8PIN-Harness Single (Hat) £10

DCC-8PIN-Harness Box of 5 (Hat) £48

DCC22 8-pin 2-function 1A (2A peak) very small decoder (Gau) £25

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

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

PL-26R Passing Contact Switch - Red Lever (Pec) £5.50

WJP5700 Lights and Hub set - Just Plug lighting system (Woo) £15.50

SL-14 Track Fixing Pins (Pec) £1.50

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

36-557 Single (Bac) £15.73

X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £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 6 & 21-pin 4-function 1A (1.6A peak) small OMNI decoder (measures 23x1 x 27x1 x 10d mm) x 5 (Gau) £71

DCC-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCC-8PIN-Harness Single (Hat) £10

DCC-8PIN-Harness Box of 5 (Hat) £48

DCC22 8-pin 2-function 1A (2A peak) very small decoder (Gau) £25

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

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

PL-26R Passing Contact Switch - Red Lever (Pec) £5.50

WJP5700 Lights and Hub set - Just Plug lighting system (Woo) £15.50

SL-14 Track Fixing Pins (Pec) £1.50

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92

R8249 Single (Hor) £16

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £13

DCR-8PIN-Direct Box of 5 (Hat) £59

DCR-8PIN-Direct Box of 10 (Hat) £105

R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) **NEW** £36

R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 'King' steam loco (Hor) **NEW** £36

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) **NEW** £36

R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) **NEW** £36

R8108 TTS DCC Sound Decoder 8 pin plug - Thompson Class A1 steam loco (Hor) **NEW** £36

DCC controllers

36-504RC Dymalis Ultima® DCC System Trial copy RailController Software (Bac) £240

36-520 EZ Command 5 amp booster transformer (Bac) £170

524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £220

DCC04 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369

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 autotrap polarity reversal switches - for electrofrog points (Gau) £14

DCC40 Reverse loop control module (Gau) £34

Point motors

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36

PL-10E Single (Pec) £6

PL-10 Bag of 6 (Pec) £34

PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PM-2 Seep point motor (Gau) £5.50

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

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DCC-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94



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Kevin: 07866073194

Stephen: 07958372872

Cable Drums: OO & O Gauge

KS51-01-03	 5ft Cable Drums + Stand	£6.75
KS51-02-02	 7ft Cable Drums + Stand	£5.55

Platforms and Pits: N OO & O Gauge

KS19-01-03	 Inspection Pit	£16.75
KS25-01-01	 Stabling Platform	£6.00
KS25-01-02	 Stabling Platform	£5.00
KS25-02-03	 DMU/Carriage Stabling	£10.75
KS25-03-02	 Station Platform End 50mm	£3.50
KS25-04-02	 Station Platform 50mm	£6.50
KS25-05-02	 Station Platform End 75mm	£4.50
KS25-06-02	 Station Platform 75mm	£7.50

Fencing: OO & O Gauge

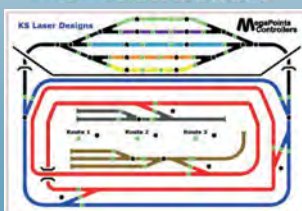
KS32-01-02	 Security Fencing	£9.00
KS32-01-03	 Security Fencing	£10.50
KS33-01-02	 Security Double Gates	£2.50
KS33-01-03	 Security Double Gates	£8.00
KS33-02-03	 Single Personnel Gate	£2.50



Mimic Control Panels and Boxes Made To Order

Working with

MegaPoints Controllers



Building Kits: N OO & O Gauge

KIT04-01-02	 Pitched Roof Goods Shed	£30.00
KIT05-01-02	 Pitched Roof Engine Shed	£30.00
KIT05-02-01	 Pitched Roof Engine Shed	£30.00
KIT01-01-L	 North Light Goods Shed	£15.00
KS29-01-03	 12ft x 8ft Shed	£9.40
KS29-03-03	 Wooden Café	£12.00
KS29-10-03	 Platelayers Hut	£12.00
KS36-02-01	 3 Bay bus Depot	£6.00
KS36-03-01	 3 Bay Engine Shed	£6.00
KS36-03-02	 3 Bay Engine Shed	£15.00
KS70-01-02	 Fire Station Training Tower	£6.00
KS70-02-02	 Small Fire Station	£30.00

Walls, Support and Arched: OO & O Gauge

KIT02-01-02	 Support Wall	£9.75
KIT06-01-03R	 North Light Low Relief	£19.80
KS26-05-02	 Low Relief Arches with Door	£12.50
KS26-01-03	 Single Low Relief Arch	£13.50
KS27-01-02L	 5ft Brick Wall	£3.85
KS27-01-03	 8ft Brick Wall	£11.00
KS27-02-03	 5ft Brick Wall	£9.50

Bridge Kits: N, OO & O Gauge

KS44-02-01	 Swanage Triple Lane Bridge	£25.00
KS44-03-02	 Triple Lane Bridge	£36.00
KS44-05-03	 Double Brick Bridge	£86.00

MegaPoints Controllers

Awesome mimic panel control system

Have us *design and build* your mimic panel for you. Professionally cut and *expertly assembled*. We take care of all the details, *one supplier for everything*. Available with or without enclosure (*flat or angled options*). Use our LEDs and buttons (*preferred*) or your own.

Plug and play wiring - absolutely no soldering, just plug in cables. Easy, *detachable wipe clean panel*, nothing attaches directly to fascia. Only power and a signal cable connect the whole enclosure to your layout. Feedback data *displays block occupancy* and *points position*, built right in. *Works with analogue (DC) and digital (DCC) - at the same time!* Use to drive traditional *solenoid motors*, *stall motors*, *servos* or *relays*.

Kato points option coming soon.

Extensive *how-to video library* shows you how. Telephone and email support for *advice and guidance*.

Our website has *many examples of our work*. Maximum single panel size 600mm x 350mm (*multiple panels snap together*).



Multiple enclosure styles

No soldering!
Plug-n-play
panel wiring.



Locating holes for LEDs and buttons clearly marked.



LEDs push into rear panel.



Buttons attach from the rear, held with screws (supplied).

Website & details: megapointscontrollers.com

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Fine Ballast **£4.21 £4.95**

WB70 Fine Ballast Iron Ore
WB71 Fine Ballast Dark Brown
WB72 Fine Ballast Brown
WB73 Fine Ballast Buff
WB74 Fine Ballast Light Grey
WB75 Fine Ballast Grey
WB76 Fine Ballast Cinders



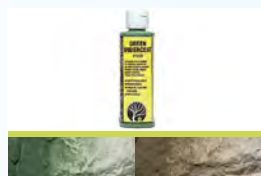
Medium Ballast **£4.21 £4.95**

WB77 Medium Ballast Iron Ore
WB78 Medium Ballast Dark Brown
WB79 Medium Ballast Brown
WB80 Medium Ballast Buff
WB81 Medium Ballast Light Grey
WB82 Medium Ballast Grey
WB83 Medium Ballast Cinders
WB94 Medium Ballast Grey Blend **£8.75**



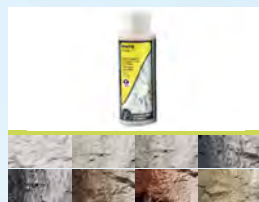
Coarse Ballast **£4.21 £4.95**

WB84 Coarse Ballast Iron Ore
WB85 Coarse Ballast Dark Brown
WB86 Coarse Ballast Brown
WB87 Coarse Ballast Buff
WB88 Coarse Ballast Light Grey
WB89 Coarse Ballast Grey
WB90 Coarse Ballast Cinders



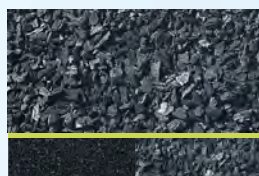
Earth Colours Undercoat **£7.44 £8.75**

WC1228 Liquid Pigment Undercoat Green
WC1229 Liquid Pigment Undercoat Earth



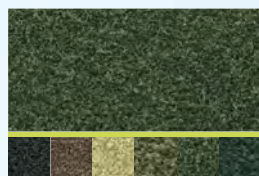
Earth Colours **£5.95 £7.00**

WC1216 Liquid Pigment White
WC1217 Liquid Pigment Concrete
WC1218 Liquid Pigment Stone Grey
WC1219 Liquid Pigment Slate Grey
WC1220 Liquid Pigment Black
WC1221 Liquid Pigment Raw Umber
WC1222 Liquid Pigment Burnt Umber
WC1223 Liquid Pigment Yellow Ochre



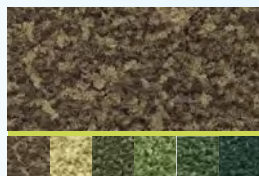
Coal **£3.83 £4.50**

WB92 Coal Mine Run
WB93 Coal Lump



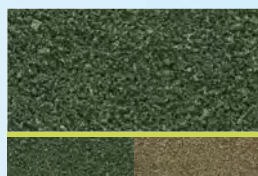
Fine Turf **£2.98 £3.50**

WT41 Fine Turf Soil
WT42 Fine Turf Earth
WT43 Fine Turf Yellow Grass
WT44 Fine Turf Burnt Grass
WT45 Fine Turf Green Grass
WT46 Fine Turf Weeds



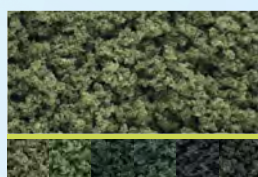
Coarse Turf **£2.98 £3.50**

WT60 Coarse Turf Earth
WT61 Coarse Turf Yellow Grass
WT62 Coarse Turf Burnt Grass
WT63 Coarse Turf Light Green
WT64 Coarse Turf Medium Green
WT65 Coarse Turf Dark Green



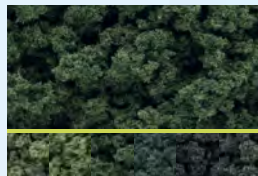
Blended Turf **£5.95 £7.00**

WT49 Blended Turf Green Blend
WT50 Blended Turf Earth Blend



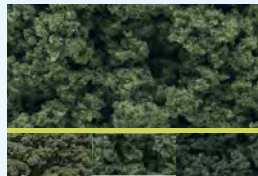
Underbrush **£4.47 £5.25**

WFC134 Underbrush Olive Green
WFC135 Underbrush Light Green
WFC136 Underbrush Medium Green
WFC137 Underbrush Dark Green
WFC138 Underbrush Forest Green
WFC139 Underbrush Forest Blend



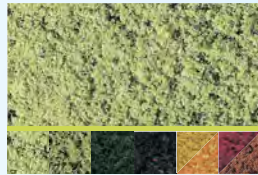
Bushes **£4.47 £5.25**

WFC144 Bushes Olive Green
WFC145 Bushes Light Green
WFC146 Bushes Medium Green
WFC147 Bushes Dark Green
WFC148 Bushes Forest Green
WFC149 Bushes Forest Blend



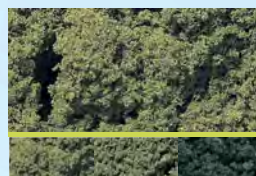
Clump Foliage **£5.95 £7.00**

WFC682 Clump Foliage Light Green
WFC683 Clump Foliage Medium Green
WFC684 Clump Foliage Dark Green



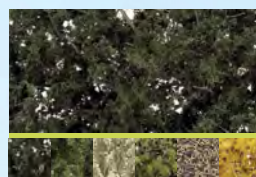
Foliage **£4.47 £5.25**

WF51 Foliage Light Green
WF52 Foliage Medium Green
WF53 Foliage Dark Green
WF54 Foliage Conifer Green
WF55 Foliage Early Fall Mix
WF56 Foliage Late Fall Mix



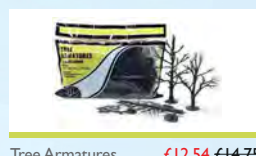
Foliage Clusters **£8.08 £9.50**

WFC57 Foliage Clusters Light Green
WFC58 Foliage Clusters Medium Green
WFC59 Foliage Clusters Dark Green



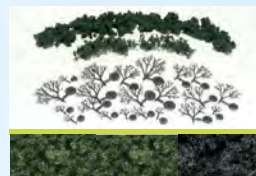
Fine Leaf Foliage **£14.67 £17.25**

WFI130 Fine Leaf Foliage Dark Green
WFI131 Fine Leaf Foliage Medium Green
WFI132 Fine Leaf Foliage Light Green
WFI133 Fine Leaf Foliage Olive Green
WFI134 Fine Leaf Foliage Dead Foliage
WFI135 Fine Leaf Foliage Fall Mix



Tree Armatures **£12.54 £14.75**

WTRI120 Deciduous Trees 3/4" to 2"
WTRI121 Deciduous Trees 2" to 3"
WTRI122 Deciduous Trees 3" to 5"
WTRI123 Deciduous Trees 5" to 7"
WTRI124 Pine Trees 2.5" to 4"
WTRI125 Pine Trees 4" to 6"



Realistic Tree Kits **£11.69 £13.75**

WTRI111 Deciduous 3/4" to 3" Med Green
WTRI112 Deciduous 3" to 7" Med Green
WTRI113 Pine 2 1/2" to 6" Forest Green



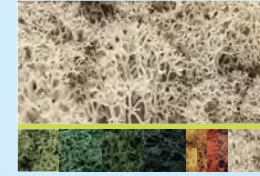
Earth Colour Kit **£14.67 £17.25**

WC1215 Earth Colour Kit



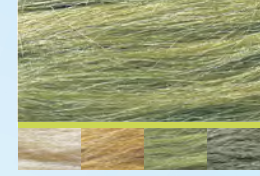
Water

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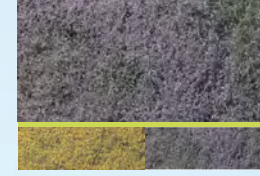
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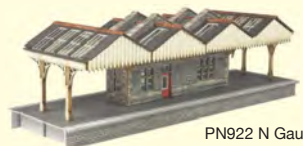
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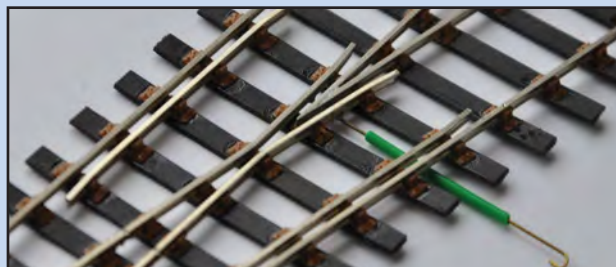
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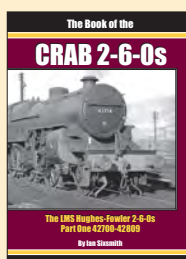
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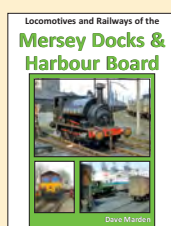
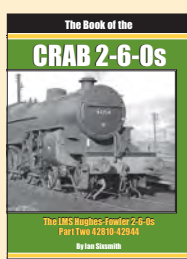
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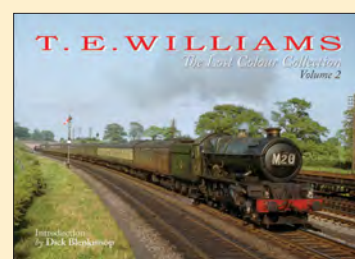
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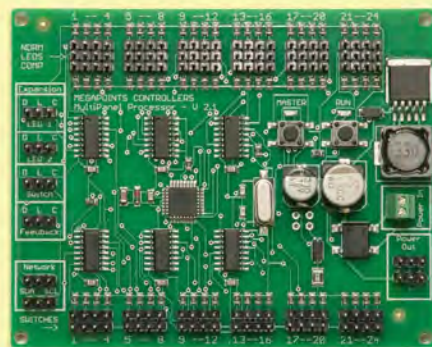
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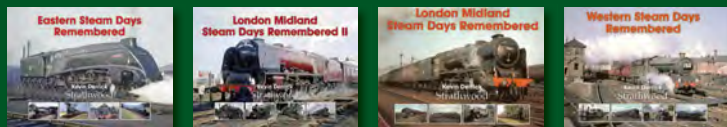
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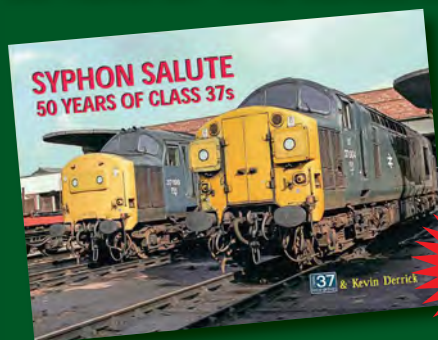


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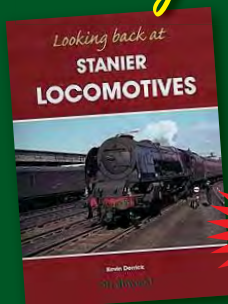
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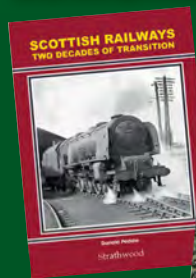
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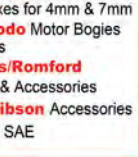
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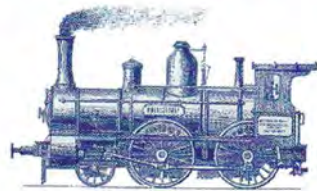


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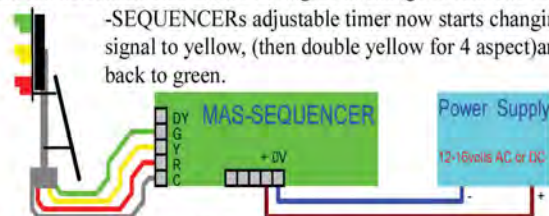
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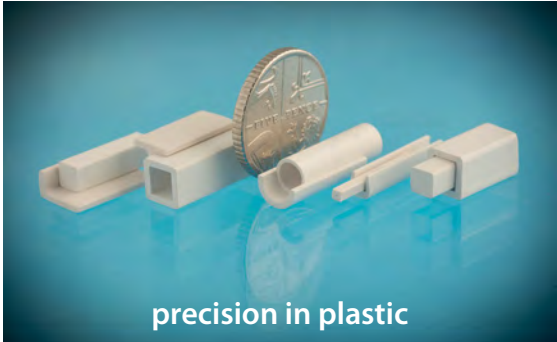
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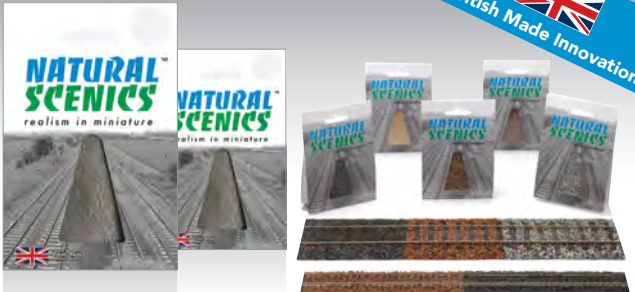
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10.30am-3pm Adults £6 Seniors £5.50 Children £2 (under 5s free)
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DROITWICH, Droitwich Leisure Centre, Briar Mill, Droitwich Worcestershire WR12 0RZ Sunday 5th November 10.30 am - 2.00pm Adults £2.00. Tony Oakes Fairs 01270 652773

KIDDERMINSTER TOYFAIR, Gilt Edge Leisure Centre, Zortech Avenue, Kidderminster. DY11 7DY (off A451). Sunday 19th November 10.30am-2.00pm, £1.50 entry, Tony Oakes Fairs 01270 652773

READING VINTAGE TOYFAIR & EXHIBITION, Rivermead Leisure Centre, Richfield Avenue, Reading, RG1 8EQ. Sunday 29th October Early entry 8.30am - £10, 9.30am entry -£7.00, 10.30am-3.00pm £4.00 entry, Accorn Children under 16 Free, Tony Oakes Fairs 01270 652773

CHESTER LE STREET - Park view school North lodge, Lombard Drive, Chester-le-Street, Co Durham, DH3 4BB (Near The Lambton worm pub, near Birtley) Sunday 12th November 2017 10am - 3pm Admission £3 Senior Citizens and Children £2 Early entry £5.00 Contact Jim Corr 07594035955 Email jim_corr73@hotmail.co.uk Like us on Facebook Northerntoyfairs

THE JOHN FRETWELL SPORTING COMPLEX, Sookholme Road Mansfield, Nottinghamshire NG19 8LL Sunday 22nd October 10am-2pm Adults £2.30, Concessions and Children £1.70, Early entry available from 8am £5. Located on the B6407 opposite the Hostess Restaurant Contact Brian 07751 613 640

THREE COUNTIES SHOWGROUND, Malvern, Avon hall, Worcestershire WR13 6NW Saturday Nov 4th 10.30am-3pm Adults £3.70, Seniors £2.70, Children £1.70, Early entry available from 7.30am £5 Contact Brian 07751 613 640

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Squires will be exhibiting at the following shows in 2017
Diary updated as bookings are confirmed

Oct 14/15 - ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30
Oct 21 - CHICHESTER M/Rail Ex, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.
Oct 21/22 - UCKFIELD M/Rail Ex, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10 - 5.
Oct 28/29 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Sat 10 - 5, Sun 10-4.
Oct 28/29 - LEEDS The Leeds Model Railway Society, Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS Sat 10-5, Sun 10-4.30
Oct 28/29 - ABERDEEN Model Railway Exhibition, Hallmark Hotel, Aberdeen Airport, Aberdeen, AB21 7DW Sat 10-5/Sun 10-4. **New Venue - www.facebook.com/AberdeenModelRailwayclub **
Nov 4 - HIGH WYCOMBE - WYCRAIL 17 M/Rail Ex, Cressex Community Sch, Cressex Rd, High Wycombe, Bucks, HP12 4UD. Sat 10-5.
Nov 4/5 - ANGMERING W.Sussex Area Group N Gauge Society Model Railway Exh, The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4 **Now 2 Day Show
Nov 11/12 - SPALDING Model Railway Exhibition, Springfield Event Centre, 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, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Friday 5.30-9. Saturday 10-5.30 Sunday 10-4.30
Nov 18 - PORTSMOUTH South Hants Model Railway Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. Saturday 10-5 ****Plenty of Free Parking****
Nov 18/19 - WORKINGTON Model Rail Show, University of Cumbria, Energen Building, Blackwood Rd, 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**
Dec 2 - CAMDEN LOCK - The Toy Soldier Show, Haverstock School, Camden Lock, London, NW3 2BQ. Sat 10.30-4pm. www.guidelinepublications.co.uk **NEW Venue**
Dec 3 - CAMDEN LOCK - The London Plastic Modelling Show "Mind The Gap", Haverstock School, Camden Lock, London, NW3 2BQ. Sun 10.30-4pm. www.guidelinepublications.co.uk **NEW Venue**

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.
Jan 28 BOLTON - IPMS MODEL SHOW, The Macron Stadium, Bolton. BL6 6SF. 10-4pm.
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 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Saturday 10 - 4. ****Plenty of FREE parking****
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.
April 7 - NORWICH Model Railway Exhibition, Hellesdon High School, Norwich NR6 5SB. Sat 10-4.30pm
April 14/15 CORSHAM Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 ****Plenty of FREE Parking****
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.
May 12 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30. ***FREE entry to ALSRM Members***
June 2/3 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. ***Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!!! :-)**
June 9/10 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. ***Free Parking, Close to Railway Stations***
July 28/29 - North Shields RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. NE29 9PU Saturday 10 - 5, Sunday 10-4.30.
Aug 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Saturday 10 - 5pm Sunday 10-4.30pm. ****Plenty of FREE Parking.****

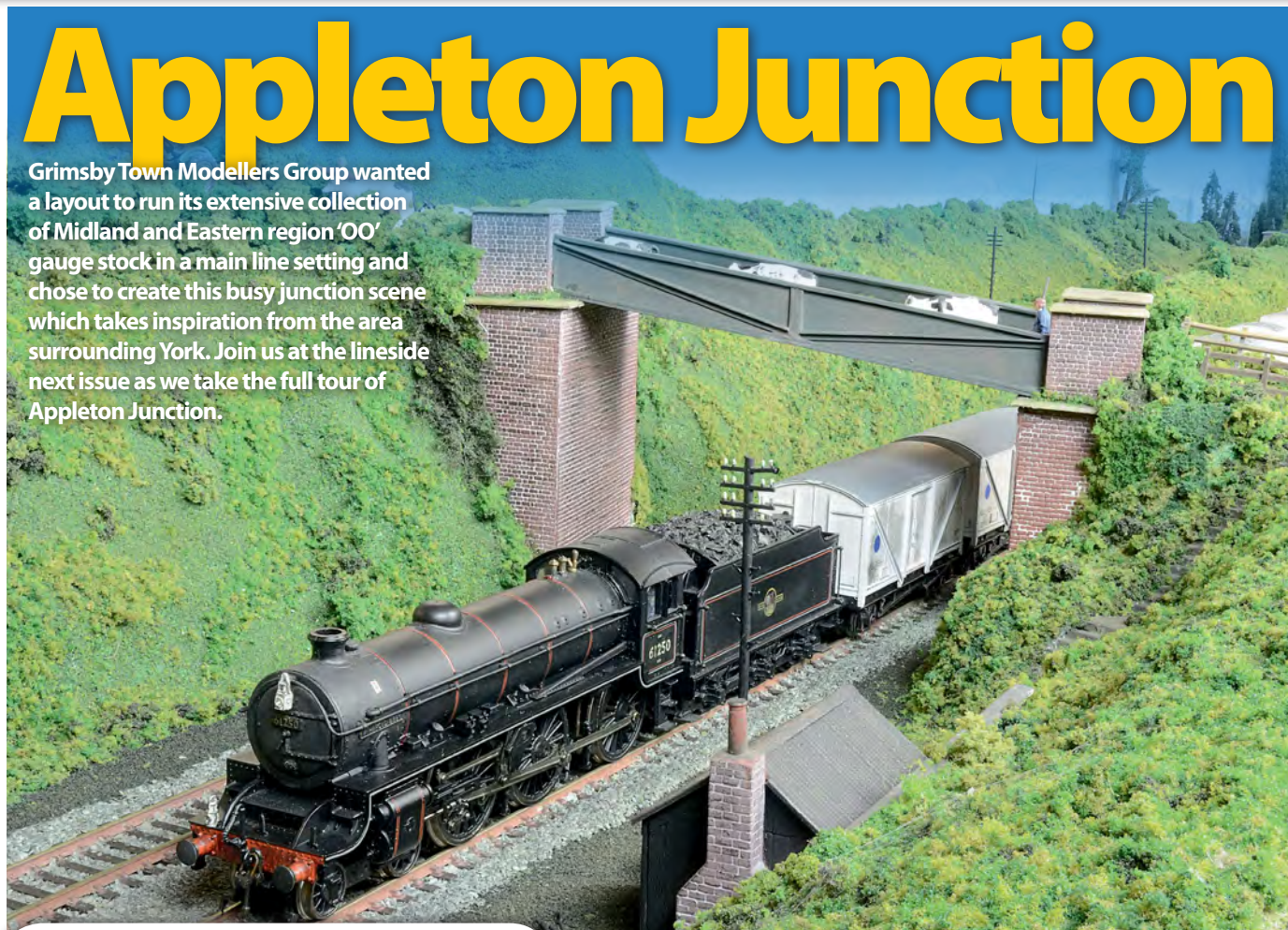
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NEXT ISSUE

Appleton Junction

Grimsby Town Modellers Group wanted a layout to run its extensive collection of Midland and Eastern region 'OO' gauge stock in a main line setting and chose to create this busy junction scene which takes inspiration from the area surrounding York. Join us at the lineside next issue as we take the full tour of Appleton Junction.



PUSH-PULL

Self-contained push-pull trains were the earliest form of 'multiple unit' and are a simple way of introducing short passenger trains to a layout of any size. Next issue we look into the modelling and operation of these fascinating trains following a recent range of new releases.



HORSEBLOCK LANE

Neal Cooper made the change from 'O' gauge to 'N' gauge modelling to create this compact but enthralling shunting layout with his son. With its modern setting and combination of station, cement terminal and wagon works, it has plenty to keep the pair occupied. We discover the full story next month.



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4D-011-001/D - Streamlined Railcar 12 Lined Choc & Cream GWR Monogram/DCC

4D-011-002/D - Streamlined Railcar W10 BR Lined Choc & Cream/DCC

4D-011-003/D - Streamlined Railcar W14 BR Lined Carmine & Cream/DCC

4D-011-004/D - Streamlined Railcar 8 Lined Choc & Cream GWR Twin Cities/DCC



7P-004-001/D/R/S - Autocoach GWR Crest Chocolate & Cream N36/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound

7P-004-002/D/R/S - Autocoach GWR Twin Cities Crest Chocolate & Cream N41/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound

7P-004-003/D/R/S - Autocoach GWR Shirtbutton Chocolate & Cream N37/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound

7P-004-004/D/R/S - Autocoach GWR Great Crest Western Chocolate & Cream N40/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound

7P-004-005/D/R/S - Autocoach BR Maroon N38/Light Bar DCC Fitted/Light Bar DCC Ready/Light Bar DCC Fitted Sound



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ND116A/D - Class 142 Northern Rail 142065/DCC

ND116B/D - Class 142 Regional Railways 142081/DCC

ND116C/D - Class 142 Northern Spirit 142025/DCC

ND116D/D - Class 142 Arriva Trains Wales 142085/DCC

ND116E/D - Class 142 Tyne & Wear PTE 142021/DCC



Previously produced model shown for illustration purposes only.

HST

2D-019-005 - Class 43 HST Blue/Grey ER 43193/E43119

2D-019-006 - Class 43 HST East Coast 43309/43306

2D-019-007 - Class 43 HST Virgin East Coast 43311/43312

2D-019-008 - Class 43 HST GNER Blue 43106/43109

2D-019-009 - Class 43 HST GWR Green 43187/43188

Also released this month:

2F-013-057 - Gunpowder Van - Spillers 175

2F-013-058 - Gunpowder Van - Spillers 175 Weathered

4F-030-017 - 16T Steel Mineral - BR Grey M620230

4F-030-018 - 16T Steel Mineral - BR Grey M620230 Weathered

4F-031-029 - 6 Wheel Milk Tank - Co-op 165

4F-031-030 - 6 Wheel Milk Tank - Co-op 165 Weathered

4F-018-023 - Salt Van - Star 103

4F-018-024 - Salt Van - Star 103 Weathered

4F-012-015 - Ventilated Van - Carricks 182

4F-012-016 - Ventilated Van - Carricks 182 Weathered

7F-031-000 - 6 Wheel Milk Tanker - United Dairies

7F-031-001 - 6 Wheel Milk Tanker - Express Dairies

7F-031-002 - 6 Wheel Milk Tanker - CWS Red

7F-031-003 - 6 Wheel Milk Tanker - Milk Marketing Board

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