

FREE DIGITAL
SAMPLE
ISSUE

REVIEWED IN-DEPTH:

- Hornby's new Stanier 'Duchess' 4-6-2
- Kernow's exclusive Bulleid 1-Co-Co-1



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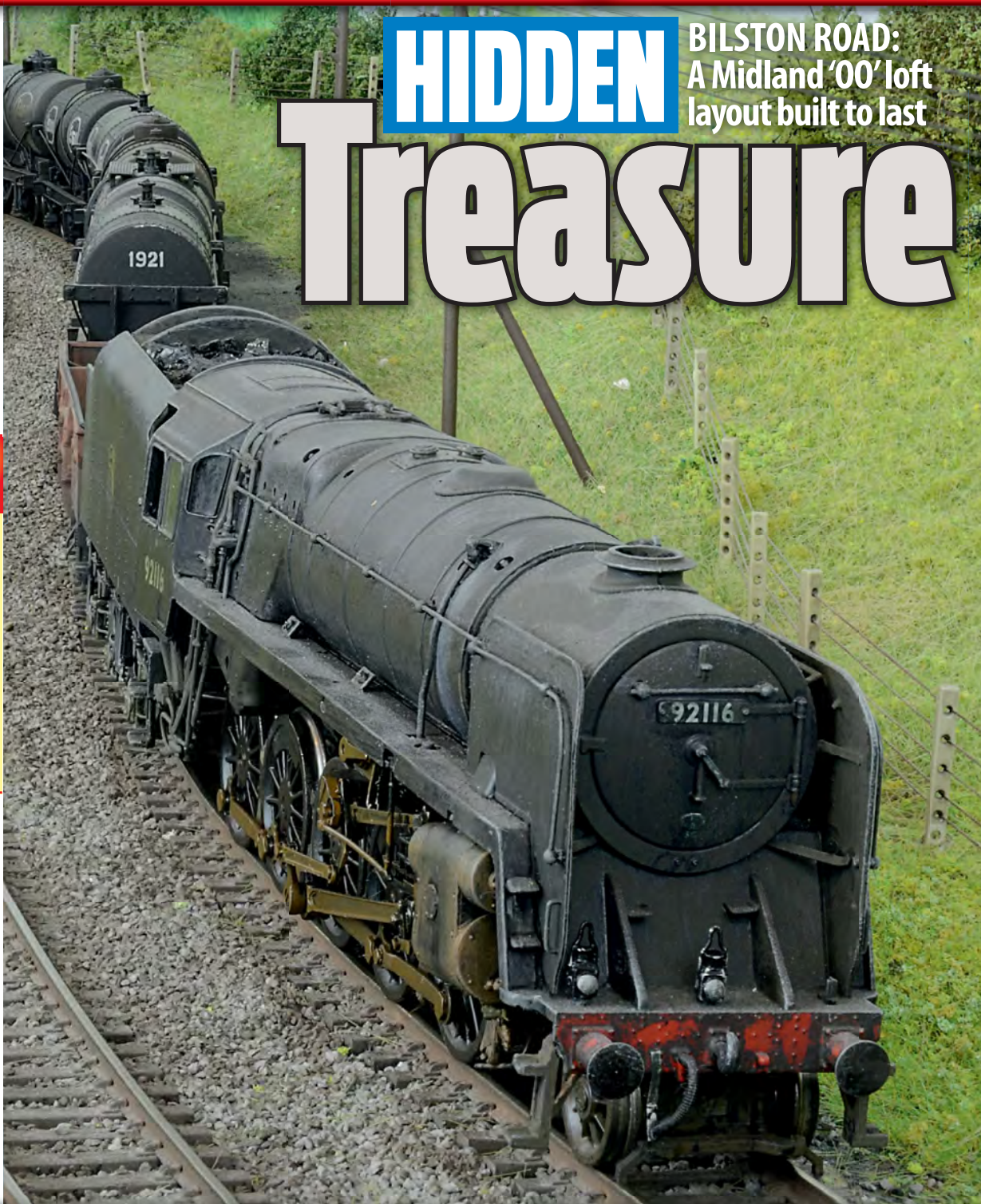
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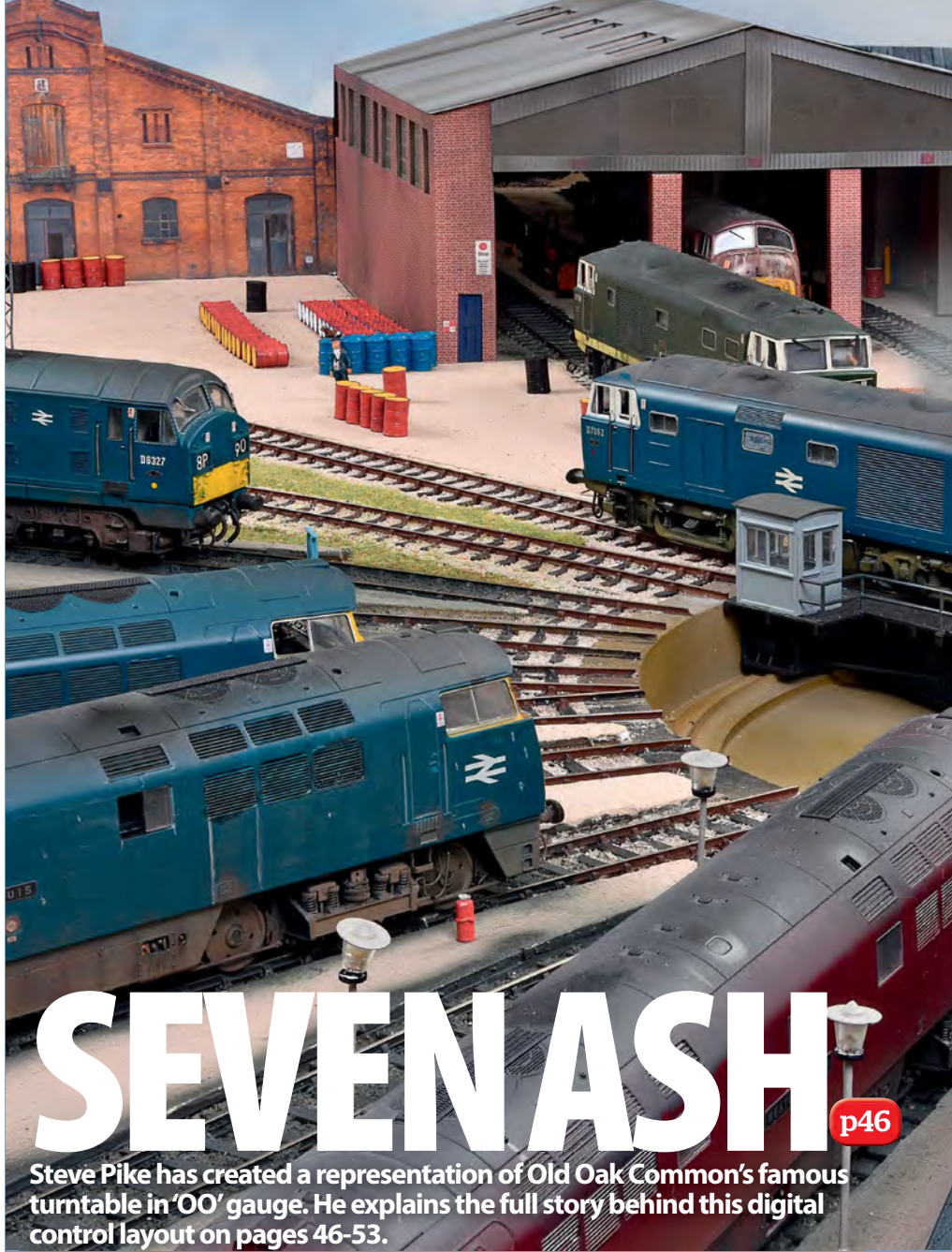
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HORNBY
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LATEST OFFERS
See pages 54-55 for full details.



SEVENASH

p46

Steve Pike has created a representation of Old Oak Common's famous turntable in 'OO' gauge. He explains the full story behind this digital control layout on pages 46-53.

WE SHOW YOU HOW!

34

CONSTRUCTION

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

40

WORKBENCH

Tim Shackleton take a pair of 'OO' Lima Brush Type 2s and improves their appearance and performance.

80

DIGITAL CONTROL

Paul Chetter offers his top 20 digital tips to get the very best out of your locomotive fleet.

p34



p76



Inside...

7

EDITORIAL

Mike Wild introduces the digital sample and looks ahead to an intensive year of new product releases.

8

UPDATE

Hornby takes the Bluebell Railway's SECR 'H' 0-4-4T to the Warley National Model Railway Exhibition plus a round up of the new samples and products on display at this annual highlight of the model railway calendar.

16

BILSTON ROAD

A house move and suitable loft space provided the impetus for Geoff Read's ambitious 'OO' gauge layout, which is set in the West Midlands during the 1950s and early 1960s.

28

TRACK PLANS

Mark Chiver's presents a selection of track plans inspired by real-life prototype locations to model depot operations for the steam and diesel era.

46

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. It is set in the late 1960s and early 1970s when hydraulics still ruled the Western Region main lines from London.

76

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.

86

POULTON-LE-FYLDE

Greig Mackenzie recalled holidays in the North West when developing his modern-image finescale 'OO' exhibition layout.

94

STAFF PROJECTS

Hornby Magazine's 'OO' gauge BR Southern Region layout, Twelve Trees Junction, debuted in its new format at the Great Electric Train Show in October 2017. Mike Wild explains that there is much more to come for the magazine's flagship railway.



MODEL REVIEWS



56 Hornby's Stanier 'Duchess' for 'OO'

60 Kernow's 'OO' Bulleid 1-Co-Co-1

68 Essential modelling tools

70 Bachmann's 'OO' 'Birdcage' stock

26 MODEL RAILWAY
MASTERPIECES

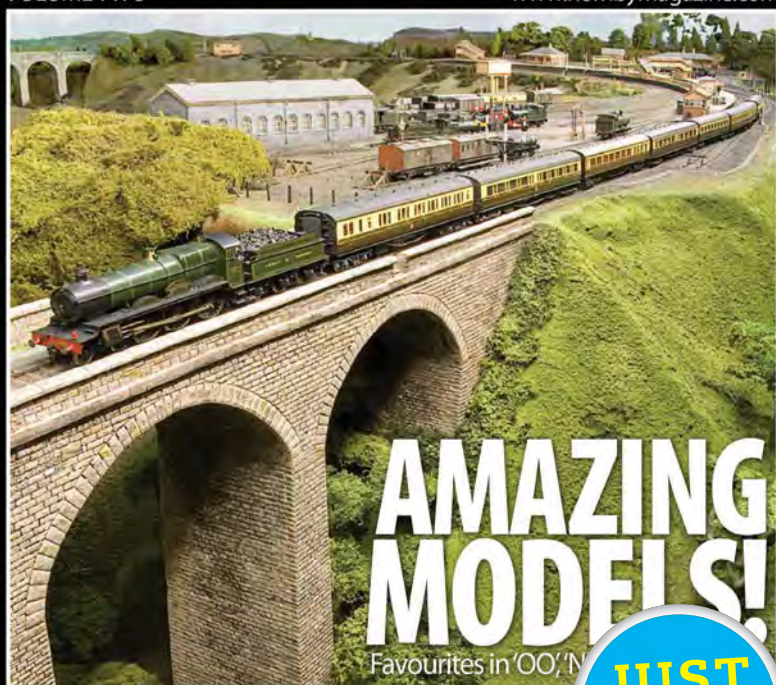
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Over its first 10 years *Hornby Magazine* has showcased more than 300 layouts through its pages and this year the popular *Great Layouts* is back for a second volume. Featuring 26 favourites from the pages of *Hornby Magazine*, and scales from 'N' to Gauge 3, this new volume is fully illustrated with the very best in model photography to create an enthralling 132-pages record of model making. Highlights include main line and branch line layouts, shunting layouts, depots and more all of which are filled with inspiration.

FEATURES INCLUDE:

BRAY DOWN

A busy stretch of Western Region main line in 'OO' gauge with Southern Region operating powers and a branch line too.

RUNSWICK LEAMSIDE

A favourite of the exhibition circuit in the 1990s, this 'OO' layout models the 1990s period superbly.

HORSLEY

A wonderful recreation of a 1930s branch line scene in 'OO' gauge.

PEAKDALE

A might have been main line through the fabulous Peak District modelled in 'N' gauge.

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Welcome

THE EDITOR'S PAGE



Welcome to the 2018 digital sample - a free insight into the world of *Hornby Magazine* and model railways.

Inside you will find a collection of features from our team of contributors and

photographers illustrating home based model railways, exhibition layouts, new products and even step-by-step guides to assist in making your own layout even better.

Here at *Hornby Magazine* model railway construction is at the heart of what we do. Regular readers will be aware of our exhibition layouts which attend shows around the country as well as our developing test tracks which allow us to inspect the latest releases in 'OO', 'N' and 'O' gauges. You can read a short piece on our flagship layout - Twelve Trees Junction - in this sample and we recommend a visit to www.hornbymagazine.com to find out more about all our projects in our fortnightly blogs. There is also a regularly updated exhibition calendar.

For this sample issue we have selected three quite different layouts. First up is Geoff

Read's spectacular home-based Bilston Road. Built in 'OO' gauge it occupies a loft space and features four-sided scenery as well as two hidden storage yards. It's a great inspiration for big layout projects with fascinating ideas in the trackplan and its presentation.

Next is Steve Pike's Seven Ash - a wonderful homage to Old Oak Common depot's open air turntable and set in the hydraulic era of the late 1960s and early 1970s. This exhibition layout is purely focused on depot operations, but with the turntable at the centre it does it rather differently to many others on the scene.

Completing the layout trilogy is Greig Mackenzie's Poulton-Le-Fylde. This exhibition layout has a storage yard at each end with a station at its centre, but it differs most from Bilston Road and Seven Ash in that it models a real location. This extends to the buildings, trains and even loyal local football supporters waiting on the platforms.

Beyond this we are presenting a group of depot trackplans, we show how to install Train-Tech's illuminated level crossing lights, how to restore and revive Lima Class 31s and present our top 20 tips for locomotive operation on digital command control as well.

Looking ahead to 2018, the year has already

got off to a flying start with no less than 14 brand new models touching down in the first two months. And it looks like that is just the tip of the iceberg. January announcements from Bachmann, Hornby and Oxford Rail in their 2018 ranges have been bolstered by new commissions from TMC and Rails of Sheffield while in 'O' gauge Heljan, Little Loco Co and Minerva Model Railways are all working hard to develop new products for the growing 7mm scale ready-to-run market.

Hornby Magazine follows all of this to bring you the latest news every issue. In this digital sample we've included a taster of our news coverage from the Warley show in November 2017, but that really is just a taste. Every issue we produce is packed full of new product information, reviews, products, layouts and more.

We hope you enjoy this sample and it inspires you to join this wonderfully creative hobby and to indulge in reading *Hornby Magazine* every month. Happy modelling!

Mike Wild
Mike Wild
Editor, Hornby Magazine

Bilston Road is one of three stunning model railways in this digital sample. BR '9F' 2-10-0 92116 leads an oil train around the curves on the country section of this inspirational 'OO' layout.



BLUEBELL'S 'H' GOES TO



HORNBY®

Above: The Hornby stand gave an opportunity to get up close to the only surviving 'H' 0-4-4T.

Right: The Bluebell Railway's 'H' takes centre stage on the Hornby Hobbies stand at Warley.

THE 50th anniversary Warley National Model Railway Exhibition featured four full-size locomotives over the weekend of November 25/26 with Hornby Hobbies transporting the Bluebell Railway's Wainwright 'H' 0-4-4T to the event by road. It joined Severn Valley Railway based GWR '14XX' 0-4-2T 1450, Statfold Engineering 2ft gauge 4-6-0 *Fiji* and NBR Engineering Decauville 2ft gauge 0-4-0T *Edgar*.

The 'H' class was making its first venture away from the Bluebell Railway since its arrival on the line in 1975. It was transported to the NEC by Reid Freight overnight on November 22, arriving at the show hall on November 23.

The Bluebell Railway arranged a full museum standard repaint for the 0-4-4T, carried out by Heritage Painting at the railway's Sheffield Park shed, to refresh its fully lined South Eastern and Chatham Railway paint scheme. 263 then became the focal point of the Hornby Hobbies stand throughout the weekend.

Hornby Hobbies Head of Brand Richard Venner commented: "Taking the 'H' to Warley was a great opportunity to see this locomotive first hand and a unique element for our stand. Our thanks to the Bluebell Railway for loaning the locomotive out for the weekend and to Reid Freight for ensuring its safe

transport to and from the event."

The 54ton 0-4-4T returned to the Bluebell Railway on November 26/27 where it will re-enter traffic on the line alongside its other Southern Region locomotives and carriages.

● Visit www.bluebell-railway.co.uk for full details of the railway's operation for 2017 and 2018.



WARLEY



Hornby Magazine joined the Southern theme for the Hornby Hobbies stand by displaying Twelve Trees Junction at the Warley show.

INSIDE **HORNBY®**

The latest from Hornby HQ

TRANSPORTING THE 'H'



Left: On the evening of November 22 the 'H' 0-4-4T was loaded onto the lorry at Sheffield Reid Freight.

Right: Under the control of Reid's experienced crews, the 'H' is negotiated onto the motorway on November 23.



Left: Heading north on the M40, journey's end is in sight.



The 'H' made quite a spectacle travelling along the motorway to Birmingham.

Below: On arrival the 'H' was the first component of the Hornby Hobbies stand to be set in place. Here it is ready for the trailer to be detached.



COMING UP IN...

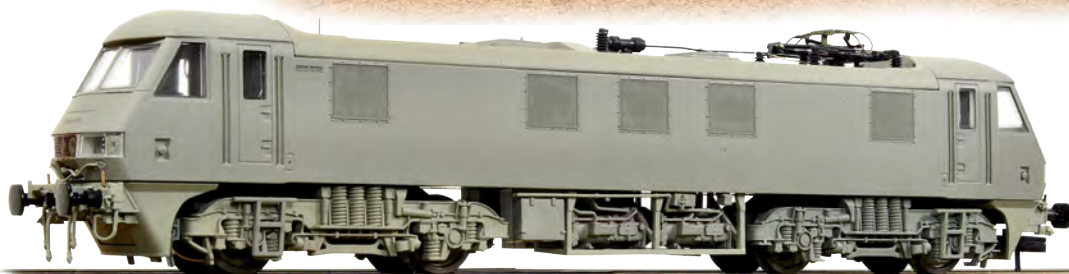
THE ENGINE SHED

Keep up with the latest from the Hornby development team in the online Engine Shed blog. The next blogs will be live on December 15. Visit www.hornby.com to read the latest blogs.

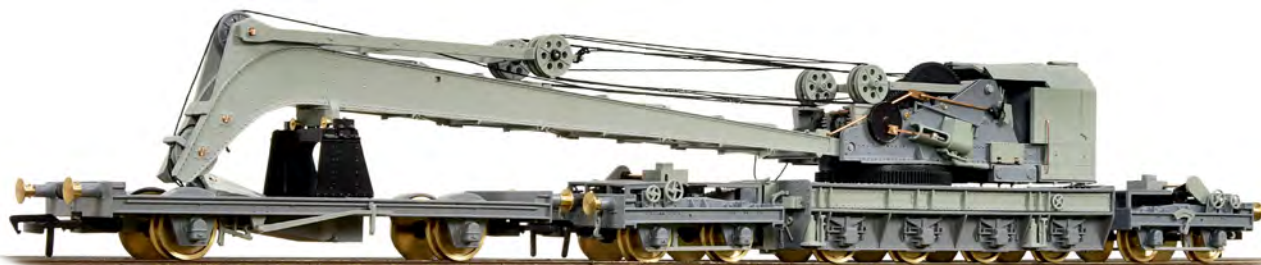
ON SHOW

BACHMANN
www.bachmann.co.uk

Bachmann's 'OO' gauge model of the Brighton 'Atlantic' 4-4-2 made its debut in full decoration at the Warley show with models in Southern Railway and British Railways liveries on display. This is 32424 *Beachy Head* in BR lined black with early crests (Cat No. 31-921) which is expected to be released in mid-2018.



The Class 90 Bo-Bo AC overhead electric locomotive was displayed as a first engineering sample in three forms for 'OO' gauge. The model will feature working lights, a DCC operated pantograph and more. This is the Railfreight Distribution version (Cat No. 32-611).



Above: The eagerly awaited 'OO' steam crane was shown as a fully assembled sample at the Warley show. It is being made available in Great Western, Southern and BR formats with detail differences between each variant being incorporated. The boom is fully positionable.



Left: Bachmann's 'OO' gauge Worsell J72 0-6-0T is making rapid progress following Bachmann's decision to retool the locomotive rather than only produce a new chassis. Versions will cover North Eastern, London North Eastern and BR era locomotives with a Next18 decoder socket provided. Release is expected in autumn 2018.

Right: A decorated sample of last built Class 66/7 66779 *Evening Star* (Cat No. 32-983) was shown by Bachmann for 'OO' gauge. It is due for release in March/April 2018.



Left: The BR 63ft Carflats for 'OO' by Bachmann were shown as decoration samples. This is the BR blue Motorail version with BR B1 bogies (Cat No. 38-902). Release is expected in March/April 2018.

The Warley National Model Railway Exhibition saw new product samples displayed for scales from 'N' to 'O' gauge. *Hornby Magazine* presents a round-up of the highlights.

DAPOL

www.dapol.co.uk

The first set of decorated London and South Western Railway Adams 'B4' 0-4-0Ts for 'OO' gauge have been received by Dapol covering a range of pre-grouping, Southern Railway and British Railways liveries. This is 30089 with early crests (Cat No. 45-018-004). The price per model is set at £110 with release expected at the end of the first quarter of 2018.



Impressing 'O' gauge modellers were the latest pre-production decorated samples of the GWR '57XX' and '8750' 0-6-0PTs – both of which were expected to arrive with Dapol before the end of the year. Highlights include full working inside motion, a highly detailed cab, firebox flicker and more.



Right: A full engineering sample of the 'O' gauge HAA hopper showed great progress towards completion. Release is expected in 2018.



Right: Coming in 2018 is Dapol's new 'O' gauge model of the BR 20ton brake van. The first engineering sample was shown at Warley.



Left: The 'N' gauge Vossloh Class 68 Bo-Bo diesel has been developed rapidly by Dapol following completion of the 'OO' gauge version. A high specification is promised including extensive lighting operations and DCC sound compatibility. Release is expected in December or January.

THE MODEL CENTRE

www.themodelcentre.com



The full range of 'OO' gauge BR plate and double bolster wagons were shown in decoration by The Model Centre at the Warley show. Priced from £24.95 for single packs and £49.95 for twin packs the wagons are expected to arrive in the first quarter of 2018.

HELJAN

www.heljan.dk

Highlight of the Heljan 'OO' gauge display was the first decorated sample of its impressive GWR '47XX' 2-8-0 as 4706 in BR black with early crests. Further bodies in GWR green were on display. The price is set at £199.99 with release due during 2018.



In 'O' gauge a factory decorated sample of the Gloucester Class 128 parcels railcar was on display. It is expected to arrive in December 2017 or January 2018 covering both Western and Midland region units.



Above: The BR Class 07 diesel shunter for 'OO' gauge is expected to be released in the first quarter of 2018. These are the final undecorated pre-production samples which show the level of detail and separate parts included in these compact shunters. The price per model is £139.95 with versions covering as built and later air-braked locomotives.



Above: Also shown by Heljan was the first engineering sample of Olivia's Trains 'OO' gauge BOC tankers in both original and later modified formats. Full details are expected in 2018.

Right: The 'O' gauge Class 20 was displayed in a collection of liveries including this BR blue factory weathered version. Delivery is expected in the first quarter of 2018 covering BR green, BR blue and Railfreight red stripe colour schemes.



REVOLUTION TRAINS

www.revolutiontrains.com

Right: The first full production samples of the 'N' gauge Class 390 Pendolino EMU were shown by Revolution Trains at the Warley exhibition. This crowd-funded model is due to arrive with customers in the early New Year.



Right: A hand decorated sample of the Revolution Trains 'N' gauge Class 92 was another talking point on its stand. The order book remains open for the model which is priced at £135 DCC ready and £230 for a sound fitted version.



Left: The first engineering sample of Revolution's IZA Cargowagon twin vans for 'N' gauge showed the current development of the goods vans. Single packs are priced at £36, triple packs at £108 and single packs with flashing taillights will cost £40.

KERNOW MODEL RAIL CENTRE

www.kernowmodelrailcentre.com



Left: Kernow Model Rail Centre's North British Locomotive Co 'Warship' diesel-hydraulic has reached the engineering sample stage. This fully working model was on show at Warley with release expected during 2018.

Below: Also on the Kernow stand were several new limited editions which will be announced in the coming weeks. Highlights included this pair of Class 47s, two Class 50s, a Network Rail liveried Mk 3 DVT, a Bachmann '4575' 2-6-2T, wagons and more. Full information will be published in a future issue.



LOCOMOTION MODELS

www.locomotionmodels.com

The Great Northern Railway Stirling single in 'OO' for Locomotion Models made its debut as a fully decorated model at the Warley show. It is being produced by Rapido Trains and is expected to arrive in the first quarter of 2018.



RAILS OF SHEFFIELD

www.railsofsheffield.com

The latest sample of the Rails of Sheffield LNER dynamometer car for 'OO' showed the latest development of the interior detail by Rapido Trains. The next phase is creation of the artwork for the LNER teal livery.





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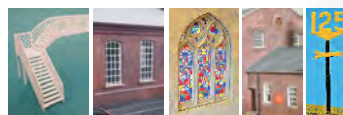
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Bilston Road

*Drawing on his memories of the West Midlands, **GEOFF READ** created this atmospheric 'OO' gauge layout set in the late 1950s and early 1960s.*

PHOTOGRAPHY, MIKE WILD

I'M ALWAYS IMPRESSED BY people who start the description of their layout with a clear and specific explanation of where it is based, or the reason for picking that location. People who used to lived near a particular line and always wished to replicate it in miniature; an imaginary extension to a specified line on a named railway company or other similar scenarios.

My London Midland Region (LMR) layout, Bilston Road, is somewhere in the West Midlands with station, goods yard and engine shed. So if not a specific location where did the inspiration come from? I suppose it's a mixture of things. I grew up in the 1950s/1960s and my first train set was a Triang 'Princess Royal', an early influence setting me off on a lifelong interest in steam and the LMR. Then, in the 1970s, regular train journeys through the Midlands sparked an interest in the industrial landscape.

I have a good selection of railway books and often a particular photograph will capture my attention and inspire an idea.

The name Bilston Road originated a few years ago. My friend, Rod Pearson, and I were planning a layout to supersede our Somerset and Dorset layout, Hinton St Mary, that we had been exhibiting for a number of years. It was to be a goods depot and we decided on the name Bilston Road to place it in the West Midlands without committing to a specific location. Unfortunately, the layout was never built but I liked the name and used it for the same reasons.

So how did this layout come into being? I have built on a smaller scale over many years but when my wife and I moved into our present house 10 years ago, an 18ft x 11ft loft space was constructed so I could embark on something much more ambitious. Rod and I have worked together on a number of layouts over the

years so I asked for his input. We agreed that we wanted potential for interesting operation but also to allow for continuous running, so a round and round layout was decided on with station one side and storage yard the other. Lots of scribbling ensued but eventually a suitable plan was found in one of Cyril Freezer's books and I thought we were set. Then the talk took over - the station would need a goods yard wouldn't it and it would be good to have an engine shed and also a length of countryside to watch trains run through.

SETTING THE SCENE

For me the visual impact of a layout is important and to create the look I wanted a backscene of a reasonable height, at least 12in to 15in, was essential. Creating this, because of the slope of the roof, reduced the width of the scenic layout but gave me space behind the backscenes for a storage yard on each side. With this structure in »





In the yard a 'Jinty' collects wagons from the coal road while conversations continue about despatching the next bags for the coal merchant.



Stanier 'Duchess' 4-6-2 46251 City of Nottingham passes through the open countryside on the approach to Bilston Road.



Left:
At the shed rebuilt 'Royal Scot' 46140 *The King's Royal Rifle Corps* has just been turned on the turntable.

Below:
Ex-LMS Beyer Garratt 2-6-0+0-6-2 47996 rumbles into Bilston Road's centre line with a loaded coal train as a Thompson 'B1' 4-6-0 arrives with an inter-regional working. The 'B1' will swap for a 'Jubilee' before heading for servicing at the depot.





A Fowler '2P' 4-4-0 steams away from Bilston Road with a short stopping train while a Crosti boilded '9F' 2-10-0 waits for the road to clear with its steel train.



place, we realised we could have the two sides of the layout with different scenery, allowing me to have both industrial urban landscape and open country.

Having arrived at the concept and main principles of the layout, work commenced on building the baseboards. A conventional framework screwed to the wall and plywood baseboards all supported at the front with 2in x 2in legs was the result. The backscenes were also built at this time with removable sections for those inevitable accidents in the hidden storage yards! Once the baseboards were finished, the track plan was drawn full size and amendments made until all seemed

well and track laying could go ahead.

I'm a bit conventional so it was Peco track painted, laid and ballasted with 'N' gauge ballast. The station side and engine shed were code 75 and the rest code 100. Why the difference? I already had a lot of code 100 track and wanted to keep costs down.

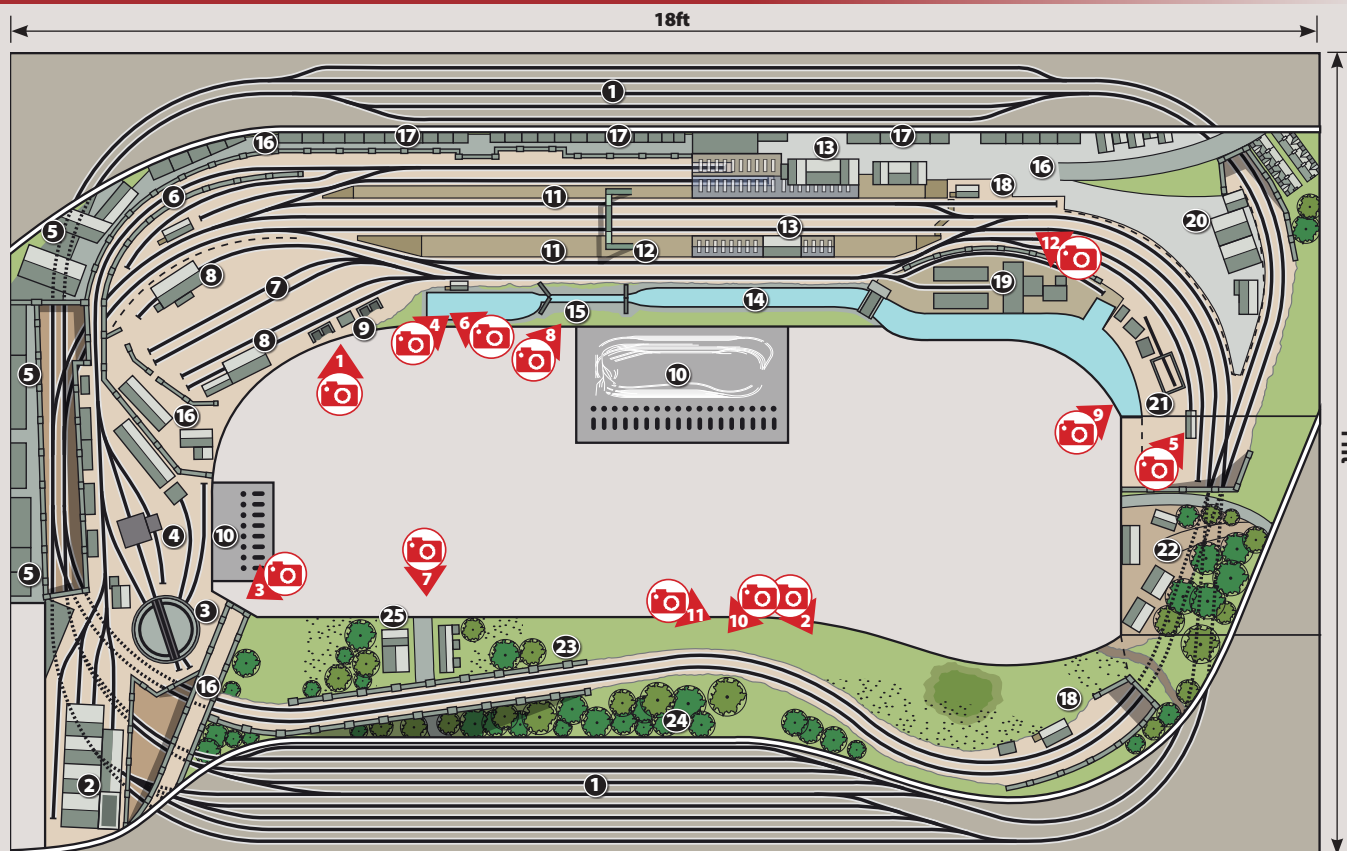
ELECTRICS

When it comes to electrics I'm a bit of a dinosaur. Digital Command Control (DCC) was still a 'not sure' factor when I was designing this layout. Besides, I had quite a collection of locomotives and the cost of fitting them all with decoders was an expense too far. So »



A Fairburn 2-6-4T runs into Bilston Road with a rake of BR Mk 1 57ft non-corridor stock. The goods yard is busy loading and unloading wagons with a Fowler 'Jinty' 0-6-0T in attendance.

BILSTON ROAD TRACK DIAGRAM (Not to scale)



KEY

1 Hidden storage	6 Incline	11 Platform	16 Road	21 Derelict shed
2 Engine shed	7 Goods yard	12 Footbridge	17 Low relief houses	22 Farm
3 Turntable	8 Goods shed	13 Station building	18 Signalbox	23 Viaduct
4 Coaling plant	9 Coal staithes	14 Canal	19 Brewery	24 Tree line
5 Low relief factories	10 Control panel	15 Lock	20 BRS depot	25 Public house

traditional sectioned cab control was used with two handheld controllers, the sections being selected through double pole, double throw centre-off switches.

Within the layout are 15 sections which can be switched to either controller or isolated. The engine shed is a separate circuit using a Morley Controllers Vector Zero Two dual unit to control the track and the turntable, which is a Peco kit powered by the excellent Locomotech drive unit. The approach road to the shed can be switched between the main panel and the shed controller to allow smooth arrivals and departures between the areas.

Points are operated by Peco point motors through on/off spring loaded switches on the control panel. I wanted route setting, especially in the hidden yards, where operating one switch would throw the relevant points to set up the required road. In some cases, in the storage yard, up to ten points are needed to set the route so a homemade heavy duty capacitor discharge unit and diode matrix are used.

“For me the visual impact of a layout is so important.”

GEOFF READ

Some of the roads in the storage yards have been split into two sections, so in total 18 trains can be held. To locate the trains, each section has two reed switches about two inches apart where the locomotive should stop. With small magnets on the locomotive, the first operates a buzzer, giving you an audible warning, and the second is connected to an LED on the control panel. The buzzer tells you to cut power so by the time you do this the locomotive is over the second, lighting the LED. It is simple but effective and you have a clear indication of the occupied roads. The signals all

work, the coloured lights are operated automatically by a time delay unit and the semaphores by Peco servos activated from switches on the control panel.

STOCK

I generally run the layout based in the late 1950s with all LMR stock – ‘Princess Royals’, ‘Duchesses’, ‘Jubilees’, ‘Black Fives’, ‘4Fs’, ‘3Fs’ and some BR ‘Standard’ ‘9F’ 2-10-0s and ‘WD’

2-8-0s. The majority is ready-to-run joined by kits and scratchbuilt items.

I tend to run the longer trains in fixed rakes. The passenger trains are made up of four expresses, two nine-coach and two six-coach, and the freight of two coal trains, one full and one empty, a mixed freight, a van train, an oil train and a train of empty bogie bolsters. The stopping/local passengers are two, three or five coach trains, along with a push-pull set and an early Derby Lightweight DMU. The rest are short pick-up freights and parcel trains. I do change the formations with other stock. For example, the oil train may be exchanged for cement or the bogie bolster for milk.

As I have quite a collection of stock there are a number of alternatives available. Items of interest include a Crosti boilered ‘9F’ 2-10-0 made with a Golden Arrow body on a Hornby chassis (completed just before Hornby brought one out!) and a Fowler ‘7F’ 0-8-0 which was made from an old Hornby ‘4F’ cab and firebox, a scratchbuilt boiler and footplate running on a Comet ‘8F’ chassis and powered by the ‘4F’ tender drive - not perfect but good enough when there’s no kit available. Coaching stock made from kits include »



An imposing 10 arch viaduct built from Scalescenes kits offering a dramatic scenic element on the country side of the layout. A Stanier 'Black Five' crosses with a passenger working.





Left:
Detail brings the station to life with nameboards, passengers, trolleys and more.

Right: The derelict barge and single road engine shed fill a corner at the end of the sidings outside the station.

Below:
The scratchbuilt Fowler '7F' 0-8-0 – powered by a Hornby '4F' tender drive unit – leads an empty rake of 16ton mineral wagons across the viaduct and into the reverse curves.





two London Midland & Scottish Railway (LMS) Royal Mail vehicles from 247 Components kits and an LMS inspection coach from a Comet kit (again completed not long before Bachmann produced one).

BUILDINGS AND SCENERY

With the layout I have tried to create a 3D picture of a particular time and space, so all elements must be appropriate and relevant, including colours and weathering.

To give the desired depth I create layers, first painting a realistic sky on the backscene with, in the town area, a montage of Townscene sheets followed by low relief in front of that. In the gaps I've painted buildings with a definite perspective. Then when the complete buildings are set in place there is an overall sense of depth and distance.

The placing of buildings wasn't planned as a whole but rather I tried to replicate the real growth emanating from the railway. So I began with the station buildings, and then moved on to create the town area. Moving out from the town centre, I developed the residential areas, backs of houses along the railway and terraced homes. Then into the industrial parts, warehousing first and then the heavier industry. Hopefully this gives a realistic and natural feel as you move around the layout. The structures are a complete mixture of ready-made, kits and scratchbuilt. The station building, for example, started life as a Metcalfe kit but has had an additional storey added, different brickwork and a Ratio canopy to make it look more



Crosti '9F' 2-10-0 92026 leads a long rake of steel wagons through the reverse curves. This model was built from a Golden Arrow body kit and a Hornby chassis.

appropriate for the area modelled.

On the countryside, I painted the backscene of rolling hills and fields, again trying to give a sense of depth. The basic structure of the forward landscape is polystyrene blocks carved to shape and covered in plaster followed by the usual scatter material, static grass and trees made from sea foam. The large standalone tree is made from wire wound into shape and the foliage from wire wool teased out, sprayed black and dipped into scatter material.

OPERATION

I've tried to make the operating of my layout versatile and entertaining to maintain the interest but reasonably prototypical. For example, within the sequence I have a train coming from the North East of England behind a 'B1' - the only 'foreigner' - which is released to the shed and replaced by a 'Jubilee', then an LMS 50ft Kitchen car and a dining car are added and the train continues on south; a parcels train drops a vehicle in the parcels depot and continues north; and the down pick-up goods backs across the up main line into the goods yards and shunts the wagons. There are a number of similar moves with other trains. On the other hand, I can just set trains running and sit and watch or spend a relaxing time shunting the yard. To enable hands-free operation, the stock has been fitted with Spratt and Winkle delay couplings. I find

these easy to fit and they work well. The interesting thing about having hidden storage yards is that, as in real life, when you walk in there are no trains visible and as you operate they appear, do what they need to and then disappear again.

I'm currently developing a sequence which reflects the daily timetable through the West Midlands; as an aid for this I'm referring to an article published a while back in *Hornby Magazine* on main line running through Northfield. I also occasionally move the time forward to the early 1960s and run the layout with BR 'Standard' locomotives and early green diesels.

THE FUTURE

They say a layout is never finished, that's true, but there's not much to do on Bilston Road apart from adding a few extra details and a bit of fine tuning. I feel it has achieved what I set out to.

The problem is I enjoy the creating and the building, some of which has been fulfilled by helping Rod build his American layout, Great Falls.

So already the next project is

being planned in the other half of the loft, a smaller layout of 14ft x 2ft, modelling a country station to fiddle yard. This time though, it will have DCC sound, finescale track, point rodding, more detailed buildings - definitely improving the standard of the whole layout. Watch this space! [Fibna](#)

"I have tried to create a 3D picture of a specific time and space."

GEOFF READ





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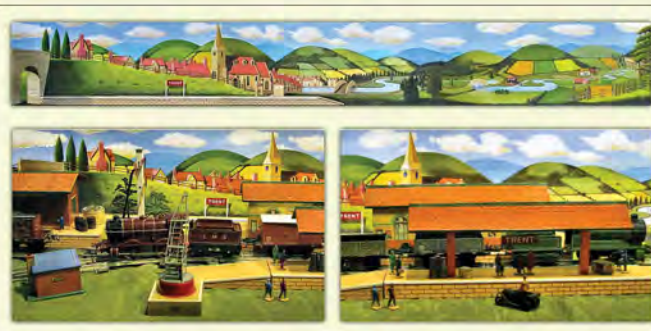
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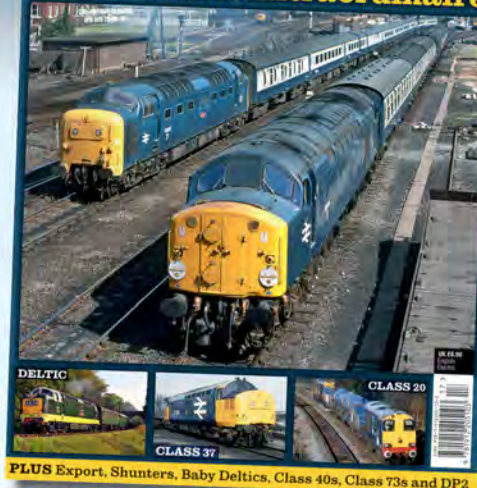
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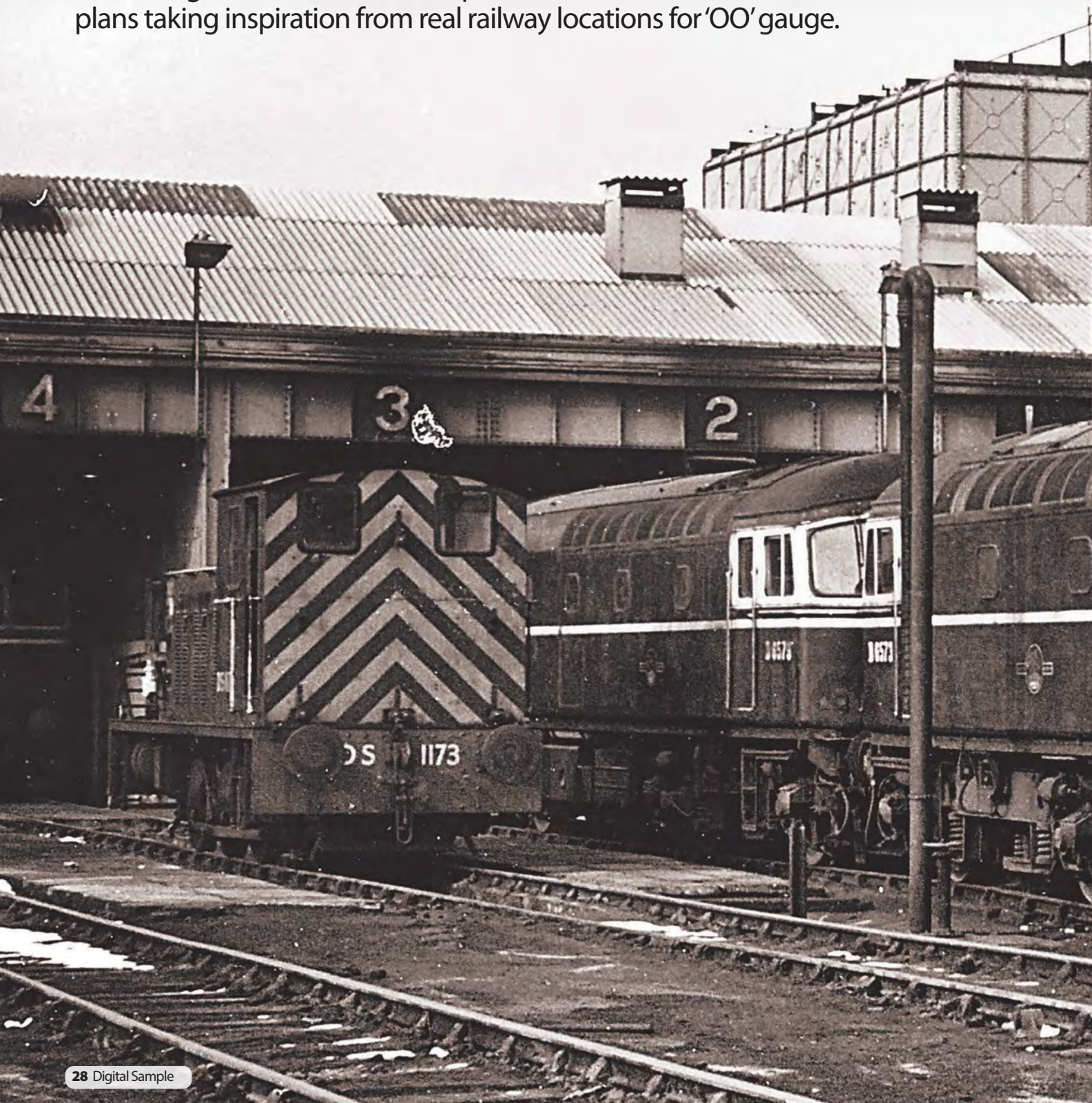
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Motive Power DEPOTS

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.

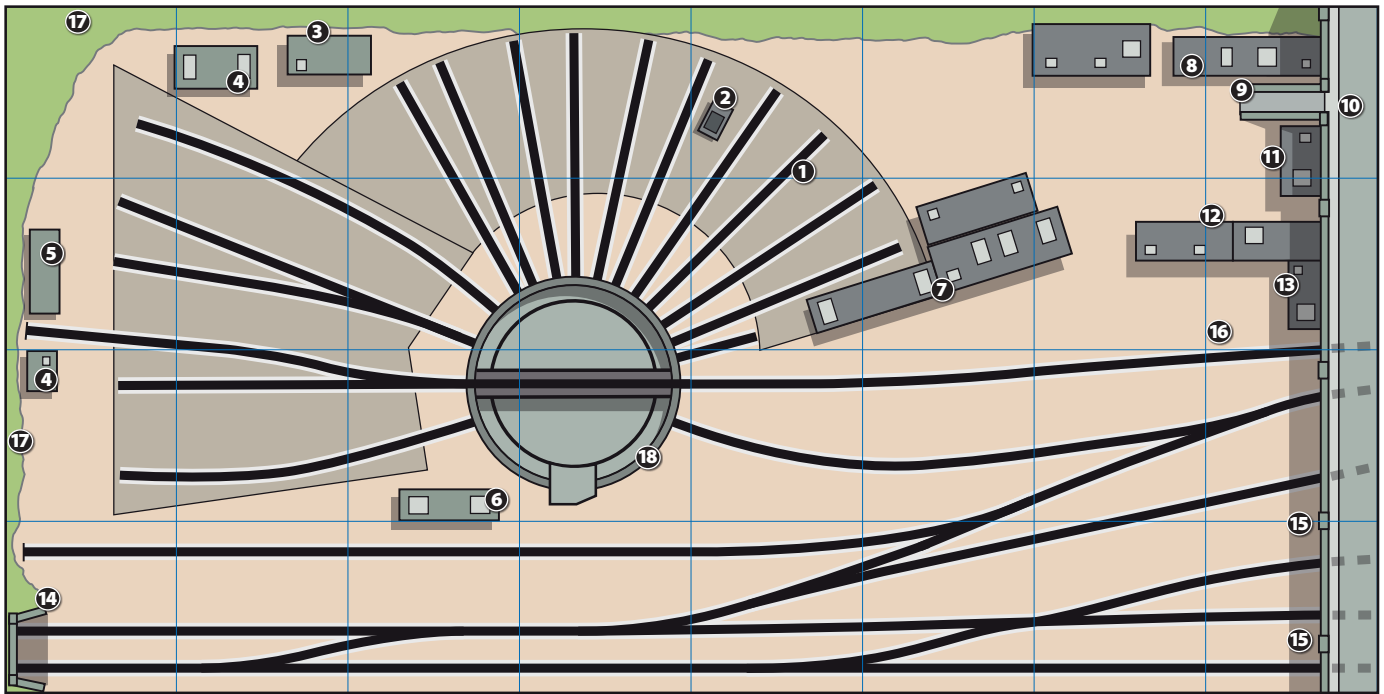
In addition to their servicing role, larger depots were built at strategic locations to enable more intense maintenance and repair work to be carried out, which could be set out over a large area with impressive coaling or fuelling

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	
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PLAN B 12ft x 3ft

Inspired by Fort William

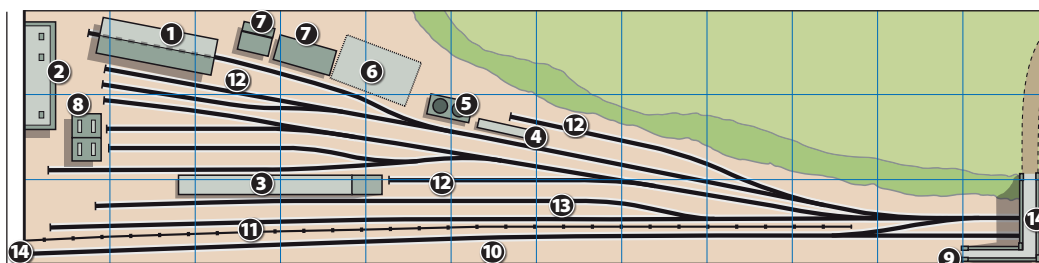
Fort William in Scotland provides the inspiration for this plan which is based on the small railway depot and adjacent yard built on the outskirts of the town in Scotland.

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

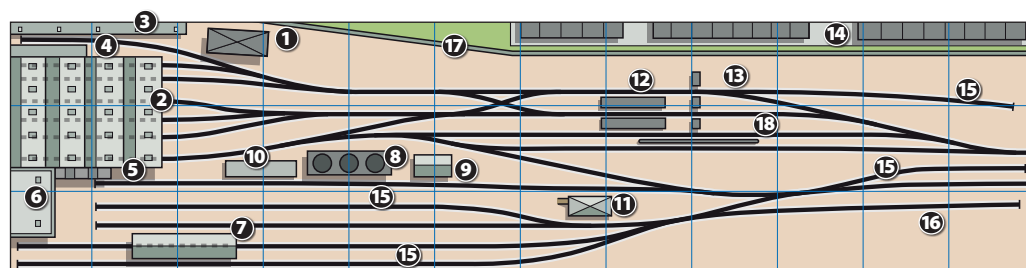
Inspired by Finsbury Park

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

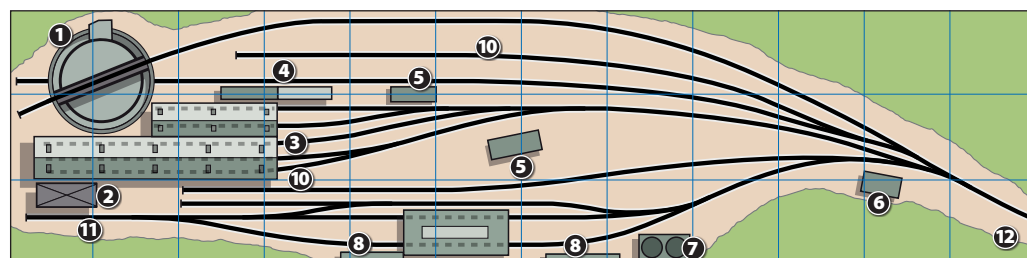
PRODUCT	MANUFACTURER	CAT NO.	QUANTITY
Flexible track, yard length	Peco	SL-100F	28
Double-slip crossing	Peco	SL-E190	2
Short crossing	Peco	SL-E193	1
Medium radius right point	Peco	SL-E195	9
Medium radius left point	Peco	SL-E196	7
Large radius Y point	Peco	SL-E198	3

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.



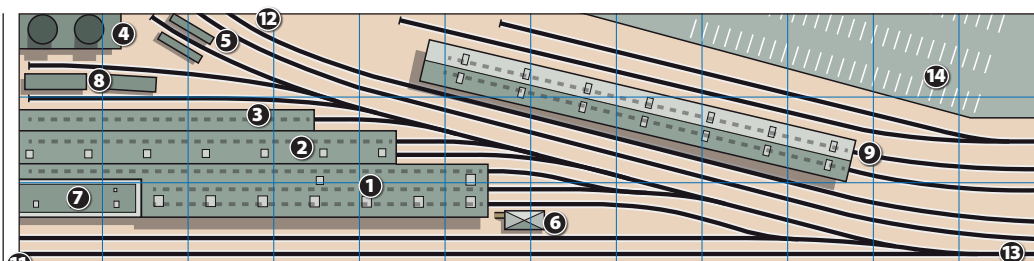
PLAN E 12ft x 3ft

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
Large radius Y point	Peco	SL-E198	3



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

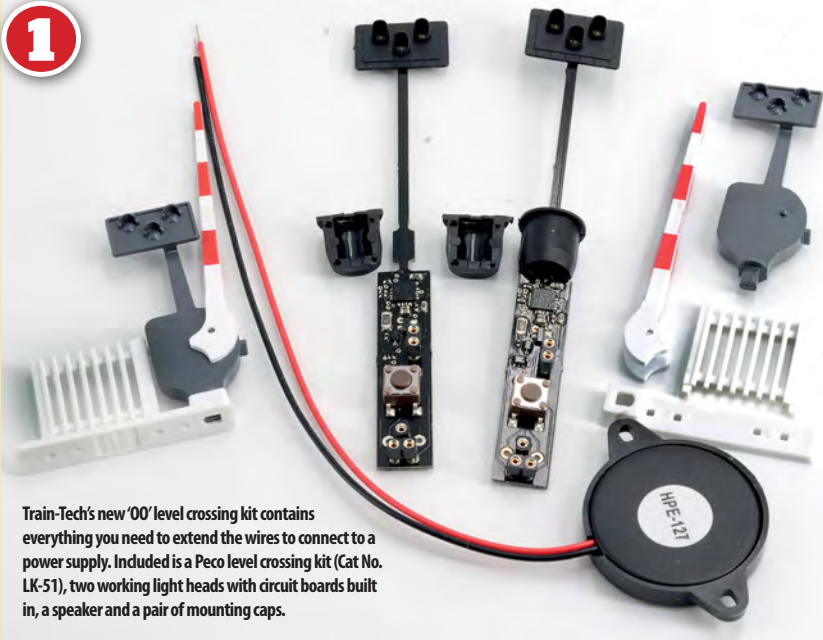
Representing a more modern theme on our office test track, a Railfreight coal sector Class 56 passes through heading a merry-go-round coal train. The crossing lights are all showing red due to the camera exposure, but alternate when in operation as they should.



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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



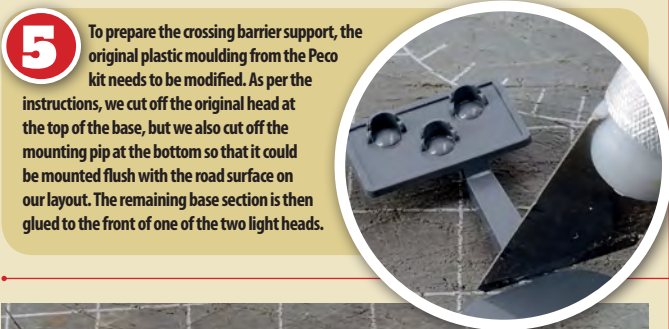
While allowing the white to fully harden, we added the mounting caps to both light poles. These plastic caps fit around the tab on the post and can be glued together with liquid plastic cement. We used Deluxe Materials Plastic Magic.

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.

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Working level crossing heads with sound	Train-Tech	TT-LC10P
White acrylic	Humbrol	34
Signal red acrylic	Humbrol	174
Roof Dirt acrylic	Lifecolor	UA722

6

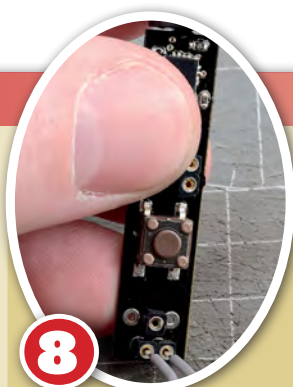


To ensure the original barrier clears the new light post, the rear hook has been cut back to suit. It requires around 5mm of plastic to be removed using several cuts with a craft knife. Ensure you don't cut too far back and lose the mounting hole.

7



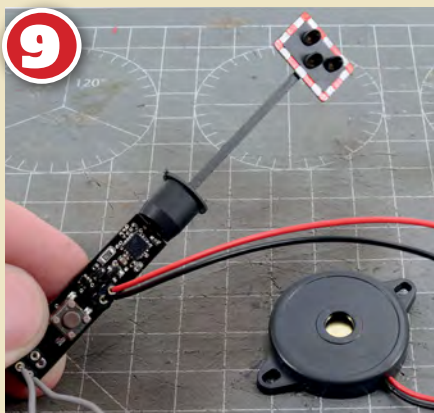
This is the fully assembled lighting head ready for installation into the baseboard. A 10mm diameter hole is required to clear the circuit board and the mounting caps are a neat fit into the hole to support the head.



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



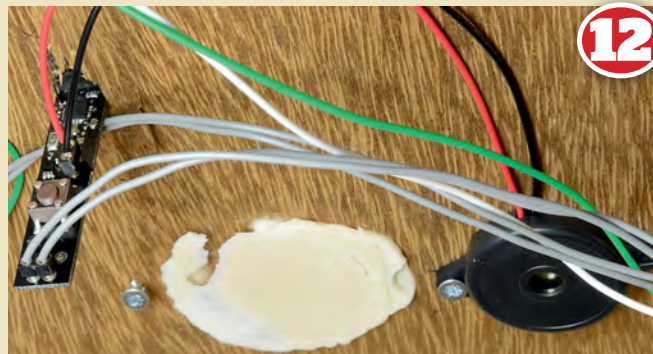
A second 10mm hole was drilled to the right to host a second lighting head so the crossing is correctly illuminated for approaching road vehicles. As you can see, the other side is still to have its original gates removed at this stage.

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 1/2 in 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

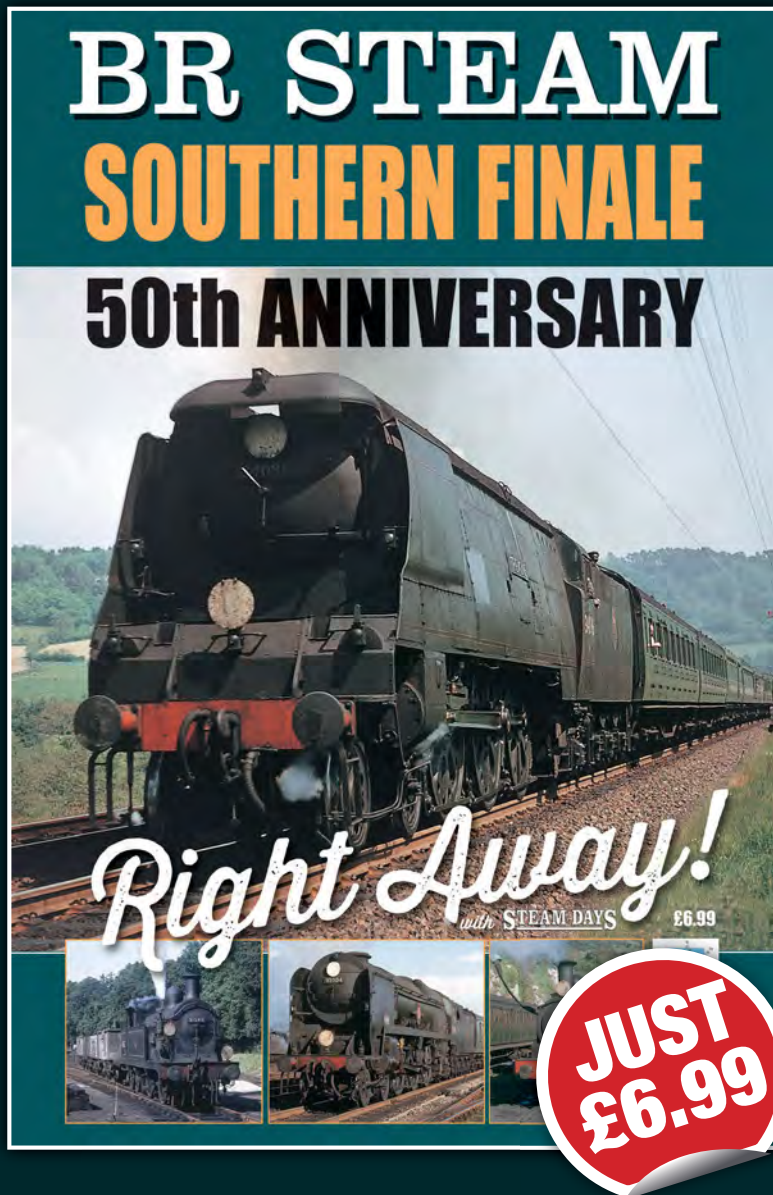
...and after a few seconds the siren turns off and the lights change to alternating flashing reds – all red lights are illuminated here due to the camera exposure length. All in, the installation took just under an hour and our modernised crossing is now ready for further detailing with signage and white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



BR STEAM

SOUTHERN FINALE 50TH ANNIVERSARY

With supporting text and a wealth of archive photographs, *BR Steam: Southern Finale – 50th Anniversary* traces the story of Southern steam post-nationalisation.



The Southern was the final region on British Railways to operate steam-hauled express from a London terminus. Bulleid's extraordinary Pacific locomotives made an impressive sight right up until 1967 as they enjoyed an 'Indian Summer' on express trains to the South-West from Waterloo station. The end of steam at London's Nine Elms depot clearly signalled the end of an era. The Southern can also lay claim to operating the last steam-hauled branch line passenger service in Britain - the Lymington branch - which also survived into 1967. BR Standard locomotives played a big part in the final years on the Southern, and other interesting types that survived into the 1960s included the famous 'King Arthur', 'Lord Nelson' and 'Schools' classes as well as other fascinating engines.

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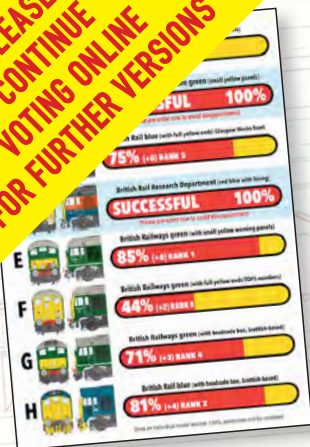


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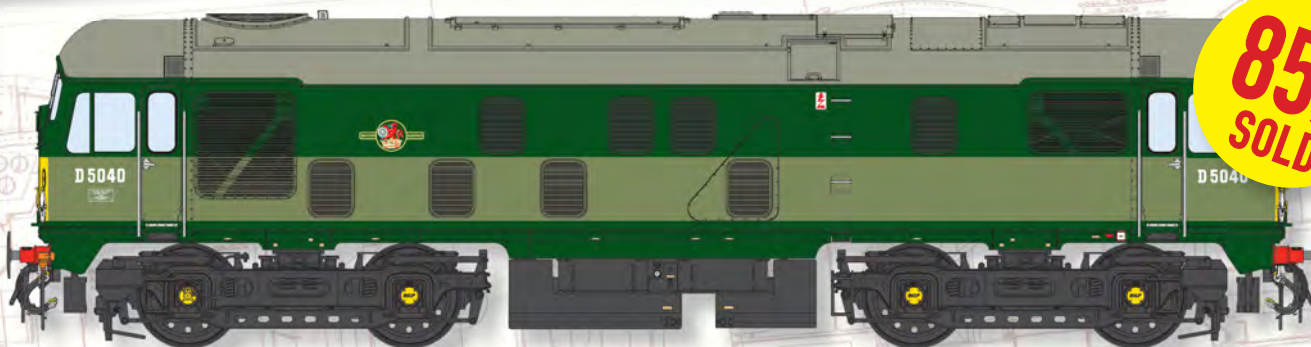
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New Class 24 liveries

Further SLW locos go into production

Our customer-led initiative to choose additional colour schemes for our widely-acclaimed Sulzer Type 2 model has been a tremendous success with two new liveries now approved for production. Quantities have now been fixed so please pre-order ASAP to secure your models!



Cat No. 2407: **No. D5040 British Railways (Eastern Region) two-tone green** (1965 to 1970)

Providing a welcome variation to the standard but somewhat plain green livery, half a dozen locos were repainted with the mid-level Sherwood green band, as part of their overhauls at Derby Works, during 1965. Most saw use on the Great Eastern and Great Northern in the mid to late-1960s before being dispersed to the London Midland and Scottish Regions.

Delivery expected late summer 2018. Prices: £300 Digital sound and supercapacitor 'stay-alive'; £270 Digital sound; £170 Standard DC (analogue).

Museum quality 4mm:1ft scale ready-to-run

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Six production runs have **sold out!** Don't miss out on **D5017 in early BR green** & **24091 in BR blue** which are still available.



Cat No. 2406: **No. 97201 EXPERIMENT British Rail Research Department** (1980 to 1995)

Arguably the best-known Class 24, the former No. 24061 had a second life as motive power for Derby Railway Technical Centre's test trains. It received its eye-catching livery and name in 1980 and travelled widely throughout the decade, including visits to numerous open days. Entered preservation in these colours and is now at the North Yorkshire Moors Railway.

Delivery expected late summer 2018. Prices: £300 Digital sound and supercapacitor 'stay-alive'; £270 Digital sound; £170 Standard DC (analogue).

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HOW TO... 'Brush' away

With a bit of work and a sharp eye on costs, many older models can be brought into line with more recent productions.

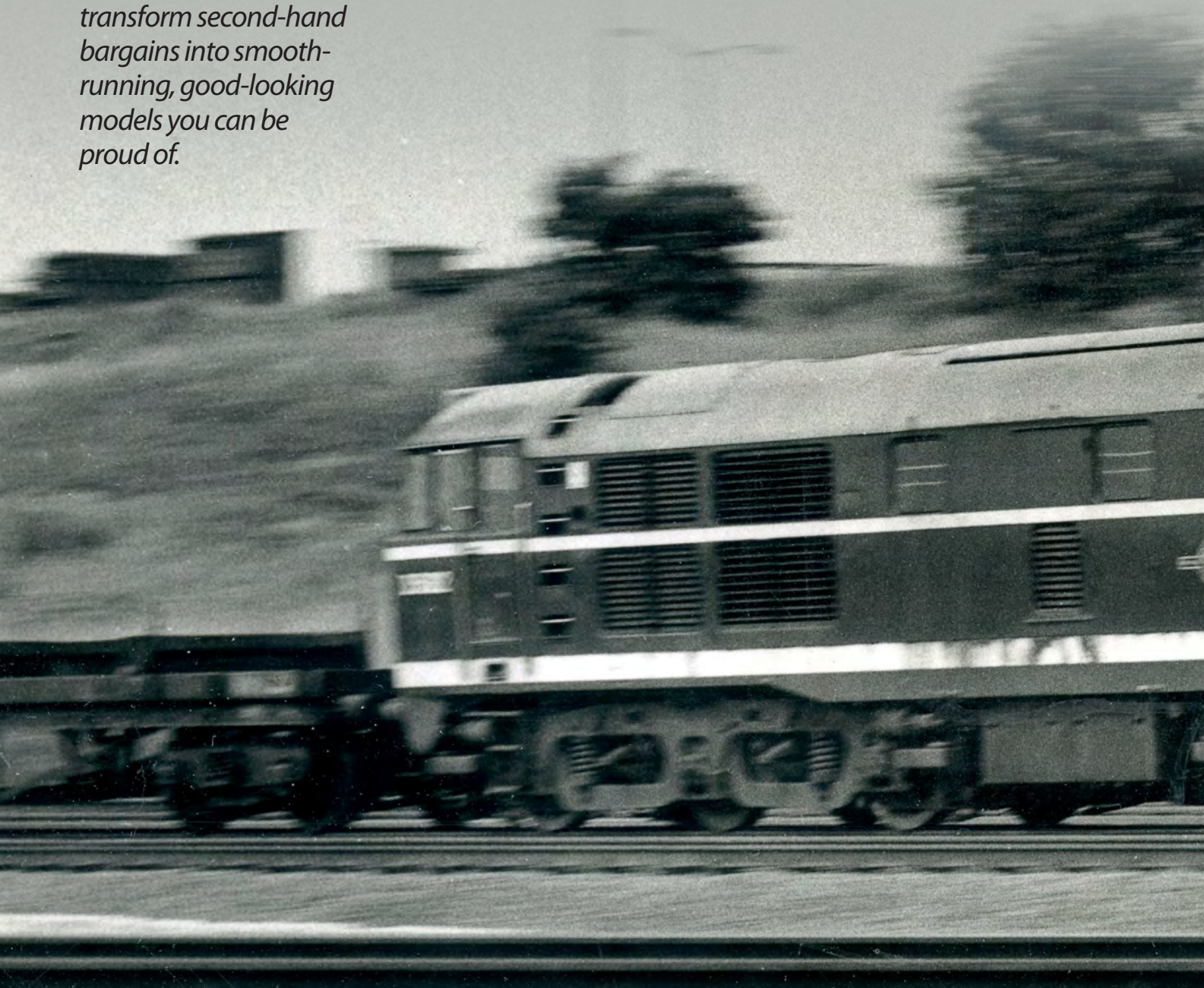
TIM SHACKLETON shows how you can transform second-hand bargains into smooth-running, good-looking models you can be proud of.

THERE ARE MANY REASONS WHY locomotives don't run as well as we'd like and it isn't all about the kind of motor they have. The principal factor is that track and/or wheels are so dirty that current pick-up is impeded. The second is that current collection itself is inadequate, either because the locomotive has too few pick-ups or because they aren't working properly. The third is that insufficient attention is paid to lubricating the mechanism – paradoxically this usually means using too much of the

wrong kind of oil. The fourth is that the model hasn't been run in properly.

Regardless of whether the locomotive is digitally or analogue controlled, whether it's a state-of-the-art model from one of today's leading makers or something more basic from 20-30 years ago, failure to meet these essential criteria will always compromise performance. The only way to achieve consistently good, reliable running is to ensure compliance with each of these key performance benchmarks.

There's an interesting backstory here. Thanks to their obsolete 'pancake' motors and iffy



the cobwebs

pick-ups, Lima's UK locomotives were never the finest out-of-the-box runners but on the later models the basic bodysheet detail was very good indeed. On appearance alone Lima's 31 stands up well against modern models – I've also seen some excellent finescale upgrades of their Class 59s, 60s, 73s and even the much-maligned 'Western'.

Of course, the downside is that if you want to bring them up to speed, you need to do a considerable amount of the reworking yourself – but not everyone has the skills or the inclination to try this. If you do, however,

there are few more satisfying aspects of hands-on modelling than taking something that's a bit of a pig's ear and bringing it up to par with today's models, purely for the fun of it.

In this article, I'm going to modify two Lima Brush Type 2s bought second-hand for not very much at all. Mechanically and electrically, the upgrade involves rewheeling with Ultrascap conversion packs, fitting additional pick-ups, cleaning and re-lubricating the motor and a general all-round tune-up – you can follow the same procedure with pretty well any Lima locomotive of this vintage, and it

will make all the difference to the running.

As far as bodywork cosmetics are concerned, we'll be looking at flush glazing the windows, fitting new headcode panels and cab handrails, adding front-end pipework and a few other minor touches such as etched radiator fans and sprung buffers. It's not all that hard but it's very enjoyable and, other than the wheels, the cost is not great. Some compromise is inevitable but, as current models of our favourite classes become increasingly expensive and hard to find, it's good to know there are viable alternatives. 

Brush Type 2 D5862 at speed near Aldwarke Junction, Rotherham on August 12 1965. This panned shot perfectly encapsulates the kind of smooth, prototypical running I expect from my locomotives.

*Author's collection/
BR Official.*



STEP BY STEP REVIVING LIMA BRUSH TYPE 2s

Intermediate
Beginner **SKILL LEVEL** Advanced

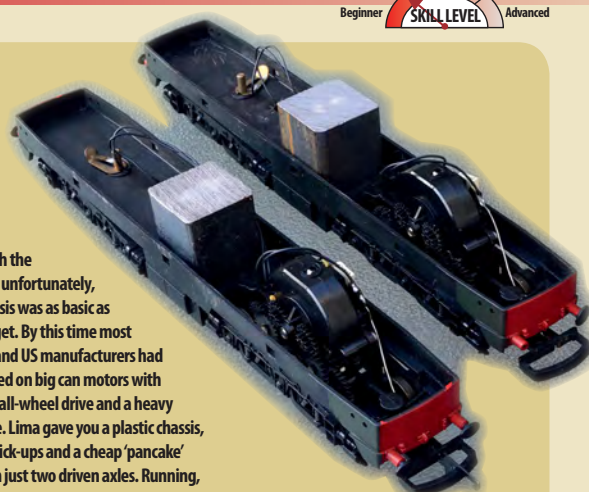
1

As far as looks and refinement of detail are concerned, the 1990 introduced Lima model of the Brush Type 2 still holds well against the later products. It was one of the first ready-to-run models to offer significant variation of detail between individual locomotives within the class. A quarter of a century on, it still looks the business and it continues to be available under Hornby's RailRoad brand, albeit with a new and better-quality motor.



2

Underneath the bodywork, unfortunately, Lima's chassis was as basic as you could get. By this time most European and US manufacturers had standardised on big can motors with flywheels, all-wheel drive and a heavy alloy frame. Lima gave you a plastic chassis, some iffy pick-ups and a cheap 'pancake' motor with just two driven axles. Running, at best, was barely adequate.



3

Only two wheels on the motor bogie collect current – on one side the leading and trailing wheels are 'live', and the same applies to the trailing bogie where the 'live' wheels are on the opposite side. This is a pretty basic arrangement and Lima half-heartedly fitted two additional wiper pick-ups to the trailing bogie. Slow-speed performance, as you can imagine, is disappointing.

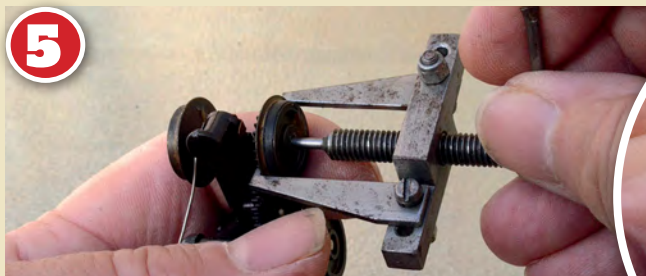


4



Unlike many of today's models, Lima locomotives come apart very easily. The body simply undips from the chassis and the bogies then can be dropped out. I find it best to disconnect all the wiring at this stage so we don't tie ourselves up in knots. With the motor bogie removed (a couple of screws hold it in place) this is what we end up with.

5



Undipping the keeper plate allows you to remove the wheels from the trailing bogie without too much inconvenience. The power bogie is trickier. Here I'm doing the job very gently using a wheel puller, which grips the rim firmly while you wind up the screw-threaded pillar that gradually forces the wheel off the axle. It's a bit like a corkscrew in reverse. If you don't have such a tool, you're going to need pliers and a lot of force.

6



With the motor bogies stripped down, I'm scrubbing away years of caked-on grease using an old toothbrush and proprietary airbrush cleaner. This isopropyl alcohol-based solution is very good at dissolving the kind of built-up muck that impedes efficient operation. Don't, whatever you do, let WD-40 and similar products within a hundred metres of a model locomotive – they will attack the plastic and could cause gears to swell, destroying the mesh and guaranteeing poor running.

7



I've rewheeled the power bogies with Ultrascals's drop-in replacements – a like-for-like replacement of the best 4mm scale wheels on the market for some of the worst. Quality wheels such as these make a big difference to performance, especially when the chassis uses a 'live axle' arrangement. The carrying wheels on the unpowered centre axle should be 3ft diameter rather than 3ft 6ins, with the axleboxes mounted proportionately lower, but on Lima's sideframe mouldings the wheel centres have been fiddled to allow a standard motor bogie to be used.

8



For the non-powered bogie, I'm going to use Alan Gibson 3ft 6in diameter coach wheels – another quality finescale brand. To improve current collection, I've removed the chemical blackening from the wheel treads and the backs of the tyres. The ones on the right are Pullman-style wheels that I've had for years without ever finding a use for them – until now!

Companies such as Railtec Transfers have made a massive contribution to how accurately our models are finished, right down to the last details – the Brush builder's plates, as a case in point, which were a special commission from Railtec's Steve Bell. The headcodes, meanwhile, are from Formil/MPS – the most realistic I've ever seen.



9

Look at the difference between

Lima's dummy wheels and the infinitely more elegant (and realistic) finescale wheels. To reduce 'slop' in the plastic bogie bearings I've sleeved each axle with lengths of 3mm (outside diameter) brass tube, cut to length with a carborundum slitting disc.



10

Whatever type or gauge of wheels you use, it's important that the wheels are set the correct distance apart. Here I'm using a proprietary back-to-back gauge, though you can use a digital vernier to achieve the same result. Consistency is everything – even small differences can cause derailments.



11

With the wheels in place I'm adding fresh lubricant to the drivetrain. In the model train market, Nye is about the best you can get. Here I'm using a high-viscosity oil on the motor bearings and a plastic-compatible grease on the geartrain. Dirt, poor pick-up design and bad lubrication pose far more questions of running quality than whether a model has a three- or five-pole motor.

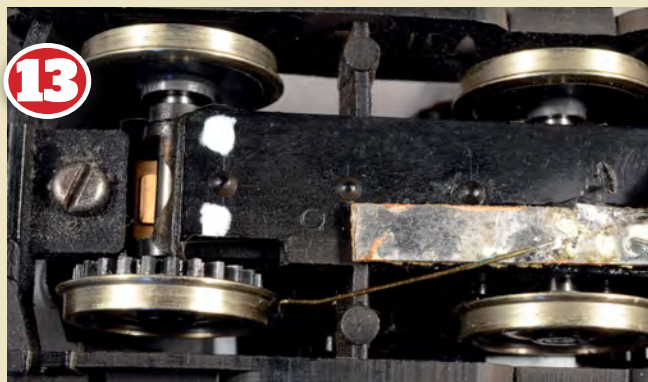


12



I'm adding extra pick-ups to the power bogie to supplement current collection through the wheels on the non-geared side. The more pick-ups you have, the better the running. First I've glued a strip of copper-clad strip to the keeper plate and then added pick-ups of 0.25mm beryllium copper wire, which has a good natural springiness.

13



The pick-up wire is shaped to press against the wheel tread, out of sight behind the bogie frame. The end of the wire is looped round to provide a firm contact which will improve the quality and consistency of current collection. Use strong magnification to check that the pick-up is doing its job and adjust as necessary.

14

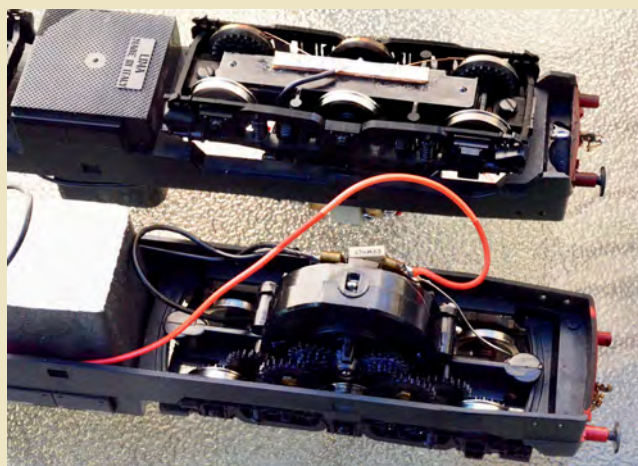


On the trailing bogie, an extra pick-up is soldered to the copper strip already installed. This is much longer than the pick-ups on the power bogie so instead of 0.25mm wire (which would be too whippy) I've used Alan Gibson's 0.33mm hard brass wire. I find a little bit of lead strip glued to the chassis moulding directly over the bogie helps with pick-up by keeping the wheels more firmly in contact with the track.

STEP BY STEP REVIVING LIMA BRUSH TYPE 2s

Beginner **SKILL LEVEL** Intermediate Advanced

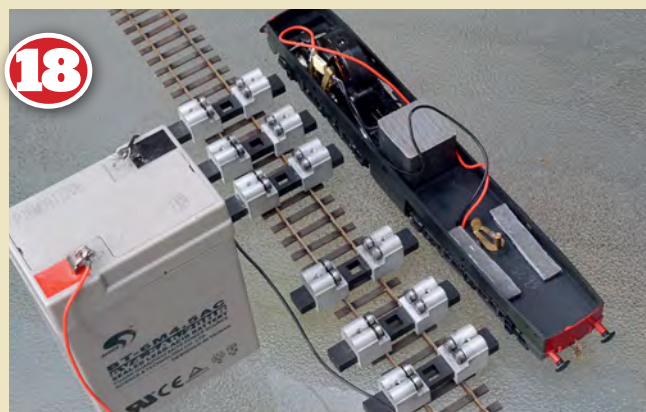
15 Once again, the end of the pick-up is looped round to provide better contact. To retain the geometry of the existing pick-ups, it's mounted above the axle centreline on this side. Each pick-up is checked and adjusted in turn to ensure it is collecting current.



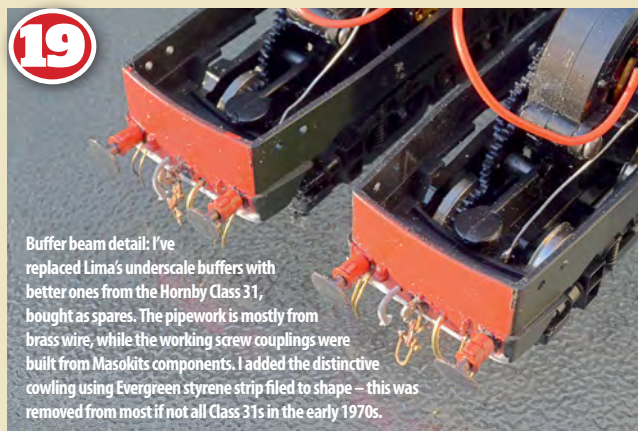
16 Motor bogies top and bottom. The difference the extra pick-ups make is quite extraordinary but this is only one factor among many, as we've discovered. I've carried out quite a few of these Lima chassis upgrades and compared with the unmodified out-of-the-box models that I still own, the improvement is out of all proportion to the effort expended.



Once everything is soldered in place it's time to clean the wheels thoroughly to get rid of greasy finger marks and splashes of flux. I'm using airbrush cleaner here but methylated spirits do the job just as well. Never stint on wheel cleaning (or trackwork for that matter). Proper cleaning makes a huge difference to how well (or not) your models collect current – and in turn how well they run.



I'm about to give the revitalised pair of chassis a good spell of running in – even though they're from second-hand locomotives that have already seen many hours' service. This will help the components settle in and smooth off any residual rough edges.



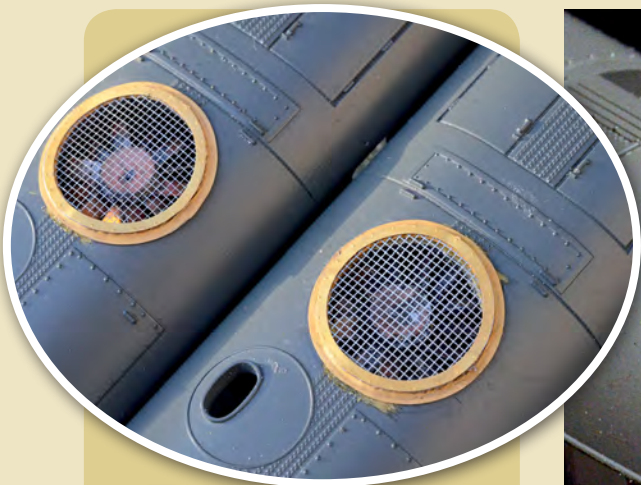
19 Buffer beam detail: I've replaced Lima's underscale buffers with better ones from the Hornby Class 31, bought as spares. The pipework is mostly from brass wire, while the working screw couplings were built from Masokits components. I added the distinctive cowling using Evergreen styrene strip filed to shape – this was removed from most if not all Class 31s in the early 1970s.



20 The cab ends have been upgraded with separately fitted metal handrails – the ones on the cab front are from 0.33mm brass wire, while the ones by the cab door are in nickel silver to reflect the 'unpainted metal' look of the prototype.

Low winter sunlight picks out the salient details of D5845, stabled at March on December 6 1964. Note the contrast between the clean, shiny bodywork and the grubby underframe – a characteristic of diesel traction in the UK for more than half a century. Author's collection/Eric Sawford.





21

The appearance and fidelity of any 4mm scale diesel will be enhanced by adding etched roof fans and grilles from Extreme Etchings. I resisted the temptation to add grab irons to the roof panels – on the prototype they are much smaller than you think, and next to impossible to reproduce to scale dimensions. If in any way overdone, such details look horribly clumsy.

USEFUL LINKS

Ultrascale wheels	www.ultrascale.uk
Alan Gibson	www.alangibsonworkshop.com
Extreme Etchings	www.shawplan.com
Railtec	www.railtec-models.com
Formil/MPS	www.johnlythgoe.com



22

Replacement Laserglaze windows from Extreme Etchings make a huge difference to the appearance of the front end – always the most distinctive feature of a diesel. I've had to make my own glazing for the headcode panels which is a laborious process involving filing to shape, offering up, filing to shape, offering up until you're satisfied.

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



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

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»»

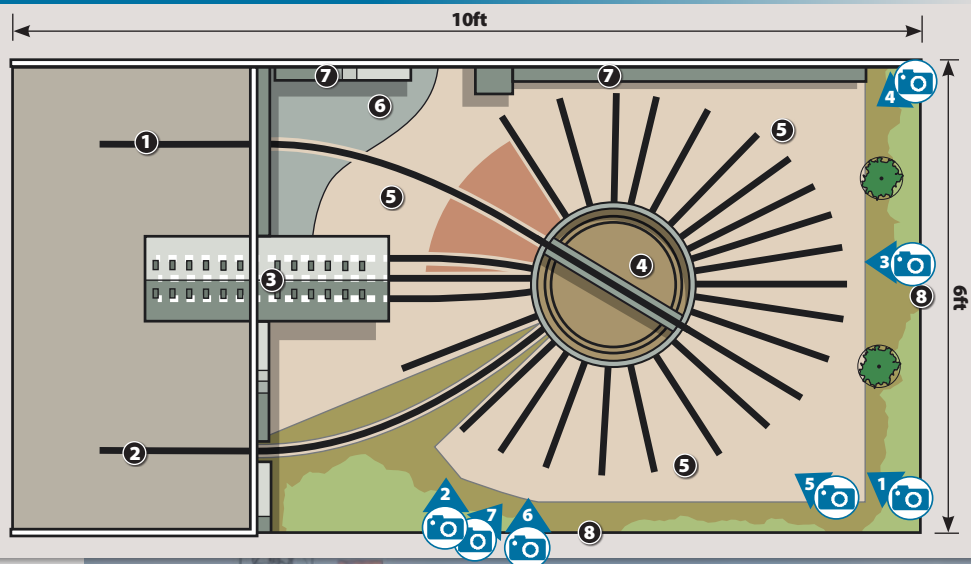


4 With the ubiquitous yellow permanent way lorry fixing the overhead floodlight the amount of liveries on the Western Region at the end of the 1960s can be seen, with green, maroon and blue on show.



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! [Heljan](#)



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.





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

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

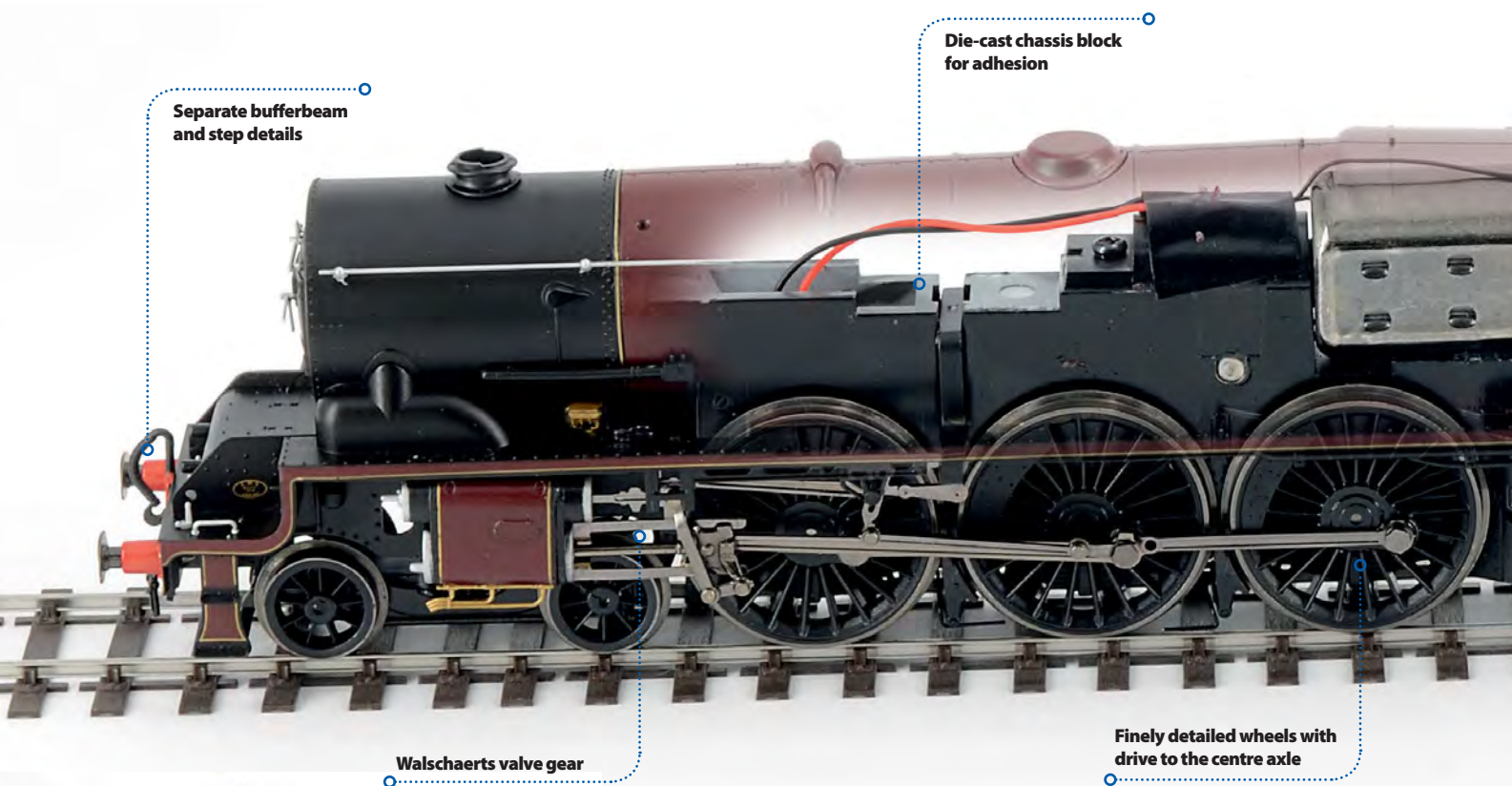
steel casing over the boiler. Ultimately all were rebuilt in conventional form between 1944 and 1949, although some initially retained the sloping smokebox from their streamlined days.

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.

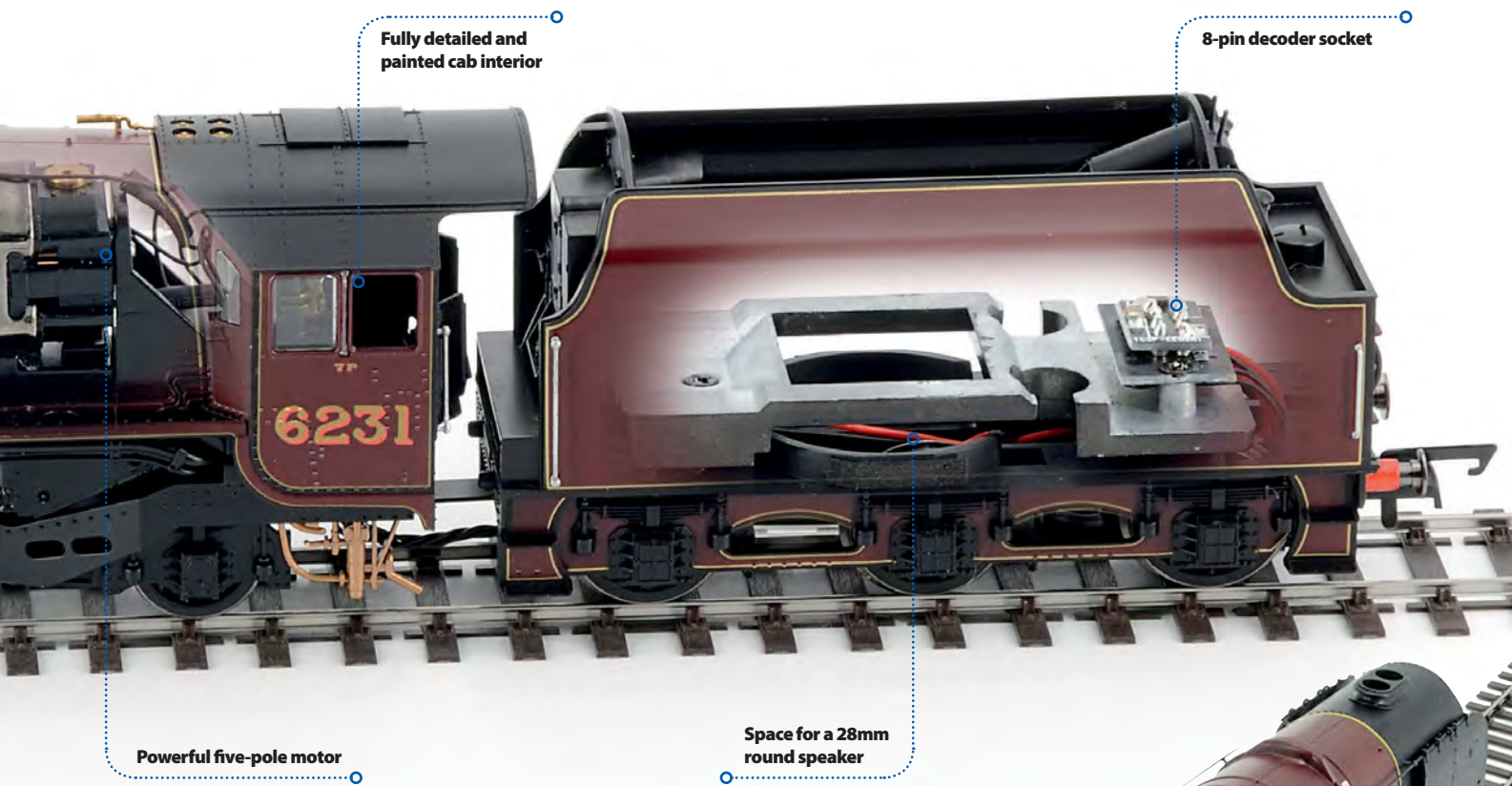
The usual fittings of sprung metal buffers are provided on each corner, including different styles front and rear, while there is also a detailing pack which adds bufferbeam fittings, front steps, cylinder drain cocks (where curves allow) and brake rigging. An NEM coupling pocket is provided at the rear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

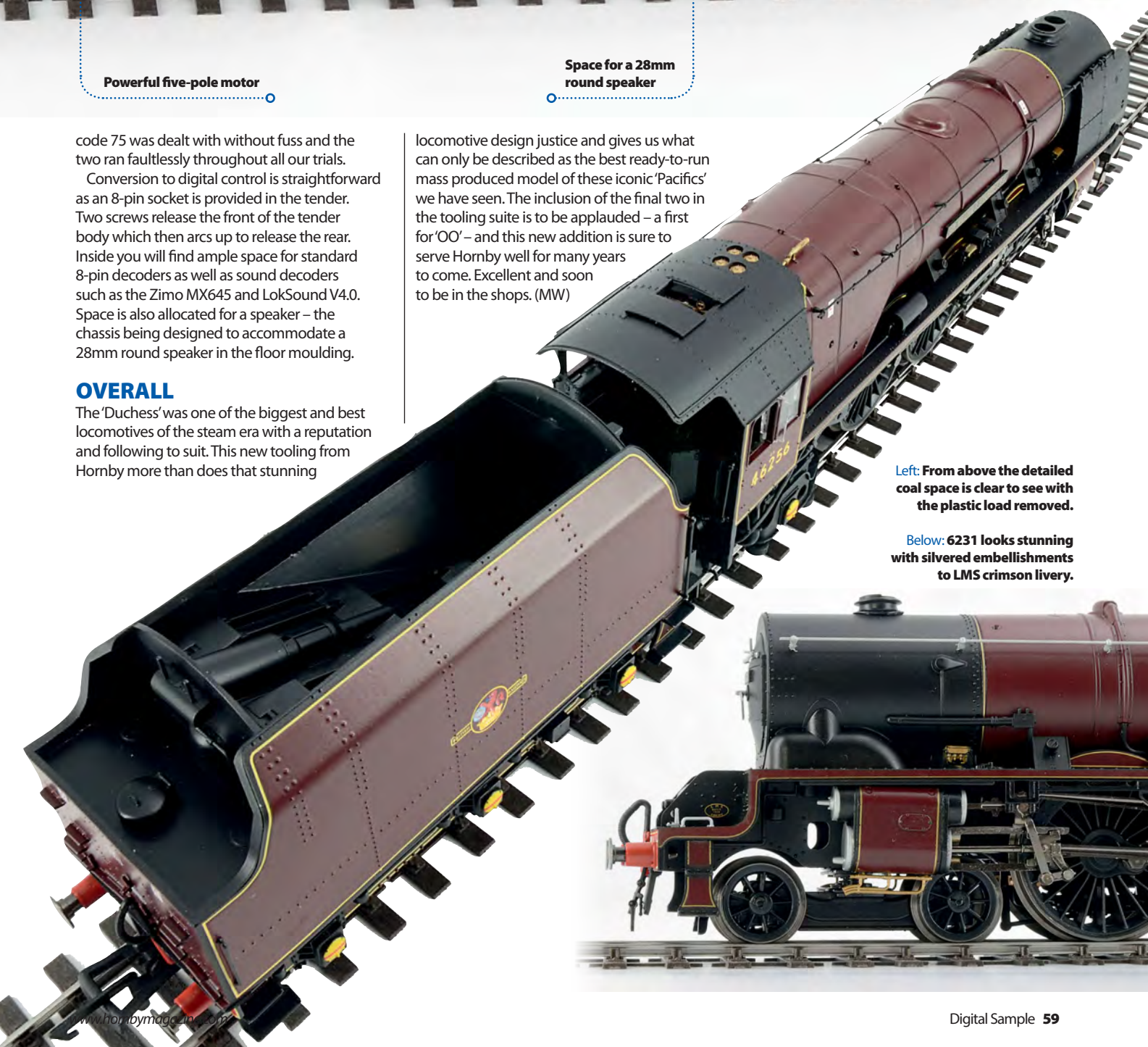
OVERALL

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

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

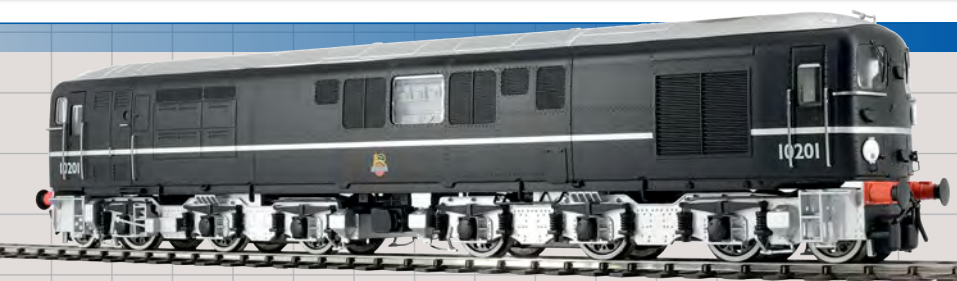


Above: Kernow's new 'OO' model of the Bulleid diesel is a stunning replica of these sought after prototypes.

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.”

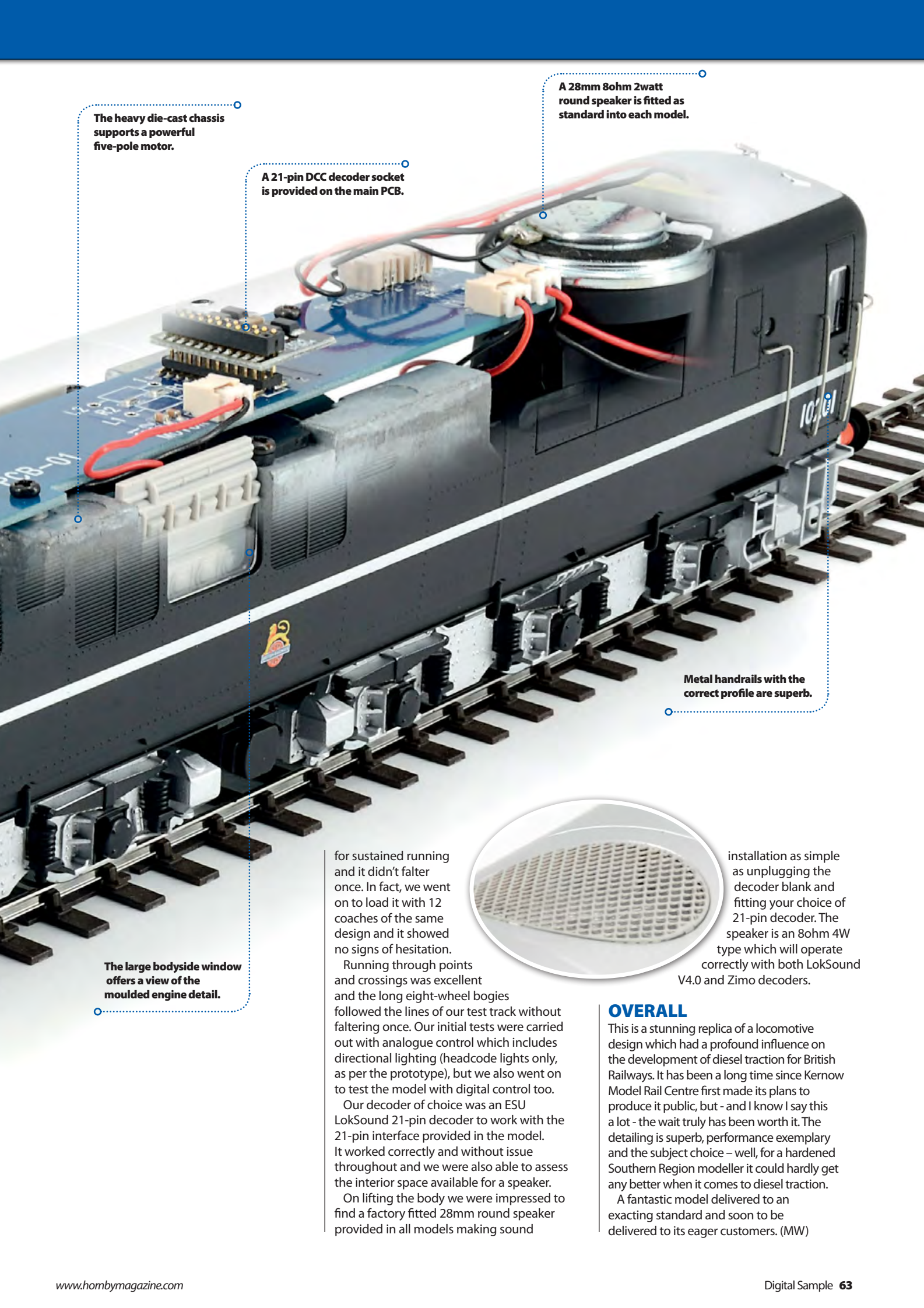
MIKE WILD

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)

'Peak' PRACTICE

The Class 45 diesels were giants of the early diesel era with gigantic weight and an eight-axle chassis. **MIKE WILD** inspects Heljan's latest 'O' gauge ready-to-run model of the second series 'Peak'.





THE DETAILS

Manufacturer:	www.heljan.dk
Cat No:	4501
Description:	BR Class 45 1-Co-Co-1, BR green
Scale:	'O'
Price:	£699
Era:	5
DCC:	DCC compatible
Couplings:	Working screw links

The substantial size of the 1-Co-Co-1 Class 45 suits 'O' gauge. Heljan's model is available in a selection of BR green and blue liveries.

The 'O' gauge Class 45 is big and heavy too. It looks superb.

IN DIESEL LOCOMOTIVE design the 1-Co-Co-1 wheel arrangement is borderline pre-historic – rather like single driving wheel steam locomotives. Drive styles, weight saving, body design and engine management and power output have all been continuously improved over the last 57 years since the first of the class entered traffic. In fact, the BR Sulzer Type 4s of the Class 45 and Class 46 fleets were the final diesel locomotives for British Railways to employ the 1-Co-Co-1 wheel arrangement, following in the footsteps of the 1950 built Bulleid diesels, the 1958 introduced English Electric Class 40 and the first series of 'Peaks' – the 1959 introduced Class 44s. From the early 1960s forward even the largest diesel locomotives have only required a Co-Co six-wheel chassis while the very latest in engine and body design for the Class 68 means that four fewer axles and almost 50tons



less this new diesel class produces 1,300hp more than the once impressive 2,500hp developed by the Class 45.

While in real railway terms the Class 45 is ancient technology, for modellers it is a highly appealing recipe – and especially in 'O' gauge where you really get to appreciate the dominating size of the 'Peak'. Heljan first announced this model in 2015 and has worked relatively swiftly through the process to deliver a batch of four different production locomotives in BR green and blue liveries together with a limited edition for Tower Models.

Significantly for 'O' gauge, this is the sixth new ready-to-run locomotive to be delivered for the scale in six months which is great news on one hand, but bad for the bank balance on the other!

THE MODEL

Heljan has elected to model only one of the five bonnet front designs employed by the Class 45 fleet consisting of a twin panel centre headcode box which is suitable for a large number of the fleet.

Other versions included split headcodes with and without communication doors, a single panel central headcode box and the final refurbished design with flush fronts and twin lights.

Our sample was delivered in BR green with small yellow warning panels, a grey roof and lower bodyside stripe (Cat No. 4501), but there are also economy green and BR blue versions available

on the same bodyside. Heljan has revised its packaging for this model and the >>





Detailed bogies with drive to the second and fourth axles

Heavy die-cast chassis for maximum haulage capacity

Central PCB for light and motor control

Heljan has modelled the size of the '45' well.



Below: Up close the Class 45 shows its detail qualities.



LIKE THIS, TRY THESE...

Motive Power: Heljan Class 37 (HM119), Little Loco Company Class 15 (HM117), Dapol Class 08 (HM116).

Rolling Stock: Heljan/Tower Models BR Mk 1 BG and GUV, Dapol 12ton vent vans.

common foam packaging has been replaced by the model being bolted to a strip of 12mm thick MDF and surrounded by foam packing pieces to allow it to travel safely. This is a good thing in our book as these are heavy 4kg models which could easily shift in transit when not handled carefully during the posting process. Removing it from the new packing piece was a two-minute job to release the screws from the baseplate and the loose brackets which keep the bogies in line. Once extracted you will also find a detailing pack which contains sandboxes to fit to the rear of the bogies, boiler filler hatch covers for



“Heljan has done itself proud with the exterior detailing.”

the roof, step covers, boiler side vent covers and alternative bodyside grille blanks to allow further customisation of the model.

All this goes on top of what has to be said is a very good looking model. Heljan has done itself proud with the exterior detailing and finish which captures the looks and style of the ‘Peak’ to a tee. This is everything from the fully detailed bufferbeams to the cab handrails, windscreen wipers (although in early condition they should only have one not two), windscreen roof details and bodyside grille. The bogies, once fitted with the rear sandboxes, are superb and enhanced further by pipe runs immediately below the bodysides and around the fuel tanks. The etched bodyside grilles even have the bracing which was so characteristic of the prototypes.

Decoration matches our expectations for a Heljan product with crisp edges between all colours, accurate shades and neat printing of the BR totems and builder’s plates. The white cab handrails are perhaps a little stark, although accurate, while we are also impressed that Heljan has correctly followed the masking of the yellow warning panel to include the tail light casings.

Like all Heljan diesels, the Class 45 is delivered

without numbers leaving the owner free to select their own choice and even one of the named examples. Tower Models has put together a useful list of all the Class 45s in this format and their original and later numbers – visit www.tower-models.com for the full list.

PERFORMANCE

The ‘45’ is powered by twin motors with the same drive format as the new Class 37 (HM119). This consists of vertically mounted motors on each bogie with large brass flywheels on top. However, on the up side, it is simpler to add a digital decoder to this model as the central Printed Circuit Board (PCB) features a set of screw terminals positioned at one end so, while care is still needed, at least it is only a case of undoing screws, removing the original PCB and installing a large scale decoder with screw terminal fittings.

Directional lighting is provided as standard and we found under analogue control that this was hesitant at low speed while at high speeds there was light bleed from the headcode panel lights into the tail lights. Cab interior lighting is provided too and through a suitable decoder

this could be operated by a separate function. The roof fan is powered by its own motor too which is connected back to the central PCB.

On the track our sample ran smoothly and quietly straight from the box. After running in for 30 minutes in each direction, we subjected the model to load testing in which it proved perfectly capable of handling a seven coach train of Heljan Mk 1 carriages and also at negotiating down to second radius Peco set track curves.

OVERALL

Heljan has a strong reputation for the performance of its ‘O’ gauge models both on the track and for rapid sales and the new Class 45 is certain to back up that trend. My only concern (and I accept that it might seem ungrateful) is that it has followed too quickly after the Class 37 and perhaps would have been better arriving in a couple of months’ time. That’s open to individual preferences, but either way we now have a stunning model of the ‘Peak’ which has the weight and poise of the real thing in model form. A great model for sure. (MW)



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

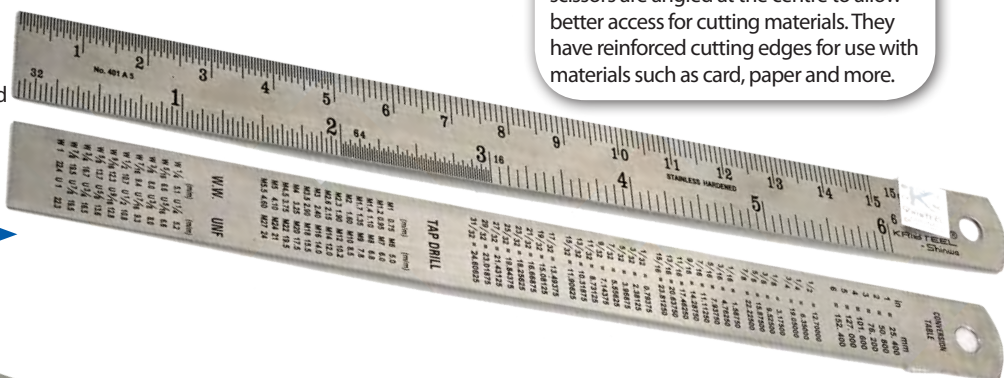
Sometimes a specialist tool is what you need and these 180mm long universal scissors are angled at the centre to allow better access for cutting materials. They have reinforced cutting edges for use with materials such as card, paper and more.

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.



BACHMANN OPENS THE 'Birdcage'

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



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

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

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

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

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

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

THE DETAILS

Manufacturer: www.bachmann.co.uk

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

Scale: 'OO'

Price: £59.95 each

Era: 4

Couplings: Small tension locks in NEM pockets



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

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

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

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

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

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

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

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



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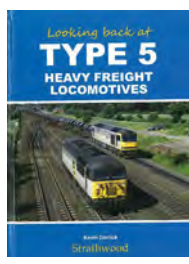


Using footage from the last quarter of a century, this programme looks at the way this final form was refined by some of the most famous engineers of their time, right up to the last steam locomotives built for main line service in the country. This is *The Jazz Age*, examining the locomotives of the 1920s. **Region 2 DVD, Running time 50 minutes.**

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HORNBY MAGAZINE YEARBOOK 2018 NO.10



Hornby Magazine is at the forefront of model railway publishing, bringing you informed and enticing features on layouts, skills and the very latest products.

In this tenth edition of the *Hornby Magazine Yearbook*, we put the latest 'Pacifics' from Hornby head-to-head, reveal the story of the British 4-6-2, show you how to add sound to Hornby's new 'Merchant Navy', reflect on Railfreight sectorisation with a pair of Class 37s and discover just how good Hornby's 1970s introduced Ferry Van can be with simple upgrades and detailing.

We also survey the array of readily available shunting locomotives for 'OO', 'N' and 'O' scales as well as investigating the rise of 7mm scale during 2017. The overhaul of Twelve Trees Junction is profiled in full with behind the scenes images from the *Hornby Magazine* workshop.

Plus we have *Hornby Magazine's* Top 20 products listing and a full review of all the locomotive and rolling stock releases from 2017. Just as importantly, we have compiled a fully updated preview of all the locomotive models which are currently in development for release in 2018 and beyond for 'OO', 'O' and 'N' gauges.

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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.

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 >>

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.



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/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 displace 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.



20 TOP TIPS

DIGITAL LOCOMOTIVE CONTROL

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

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



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

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

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

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

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

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

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

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

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

SYSTEMATIC LOCO ADDRESSING

Decoder address	Locomotive #1	Manufacturer	Decoder type	Notes
29	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
40	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
120	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
121	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
122	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
123	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
124	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
125	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
126	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
127	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
128	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
129	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
130	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
131	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
132	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
133	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
134	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
135	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
136	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
137	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
138	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
139	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
140	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
141	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
142	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
143	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
144	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
145	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
146	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
147	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
148	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
149	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
150	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
151	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
152	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
153	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
154	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
155	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
156	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
157	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
158	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
159	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
160	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
161	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
162	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
163	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
164	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
165	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
166	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
167	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
168	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
169	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
170	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
171	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
172	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
173	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
174	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
175	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
176	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
177	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
178	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
179	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
180	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
181	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
182	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
183	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
184	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
185	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
186	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
187	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
188	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
189	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
190	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
191	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
192	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
193	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
194	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
195	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
196	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
197	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
198	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
199	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	
200	MT 1.4.4.1 10000	Backstrom	DCC (backstrom) 10000	

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

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

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

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

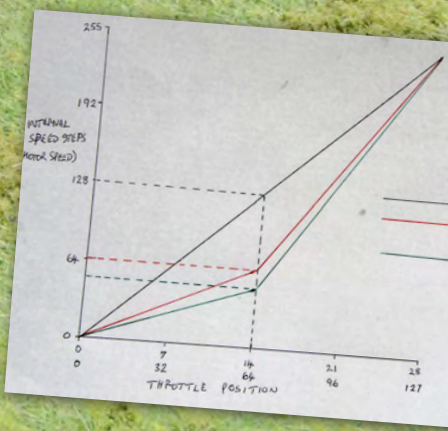
MODIFY THE SPEED CURVE

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

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

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

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



COMPENSATING FOR WORN COMPONENTS

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

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

AVOID RUNAWAYS

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

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

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

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



TEMPORARY POWER SUPPLY

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

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

SPEED TRIMMING

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

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



INERTIA AND MOMENTUM

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

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

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

BANKING

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

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

When the lead locomotive was able to

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

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

ADD SPECIAL EFFECTS

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

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

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

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

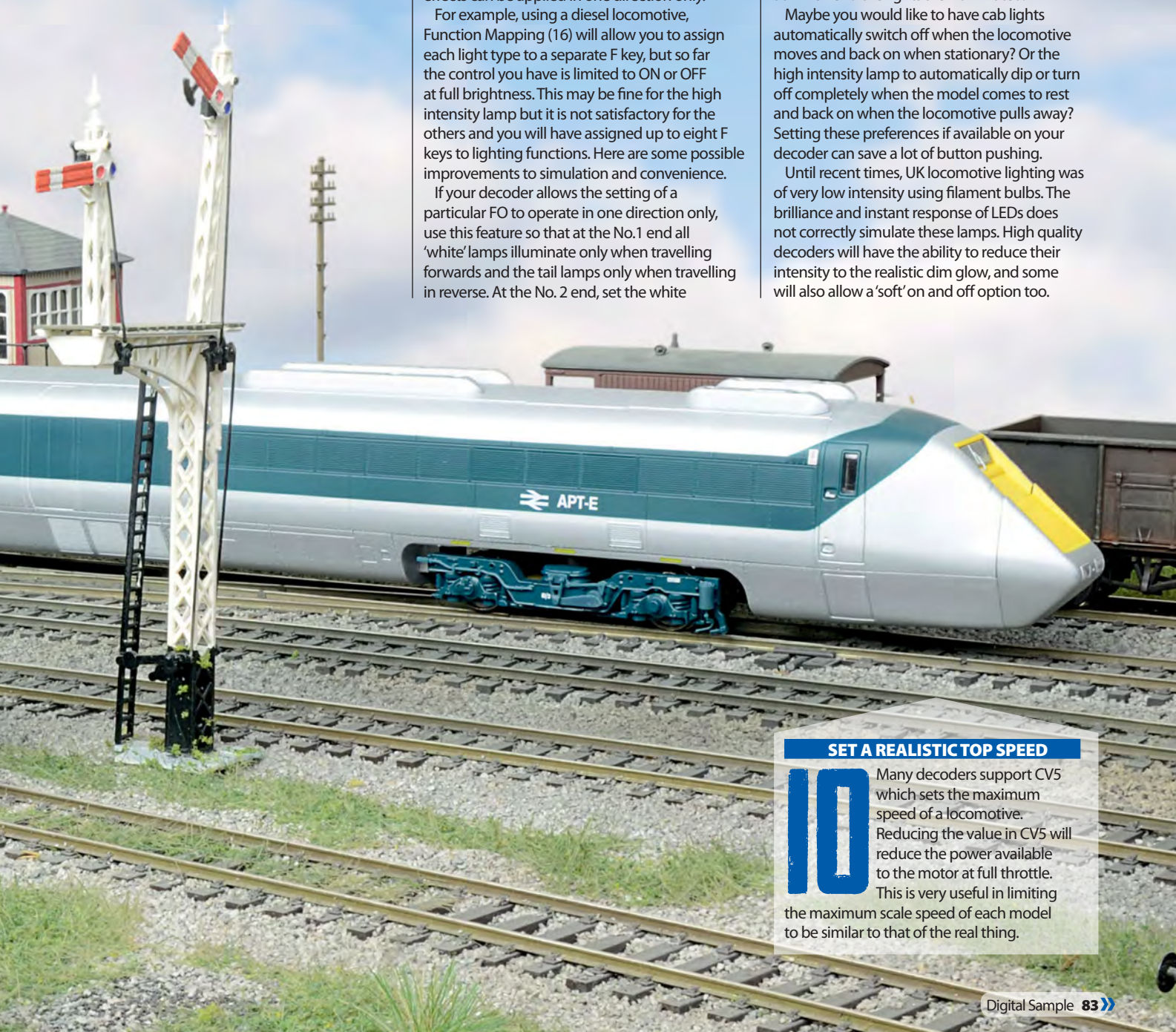
Map similar lamps from each end to the same F key. For example, assign the two FOs which control the cab lights to F key 8, or both tail lamp FOs to F key 10. This will result in half the number of F keys used. A single key determines if the tail lamps are on or off, and the direction of travel determines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

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

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

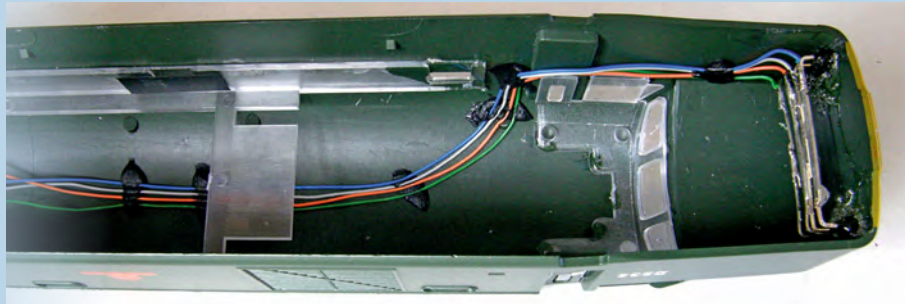
SET A REALISTIC TOP SPEED

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



LIGHTING IMPROVEMENTS

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



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

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

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

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

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

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

UNDERSTAND YOUR DECODER

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

DOUBLE-HEADING

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

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

OPTIMISE MOTOR CONTROL

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

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

SMOOTH STARTING

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

FUNCTION OUTPUTS

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

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

COACH LIGHTING

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

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



FUNCTION MAPPING

18

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

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

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

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

SHUNT MODE

19

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



UPDATE FIRMWARE

20

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

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

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

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

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

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

upgraded/updated firmware already installed.

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

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

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

Secondly, a high value in CV4 produces realistic

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

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

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

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

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



Poulton-le-Fylde

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

PHOTOGRAPHY, NIGEL BURKIN



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

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

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



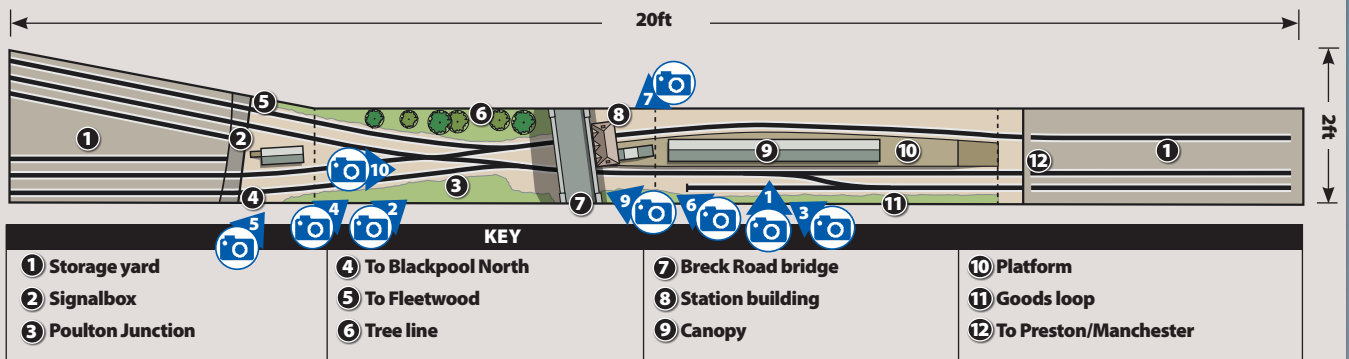
LAYOUT CONCEPTION can take inspiration from a wide range of subjects. For some, it's being able to run the trains of their childhood, for others it is to recreate that place that they saw in a magazine and for some it is just a figment of their imagination. For me, it was the opportunity to model a location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

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

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

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

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



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





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

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

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

CONSTRUCTION

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

Construction of the baseboards is very

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

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

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



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

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

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

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

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

TRACK AND SIGNALS

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

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

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



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

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



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

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

The signalbox is a scratchbuilt structure

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

SCENERY

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

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

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



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

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

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

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

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

CONTROL AND OPERATION

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

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

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



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

REFLECTIONS

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

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

on the exhibition circuit in 2018.

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

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



STAFF PROJECTS

Back in the LIMELIGHT

Following its return to the exhibition circuit at the Great Electric Train Show in October, **MIKE WILD** reveals the latest plans to make Twelve Trees Junction ready to go to the Warley National Model Railway Exhibition in November.

TWELVE TREES JUNCTION is a layout which crosses boundaries. On the one hand, it's a development project for the magazine where we can showcase new products, test the latest equipment and develop digital control options. On the other, it's a personal project where, for both myself and Mark Chivers, we get to indulge in playing trains with our extensive collections of BR Southern Region locomotives and rolling stock. But, like all good layouts, it is never finished!

Visitors to the 2017 Great Electric Train Show would have seen the layout in its new format for the first time, and the full story of its

redevelopment will be revealed in *Hornby Magazine Yearbook No. 10* which goes on sale on November 24. However, even from what we built to achieve the Yearbook feature and its first show in its new format, there is much more already planned to take it even further.

THE BIG PICTURE

The biggest part of this is a second extension of the scenic frontage which will add an extra 4ft to the left of the station as you look at the front. This will take the full scenic length to 24ft, extending the original 16ft x 3ft area by 8ft in total. The final 4ft will focus on an extension of the town scene and

I have ideas forming about new bridges, extension of the platforms to hold eight-coach trains, putting the railway into a cutting and maybe adding a pair of gasometers too.

Having displayed the layout for the first time in its new format, we also realised shortcomings in the trackplan to work with the new storage yard. The crossover in the carriage sidings faces the wrong way, making it impossible to carry out shunting manoeuvres without conflicting with the relief line. We also want to reposition the entrance point to the depot and we would like an extra route out of the loop platform at the station so trains leaving Platform 4 don't

have to cross back onto the main line before going on to the slow. These permanent way changes will bring about a significant improvement in the layout's operational potential in the future.

Development of the sixth scenic board and the track reworking will be projects for 2018 though as there simply isn't enough time to do them properly during the hectic month of November and the layout's next outing at the Warley National Model Railway Exhibition on November 25/26. On the upside, we do have time to prepare new features for Warley and amongst those are completion of street lighting and the addition



The first production model of Kernow Model Rail Centre's Bulleid diesel 10201 (HM125) was a popular performer on Twelve Trees at the Great Electric Train Show. Here it leads the 'Bournemouth Belle' round the curves on the new scenic board.

The *Hornby Magazine* team is always busy behind the scenes. This is what they've been up to.



MIKE WILD

The Southern Region has been firmly back in focus for Mike, but not without a diversion to the Western for Grosvenor Square's appearance at the Spalding show.



MARK CHIVERS

With the Warley show on the horizon, Mark has been working through his fleet of Southern units, cleaning wheels, installing DCC decoders and adding drivers.



The new storage yard for the layout is much more flexible for operation and provides a more consistent flow of trains. Mike Wild (left) and Graham Muspratt (right) take control of the complex inner circuit.

of the first pieces of animation.

SHORT-TERM PLAN

Starting with the lighting, all the street lights on the original section are wired up and operational, but we added half a dozen extra lights to the street scene and yards on the new board which now need to be connected to the original circuits. The buildings are also fully illuminated on the original boards and while we might not have the houses on the new board done in time for Warley, there is a plan hatching to develop these 'front of house' terrace houses into something much more appealing which will capture the attention of viewers – watch this space!

Having dealt with the lighting, the

next plan is to begin adding life to the layout away from the railway. I think we have done a pretty good job of making the trains run and the addition of digital sound continues to make this an appealing part of the layout's public appearances. However, the rest of the layout is very static, and we want to change that.

So, on my desk are a group of new features for Twelve Trees Junction including a kit from Busch supplied through Golden Valley Hobbies to create a set of moles which pop up out of the ground and a trio of animated figures from the Viessman

At least one of Train-Tech's LFX7 light effects units will be installed under the layout to create arcing flashes from third-rail units. How this will operate hasn't been decided yet – it may be manual, it may be switch controlled.



range supplied by Gaugemaster. These consist of a man with a camera

taking pictures, a welder to go in the workshop and a woman waving. This combination of movement is set to enhance the layout and we are also working towards installation of a DCC operated flash unit to represent units arcing on the third-rail system as trains pass through points.

That is still just the beginning though, as my aim with Twelve Trees is to install a full set of working colour light signals to replace the static and basic semaphores I built for it originally and then follow that with working

Left: We've also got rolling stock projects on the go including backdating of this Hornby 4-VEP set to original condition with small yellow warning panels, a few little detail upgrades and digital sound too. This is the unit at an early stage of trialling improvements to the corridor connection.



traffic lights for the roads, potentially moving road vehicles, more characters, full illumination for all the buildings and more. It's a grand plan which will keep this project layout alive for a long time to come. It is our flagship layout and you can be sure we will be continuing its development for a long time yet including on the rolling stock side too... back to work for me! 

Waiting for installation are these animated figures from Viessman and a group of moles, which will be assembled from this Busch kit, plus a set of illuminated bufferstops from DCC Concepts. Look out for features on these projects in coming issues.

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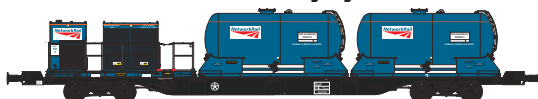
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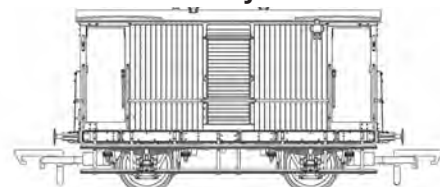
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Widnes, WA8 8FZ

Phone opening times Mon to Sat 7:30am-6pm Sun 9am-5pm
Shop opening times Mon to Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£161.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Mk2f coaches & DBSO	hattons.co.uk/mk2f	from £46.71	Mar 2013							

	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	from £123.25	Dec 2012							
Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge 50t Warwell Wagon	hattons.co.uk/ogaugeww	from £85	Oct 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							Due 9th Mar
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							Due 9th Apr
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all
www.hattons.co.uk/projectupdates

17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: info@hattons.co.uk



OO Gauge (1:76 Scale) Steam locos



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor) £139.50



R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in GWR Green (Hor) £140



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) **BARGAIN** £79



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



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel) £124



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) £99



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) £99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99

H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) £97.71



32-826A Class 2MT 2-6-0 Ivatt 46460 in BR lined black early emblem (Bac) £123.21



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) **BARGAIN** £69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN** £72



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) **BARGAIN** £82



32-137A Class 4575 "Small Prairie" 2-6-2T 4592 in BR black early emblem - weathered (Bac) £101.96



32-135B Class 4575 "Small Prairie" 2-6-2T 5532 in BR green late crest (Bac) £97.71



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) £99



R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor) £67



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN** £58

31-884 Class 4F Midland 0-6-0 44044 BR black late crest - weathered (Bac) £110.46



R3547 Class 4MT 4-6-0 75008 in BR green late crest (Hor) £144



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £85.99) **BARGAIN** £45

H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered (DJ) £99



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) £99



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor) £80



R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined Black early crest - TTS sound fitted (Hor) £170



R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor) £144

31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £182.99) **BARGAIN** £109



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) £93.46



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £84.96



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor) £64.80



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) **BARGAIN** £69



R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £69



R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69



R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor) £153



R3565 Class 8F 2-8-0 8035 in LMS black (Hor) £123



R3566 Class 8P "Rebuilt Merchant Navy" 4-6-2 35014 "Nederland Line" in BR green early emblem (Hor) £157



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £110.99) **BARGAIN** £55



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) £108



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99) **BARGAIN** £68



31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95) **BARGAIN** £121



R3437 Class A3 4-6-2 2503 "Firdaussi" in LNER apple green - gloss finish (Hor) £132.50



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) **BARGAIN** £94



R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - TTS Sound fitted (Hor) £187



R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in LNER wartime black (Hor) (RRP £164.99) **BARGAIN** £109



R3451 Class B1 4-6-0 61032 "Stembok" in BR Lined Black early emblem (Hor) £148



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) **BARGAIN** £87



R3546 Class B12/3 4-6-0 61576 in BR black early emblem (Hor) **NEW** £136



R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79



31-147 Class D11/1 4-4-0 501 "Mons" in GCR green (Bac) £157.21



31-137A Class D11/2 4-4-0 6401 "James Fitzjames" in LNER black (Bac) £148.71



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £85.99) **BARGAIN** £59



35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) £110.46



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) **BARGAIN** £80



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) **BARGAIN** £80



R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99) **BARGAIN** £79



UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.99) **BARGAIN** £69



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** £108



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £155.99) **BARGAIN** £88



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



R3524 Rebuilt "West Country" 4-6-2 34096 "Trevone" in BR green late crest (Hor) £144



R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor) £144



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BRIF tender - weathered (Bac) £169.96



R3500 The Sir Nigel Gresley Collection (Hor) £480

R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £43.99) **BARGAIN** £31



32-254A WD Austerity 2-8-0 77003 in LNER plain black (Bac) £135.96



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) **NEW** £144.46



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) **BARGAIN** £139



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN** £94



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) **NEW** £139.50



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



MM0208 Class 201 no 208 "River Lagan" in NIR blue (Mur) £129



2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) **NEW** £104



2657 Class 26/0 26011 in BR civil engineers "Dutch" (Hel) **NEW** £104



2658 Class 26/0 26014 in BR blue (Hel) **NEW** £104



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



2614 Class 26/1 26026 in BR blue (Hel) **NEW** £104



2638 Class 26/1 26028 in BR blue (Hel) **NEW** £104



2639 Class 26/1 26036 in BR civil engineers "Dutch" (Hel) **NEW** £104



2640 Class 26/1 26040 in BR railfreight grey red stripe (Hel) **NEW** £104



2615 Class 26/1 26044 in BR blue - weathered (Hel) **NEW** £104



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) £110



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) £119



3336 Class 33/2 33202 "The Burma Star" in BR engineers "dutch" grey & yellow (Hel) £94



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £88



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) £117.26



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



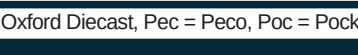
32-484 Class 40 40159 in BR Blue (Bac) £123.21



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



R3571 Class 50 D400 in BR blue - Class 50 50th anniversary pack - Special edition (Hor) £144



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) £125



R3590 Class 55 "Deltic" 9010 "The Kings Own Scottish Borderer" in BR blue - Railroad Range (Hor) £56



32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £225.21



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) £225.21



R3573 Class 66/7 66751 "Inspiration Delivered - Hitachi Rail Europe" in GB Railfreight (Hor) £85



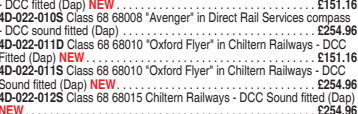
32-980A Class 66/7 66728 "Institution of Railway Operators" in GB Railfreight - weathered (Bac) **NEW** £152.96



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) £131.71



4D-022-008B Class 68 68003 "Astute" in Direct Rail Services compass - DCC fitted (Dap) **NEW** £151.16



4D-022-009D Class 68 68006 "Daring" Scotrail - DCC fitted (Dap) **NEW** £151.16



4D-022-009S Class 68 68006 "Daring" Scotrail - DCC Sound fitted (Dap) **NEW** £254.96



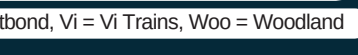
4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) £131.71



4D-022-010D Class 68 68008 "Avenger" in Direct Rail Services compass - DCC fitted (Dap) **NEW** £151.16



4D-022-011S Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Sound fitted (Dap) **NEW** £254.96



4D-022-012S Class 68 68015 Chiltern Railways - DCC Sound fitted (Dap) **NEW** £254.96

4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) £155

GV2014 YEC Janus 0-6-0DE shunter in British Petroleum green (Gol) **NEW** £84

GV2012 YEC Janus 0-6-0DE shunter in National Coal Board NCB blue (Gol) £84

Electric locos



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £59

Visit

www.hattons.co.uk/new

for all new releases



7701 Class 77 EM2 Woodhead electric E27005 "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



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99) **BARGAIN** £52



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) £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



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) £129.95



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) £129.95



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) £129.95



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) £129.95



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) £129.95



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack "coaching stock" maroon - Hatton's limited edition (Dap) £129.95



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) £123.25



4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) £123.25



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (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



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) £123.21



8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel) £94



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) £288.96

DEMUS

31-238A Class 205 'Thumper' in BR blue - weathered (Bac) £203.96

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45



R1180 GWR Postal Express train set - operating travelling post office (Hor) £70

Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £130



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 £264.99) **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 £210.99) **BARGAIN** £130



30-049 The Permanent Way DCC train set Digital Sound (Bac) £233.70



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199

Coaches



R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment all third 320 in SR malachite green (Hor) £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor) £38



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) £55.21



39-601 60' ex-SECR Birdcage brake third lavatory 3518 in SR olive green (Bac) £55.21



39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) £50.96

39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) £50.96



39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) **NEW** £55.21



39-612 60' ex-SECR Birdcage composite S5468S in BR crimson (Bac) £50.96



39-620 60' SECR Birdcage brake third 1182 in SE&CR dark lake (Bac) £55.21

39-0506 BR Mk1 SO E5057 Second Open Blue & Grey (Bac) £33.11

R4788 Mk1 BSO brake second open E9220 in BR maroon (Hor) £34

R4808 Mk2 BSO brake second open E9481 BR blue and grey (Hor) **NEW** £34

R4807 Mk2D FO first open E3180 in BR blue and grey (Hor) **NEW** £34



R4806 Mk2D TSO tourist second open E5714 in BR blue and grey (Hor) **NEW** £34



R4614A Mk2E FO first open W3231 in BR Blue & Grey (Hor) (RRP £29.99) **BARGAIN** £17

Wagons

R6878 2018 Father's Day gift open wagon (Hor) **NEW** £13

2F-034-062 21-ton steel mineral hopper 139250 LNER grey - weathered (Dap) **NEW** £10

R6841 21-ton steel mineral wagon "Stevens, Oxford" (Hor) **NEW** £11

38-751A 22T tube wagon in BR early bauxite - weathered (Bac) **NEW** £28.01

38-122 35T VAA sliding door van in Railfreight brown (Bac) **NEW** £22.91



38-120C 35T VAA sliding door van in Railfreight red & grey - weathered (Bac) **NEW** £24.61

4F-040-015 4-plank open wagon "B. W. and Co." (Dap) **NEW** £9.50

4F-040-016 4-plank open wagon "B. W. and Co." - weathered (Dap) **NEW** £10.50



1154 4-wheel A tank 44290 in Esso grey 1980s Hazchem symbols - weathered (Hel) £20.50

1154 Pack of 4 (Hel) (RRP £99.80) **BARGAIN** £76

4F-016-031 4-wheel banana van B881931 BR bauxite Fyffes logo (Dap) **NEW** £9.50

4F-016-032 4-wheel banana van B881931 in BR bauxite Fyffes logo - weathered (Dap) **NEW** £9.50

4F-020-031 4-wheel cattle wagon B893324 in BR bauxite (Dap) **NEW** £10.50

4F-020-032 4-wheel cattle wagon B893324 BR bauxite - weathered (Dap) **NEW** £10.50

37-004A 40T VGA sliding wall van Railfreight grey & yellow - weathered (Bac) £22.91

4F-071-138 7-plank open wagon "The File Coal Company" (Dap) **NEW** £9.50

4F-071-139 7-plank open wagon "The File Coal Company" - weathered (Dap) **NEW** £10.50

R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83

R6835 GWR AA15 20 ton 'Toad' brake van W56748 in BR grey (Hor) **NEW** £19

Prices valid until 11/04/18

All prices correct
when going to press.
Errors excepted.

Digital control accessory decoders



38-302 OTA (ex VDA) timber carrier wagon in Kronospan blue lumber load (Bac)..... £25.46



38-300A OTA (exVDA) Timber Carrier Wagon Railfreight (Red) Lumber Load - Weathered (Bac)..... £31.41



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99)..... **BARGAIN**..... £15



37-237 Pack of three 16 ton steel mineral wagons BR grey - weathered loads (Bac)..... £48.41
GV614 Pack of three 7-plank open wagons "British Petroleum" (Gol) **NEW** £27



4F-027-009 Silver Bullet bogie tank wagon in NACCO/ ECC - 3387 7898 070-0 - Weathered (Dap)..... £28.05



4F-027-012 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 042-2 - Weathered (Dap)..... £28.05



4F-027-010 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 072-9 (Dap)..... £25.50



4F-027-011 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 118-0 - Weathered (Dap)..... £28.05
R6839 SR Dia 1529 cattle wagon in BR bauxite (Hor) **NEW**..... £20



R6827 SR Dia 1530 Cattle Wagon '53767' (Hor)..... £19



H4-WW-007 Warwell wagon 50t diamond frame bogies M360329 in BR Gulf Red (Hat)..... £33



36-071 4 x Type A small containers (two liveries) (Bac) **NEW**..... £9.31



36-004A Pack of three BD containers in Bauxite and Crimson (Bac) **NEW**..... £13.56



R8012 HM2000 High output power & speed controller, mains supply. (Hor)..... £87



R8247 DCC accessory decoder (for points and motors) (Hor)..... £40



R8214 DCC Elite unit digital controller (Hor)..... £205



R8213 DCC Select unit (boxed) (Hor)..... £90
R8235 DCC Select Walkabout additional controller unit (Hor)..... £63



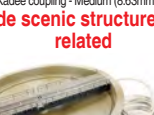
R8014 Mark 2 Point Motor (Hor)..... £7.50



R8243 Surface Mounted point motor (Hor)..... £8.50



R044 Passing contact lever frame switch (for point motors) (Hor)..... £9



SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra)..... £37



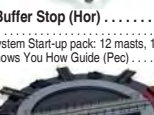
36-025 10 x Mk2 Couplings mini type - short (Bac)..... £7.61



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



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 24 (Pec)..... £2.20



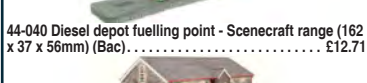
18KADEE NEM362 Kadee coupling - Medium (8.83mm) - Pack of four (Kad)..... £5



LK-55 76ft Well type turntable (Pec)..... £39



R083 Box of 6 Buffer Stop (Hor)..... £9.50
R083 Single (Hor)..... £1.80
LC-100 Catenary system Start-up pack: 12 masts, 12 registration arms, 2 jigs and 16-page Shows You How Guide (Pec)..... £70



R070 Electrically Operated Turntable (Hor)..... £64
R537 Linside Fencing (Hor)..... £7
R460 Straight Platform (Hor)..... £5



R406 Colour Light Signal (Hor)..... £19
AL-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap)..... £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)..... £22

44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac)..... £12.71

44-0079 Grain Warehouse (Bac)..... £63.71

Point motors

Switches & Levers

Accessories

Model railway spares

Man-made scenic structure - railway-related

Signals

Buildings - general

Containers & Loads

Analogue controllers

Digital controllers

Digital control accessory decoders

Man-made scenic structure - non-railway

Bridges, Tunnels & Walls

People - civil

Track - Code 75 Finescale

Track - Code 100 Streamline

Track & Points

Track underlay

Railway publications

Buses

SL-E91 Right hand small point - electrofrog (Pec) .. £9.50

SL-E97 Small Y point - electrofrog (Pec) .. £10

SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) .. £82

SL-102F Single (Pec) .. £3.25

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) .. £72

SL-100F Single (Pec) .. £3

SL-E190 Finescale double slip - electrofrog (Pec) .. £37

SL-E187 Finescale left hand curved point - electrofrog (Pec) .. £13

SL-E189 Finescale left hand large point electrofrog (Pec) £12.50

SL-E196 Finescale left hand medium point - electrofrog (Pec) .. £11.50

SL-E192 Finescale left hand small point - electrofrog (Pec) .. £10

SL-E195 Finescale right hand medium point - electrofrog (Pec) .. £11.50

SL-E191 Finescale right hand small point - electrofrog (Pec) .. £10

SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) .. £26

SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) .. £26

R8262 Double 4th radius curve (8 make a circle) (Hor) .. £3

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) .. £10

36-2018 Bachmann Branchline 2018 Catalogue (Bac) NEW .. £7.61

R6155 Hornby 2018 Catalogue - 64th Edition (Hor) .. £8

35207EFE 36' BET 6 bay single lamp "Stratford Blue". (EFE) (RRP £28) .. £9

35304EFE 36' BET 6 Bay Twin Lamps Bus "Isle of Man Road Services" (EFE) (RRP £27.50) .. £8

99201 AEC Regal 10T10 s/deck bus "U.S. Army Red Cross" (EFE) (RRP £19.95) .. £8

30003 AEC Regal 10T10 "Neath & Cardiff" (EFE) (RRP £19.95) .. £8

24321 AEC Reliance/BET 1950's s/deck bus "Jones of Aberbeeg" (EFE) (RRP £19.95) .. £8

30709 AEC Renown "Red Rover" (EFE) (RRP £19.95) .. £9.50

30601 AEC Renown (595 LCG Route 8/9) d/deck modern bus "King Alired". (EFE) (RRP £19.95) .. £8

76B1002 Beadle Integral Maidstone & District (Oxf) £15.50

16229 Bristol MW coach "Bristol Greyhound" (EFE) (RRP £24.95) .. £9.50

18610 Bristol VR3 open top "New Forest Tour" (EFE) (RRP £19.95) .. £8

16220 Bristol/ECW MW coach "Bristol Omnibus" (EFE) (RRP £19.95) .. £8

99206 Daimler utility bus "Birmingham City Transport" (EFE) (RRP £19.95) .. £8

26407 Daimler Utility Bus Wills & Dorset New Year 2010 (EFE) (RRP £19.95) .. £8

29010 GM Standard Fleetline d/deck bus "Bedfordshire" (EFE) (RRP £19.95) .. £9

28603EFE GM Standard Leyland Atlantean d/deck bus "First Pennine" (EFE) (RRP £19.99) .. £7.50

26207 Guy Arab 1 Utility Bus "Bristol Tramways" (EFE) (RRP £19.95) .. £8

30511 Guy GS Special "Stevensons" (EFE) (RRP £19.95) .. £8

12121 Harrington Cavalier coach "Northern General" (EFE) (RRP £24.95) .. £8

11904 Harrington Cavalier coach "Southend Transport" (EFE) (RRP £19.95) .. £9

12307 Harrington Grenadier coach "North Western" (EFE) (RRP £19.95) .. £8

761R6005 Irizar 16 - Guideline / Official England Football Team Coach - Collector's Edition (Oxf) .. £23

SL-E96 Left hand medium point - electrofrog (Pec) .. £10

SL-96 Left hand medium point - insulfrog (Pec) .. £10

SL-E92 Left hand small point - electrofrog (Pec) .. £9.50

SL-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-E87 Left hand curved point - electrofrog (Pec) .. £12.50

SL-87 Left hand curved point - insulfrog (Pec) .. £12.50

SL-89 Left hand large point - insulfrog (Pec) .. £12

SL-E96 Left hand medium point - electrofrog (Pec) .. £10

SL-96 Left hand medium point - insulfrog (Pec) .. £10

SL-E92 Left hand small point - electrofrog (Pec) .. £9.50

SL-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-E87 Left hand curved point - electrofrog (Pec) .. £12.50

SL-87 Left hand curved point - insulfrog (Pec) .. £12.50

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

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SL-92 Left hand small point - insulfrog (Pec) .. £9.50

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SL-86 Right hand curved point - insulfrog (Pec) .. £12.50

SL-E87 Left hand curved point - electrofrog (Pec) .. £12.50

SL-87 Left hand curved point - insulfrog (Pec) .. £12.50

Visit

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for all forthcoming releases



16540 Leyland Atlantean Metro-Cammell - "Ribble Motor Services" - "101 to Preston" (EFE) £25.46
17310 Leyland National Mk1 Long bus "Southend Transport" (EFE) £8.50
16015 EFE Leyland PD2 Highbridge "Luton Corporation" (EFE) £9.50
99207 Leyland TD1 1930's d/deck bus "Plymouth City Transport" (EFE) £8
28821 Leyland Titan 2 door bus "Go Whippet" (EFE) (RRP £24.95) **BARGAIN** £9



OM46619A New Routemaster, Go-Ahead London, 88 Camden Town (Cor) £34
29508 Plaxton Panorama Type B 1970s coach "Bristol Greyhound" (EFE) (RRP £24.95) £8
20640 Plaxton Pointer Dart "London Busesways - Buses" (EFE) (RRP £19.95) £8
20647 Plaxton Pointer Dart "North Western Premier" (EFE) (RRP £24.95) £10
20633 Plaxton Pointer Dart "Western National" (EFE) £9.50
36703 Plaxton SLF Dart Mk1 "Aldershot & District" Stagecoach (EFE) (RRP £19.95) £8

Cars

76SET52 5-piece Volvo set (Oxt) **NEW** £23

NEW



76AMDB2004 Aston Martin DB2 MkII DHC Snow Shadow Silver (Oxt) **NEW** £5
76AMV003 Aston Martin Vanquish coupe quantum silver (Oxt) **NEW** £5
76COR1008 Ford Cortina Mk1 Lombard grey/red (Oxt) **NEW** £5
76COR3008 Ford Cortina Mk3 strato silver (Oxt) **NEW** £5
76FF006 Ford Fiesta Mk1 terracotta (Oxt) **NEW** £4.50
76JFE002 Jaguar Formula E electric racing car (Oxt) **NEW** £5.50

NEW



76RRS001 Range Rover Sport SVR Setoril Blue (Oxt) **NEW** £5
76RRS002 Range Rover Sport SVR Indus Silver (Oxt) **NEW** £5
76RRS003 Range Rover Sport Indigo Blue (Oxt) **NEW** £5
76CAV003 Vauxhall Cavalier china blue (Oxt) **NEW** £5
76FB006 Vauxhall FB victor cactus green (Oxt) **NEW** £5
76VWB008 VW beetle lotus white (Oxt) **NEW** £4.50

Commercial vehicles

37601 AEC Ergomatic 2 axle flatbed "Alan Fimin" (EFE) (RRP £19.95) £8
34601 AEC MkII artic box van "Monks Transport" (EFE) (RRP £19.95) £8
37301 AEC MkV 4 axle Box Van "Fridged Freight" (EFE) (RRP £19.95) £8
34405 AEC MkV 4 axle flatbed "Fri Pratt & Co" (EFE) (RRP £19.95) £8.50
34406 AEC MkV 4 axle flatbed "Lloyds of Ludlow" (EFE) (RRP £19.95) £8



34403 AEC MkV 4 axle flatbed "Spiers of Melksham" (EFE) (RRP £19.95) £8
37501 AEC MkV 4-axle dropside "Briton Steel Ferry" (EFE) (RRP £19.95) £8
23605 Bedford TK Luton van "Woodlands Transport Turbidity Wells" (EFE) (RRP £19.95) £8
36304 Bedford TK Short Dropside "Russell of Bathgate" (EFE) (RRP £19.95) £13.50
76DT006 Diamond T ballast - "Wynnes" (Oxt) **NEW** £13.50
37301 ERF 2 axle box van "Gestelner" (EFE) (RRP £19.95) **BARGAIN** £2.50
EM76654 Ford E33W Thames Van "Festival of Britain" (Poo) (RRP £3.99) £2.50



76FBB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset (Oxt) £18
76FSR005 Fowler Steam Roller No.18873 "City of Truro" (Oxt) **NEW** £11
36101 Trailer Luton box van "Chaplin's Removers & Storeys - Colwyn Bay" (EFE) (RRP £19.95) £8



76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerral & Co Ltd (Oxt) £21

Military ground vehicles



76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 (Oxt) £21

N Gauge Steam locos



372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) (RRP £169.95) £119



372-629 Class 2MT Ivatt 2-6-0 46460 in BR lined black early emblem - weathered (Gra) £114.71



372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96



2S-010-002 Class 49xx 4-6-0 4914 "Cranmore Hall" in BR lined green late crest (Dap) £113
2S-010-002D Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest. DCC fitted (Dap) £123



372-653 Class 4MT Standard 2-6-0 76079 in BR lined black early emblem (as preserved) (Gra) (RRP £129.95) **BARGAIN** £59



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96
2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £72
2S-017-003D Class 7MT Britannia 4-6-2 70015 "Apollo" in BR green early emblem. DCC Fitted (Dap) £119



2S-017-005 Class 7MT Britannia 4-6-2 70025 "Western Star" in BR green late crest - weathered (Dap) £118



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) (RRP £169.95) £94



372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) (RRP £169.95) £94
2S-011-003D Class A3 4-6-2 60103 "Flying Scotsman" in BR blue early emblem - DCC Fitted (Dap) £146.12



2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap) £128.83
2S-008-008D Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances - DCC Fitted (Dap) £150.57



372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra) £144.46

Diesel locos



371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96



372-976A Class 24 D5031 in BR green (Gra) £101.96
371-085A Class 25 D5177 in BR green (Gra) £101.96



371-087A Class 25/2 25225 in BR blue (Gra) £101.96
2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) £110



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) £103.66



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66
371-171 Class 37/4 37421 in Coas Rail Freight (Gra) £103.66



371-181 Class 40 D369 in BR green small yellow panel (Gra) £118.96



372-247 Class 47/0 47209 "Herbert Austin" in BR railfreight triple grey distribution sector (Gra) **NEW** £114.71



372-248 Class 47/4 47550 "University of Dundee" in Intercity Mainline (Gra) **NEW** £114.71



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46
2D-009-002D Class 121 single car DMU "Bubble car" 55032 in BR blue/grey (DCC Fitted) (Dap) £107



371-329 Class 150/2 150247 in BR Super Sprinter - weathered (Gra) £144.46

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £185

Coaches



374-120A BR Mark 1 RU in BR crimson & cream (Gra) **NEW** £25.46

Wagons



2F-034-061 21-ton steel mineral hopper 139250 in LNER grey (Dap) **NEW** £9
2F-013-053 4-wheel gunpowder van 701025 in LMS (Dap) **NEW** £8.50



2F-013-054 4-wheel gunpowder van 701025 in LMS - weathered (Dap) **NEW** £9.50

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Man-made scenic structure - railway-related

ST-91 Complete Stone Platform (Pec) **NEW** £6.50

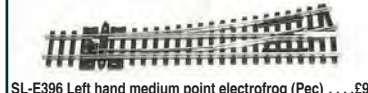
Track - Code 80 Setrack

ST-17 N Setrack No3 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-45 Setrack Left-hand curved turnout (Pec) £13.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-44 Setrack Right-hand curved turnout (Pec) £13.50
ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3



SL-E396 Left hand medium point electrofrog (Pec) £9
SL-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

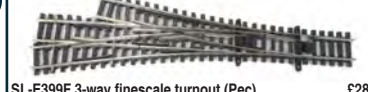
Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3



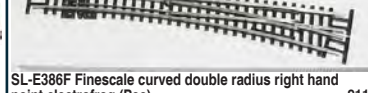
SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £91
SL-302F Single (Pec) £3.50



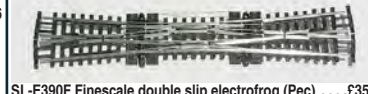
SL-E399F 3-way finescale turnout (Pec) £28



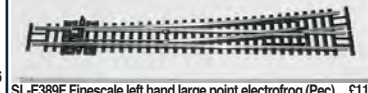
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11



SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £35



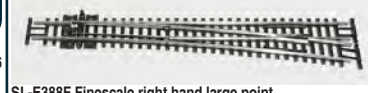
SL-E389F Finescale left hand large point electrofrog (Pec) £11



SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9



SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10

Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details



SL-E391F Finescale right hand small point electrofrog (Pec) £9



SL-E383F Finescale scissors crossover electrofrog (Pec) £61

Railway publications

379-018 Graham Farish 2018 Catalogue (Gra) **NEW** £7

Commercial vehicles



NMB004 Mercedes Actros D-TEC Combitrailer Trailer John Mitchell (Oxf) £11.50

Farming & Construction

NTRAC004 Fordson Tractor matt grey (Oxf) **NEW** £4

Military ground vehicles

NCHT001 Churchill Tank - Kingforce (Oxf) **NEW** £6

O Gauge (1:43 Scale)

Steam locos

7S-026-002D Class 3F 'Jinty' 0-6-0T 16554 late LMS black - DCC sound fitted (Dap) £340



7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) £191.25



7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) £191.25



7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) £191.25

Diesel locos



2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) £315



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) £191.25



7D-008-008U Class 08 shunter in BR green early crest and wasp stripes - unnumbered (Dap) £191.25



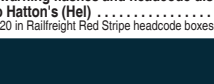
2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) £470



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) £470



2014 Class 20 in BR blue full yellow ends; TOPS style double arrows on the cabsides and '0000' headcodes - weathered (Hel) £470



DMUs



8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) £470

8910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) £470



8911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel) £470

Coaches



7P-004-005 GWR 59' Auto Coach in BR crimson (Dap) £170



4950 Mk1 BG full brake in BR carmine and cream (Hel) £250



4992 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) £250

Wagons

7F-080-027 8-blank open wagon 'Derbyshire Carriage and Wagon Company' (Dap) **NEW** £387F-080-027W 8-blank open wagon 'Derbyshire Carriage and Wagon Company' - weathered (Dap) **NEW** £38

H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (Hat) £85



H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) £85



H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) £85



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hat) £85



H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) £85



H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat) £85



H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) £85



H7-WW-710 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) £85



H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) £85

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-E787BH Left hand O gauge curved turnout (Pec) £52



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41

SL-E786BH Right hand O gauge curved turnout (Pec) £54

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

Cars

VA01317 Austin Mini 7 Zircon Blue Lord Austin's Daughter (Cor) **NEW** £24

43RUB002 Austin Ruby Saloon dark blue (Oxf) £16

43ASS006 Austin Seven RN saloon light grey (Oxf) **NEW** £14.50VA01011 Morris Minor Traveller Bermuda Blue (Cor) **NEW** £24

43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy (Oxf) £21

43RR002 Rolls Royce Corniche Conv. (Closed) Persian Sand (Oxf) **NEW** £2143AK017 Austin Threeway van - 'Civil Service Stores' (Oxf) **NEW** £12

Commercial vehicles

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30

D Double/Twin track power controller (Gau) £80

Q Quadruple 4 circuit power controller (Gau) £140

W Walkabout circuit controller (Gau) £29

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau) £37

CDU Capacitor Discharge Unit (Gau) £11

PL-15 Twin Microswitch (Pec) £7.50

Digital decoders



Imperium1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51

DCR-21P-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £15

DCR-21P-Direct Box of 5 (Hat) £68

DCR-21P-Direct Box of 10 (Hat) £120

36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £18.60

36-557 Pack of 5 (Bac) (RRP £109.75) BARGAIN £90



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61



DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

BPDC227 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27w x 10d mm) x 5 (Gau) £71

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £16

DCR-8PIN-HarnessMini Box of 5 (Hat) £72

DCR-8PIN-HarnessMini Box of 10 (Hat) £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120

DCR-8PIN-Harness Single (Hat) £15

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16

R8249 Box of 6 (Hor) £92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17

DCR-8PIN-Direct Box of 5 (Hat) £77

DCR-8PIN-Direct Box of 10 (Hat) £136

R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) £36

R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor) £36

R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) £36

R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor) £36

R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 'King' steam loco (Hor) £36

R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) £36

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) £36

R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) £36

Digital controllers

36-504RC Dynamis UltraHD DCC System Trial copy RailController Software (Bac) £240



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £220

DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

DCC51 Prodigy Wireless Conversion Set (Gau) £200

Point motors

BPPM20 Pack of five Surface mounted seep point motors (Gau) £36

PL-10 Point Motor (Switch Machine) (Pec) £5

PL-10E Point Motor Extended Pin (use PL-9) (Pec) £5

PL-10E Bag of 6 (Pec) £34

PM-1 Seep point motor accessory switch (Gau) £4.50

PL-11 Side/surface mounted point motor (Pec) £7.50



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50

HAT-PM-01 Pack of 6 (Hat) £35

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

PL-26B Passing Contact Switch - Black Lever (Pec) £5.50

Lighting equipment

WJP5700 Lights and Hub set - Just Plug lighting system (Woo) £15.50

Model railway spares

TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £9

ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" In 8" - 2.5" Wide - Pack Of 4 (Woo) £13



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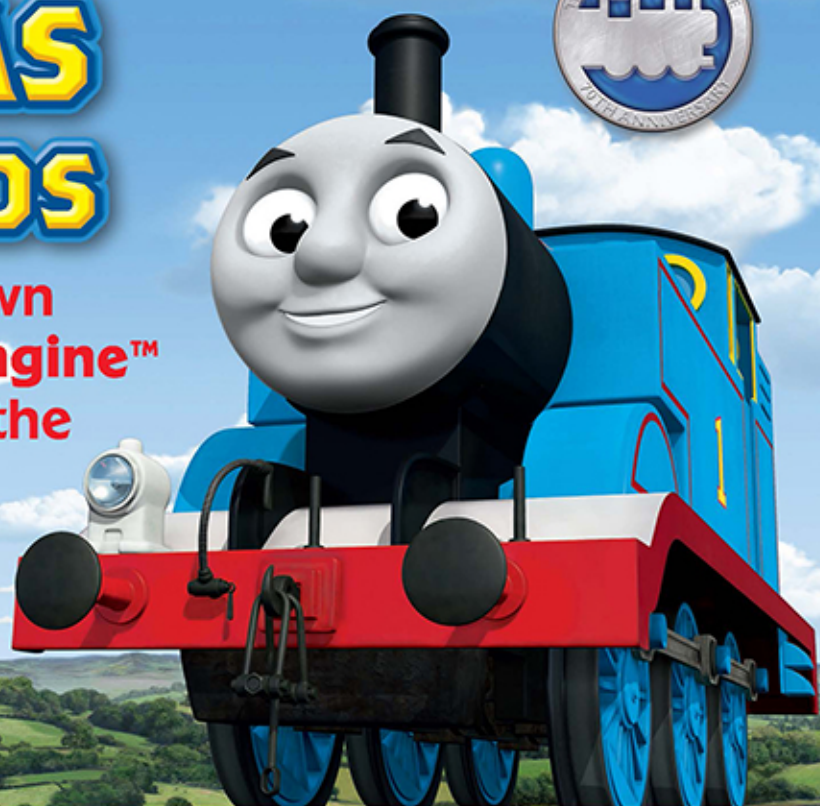
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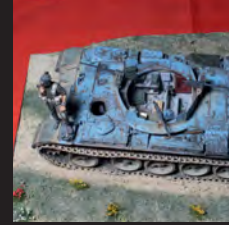
R9289 Edward the Blue Engine



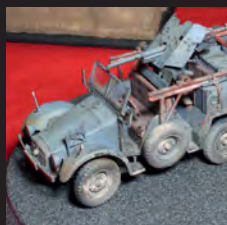
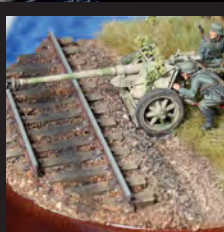
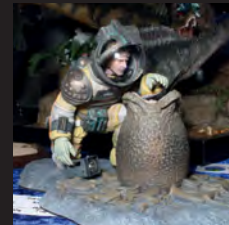
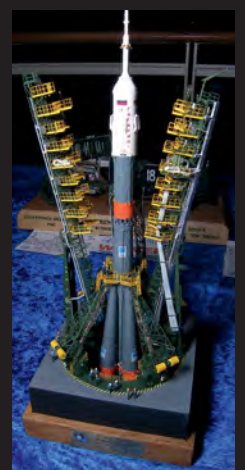
R9292 Henry the Green Engine

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Show Guide



SCALE Model World



2017

11 – 12 November

The International
Centre, Telford





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Welcome to the show...

Thank you for joining us at Scale ModelWorld 2017, for our annual celebration of all that's brilliant in the world of scale modelling.

Everyone attends the event for different reasons, but for me the main focus is the tremendous displays provided by our Branches and Special Interest Groups (and a handful of invited guests), offering a spectacular array of subjects, usually with up to 13,000 individual models to view. This represents the highest quality of both IPMS (UK) itself, and our many overseas Branches, many returning year after year.

If your interest is in the Society as a whole, our Membership Desk is in the foyer of Hall 3 near the public admission desks. We'll also have IPMS (UK) and specific Scale ModelWorld merchandise available in the same area.

Don't forget to take a little time to view our annual competition, which will feature a thousand or more models, representing all genres and scales. If previous years are anything to go by, the standard on display will be awesome, with the winners certainly considered 'the best of the best'. I must

impart a couple of messages though, in that bags are not permitted in the competition area to avoid damage to the models, and the area will be



unavailable for public viewing for a period on Saturday afternoon, for judging purposes.

It's impossible to avoid the fact that many people attend SMW on a dedicated shopping mission, and we have the widest range of trade outlets for modellers. On behalf of the Society, we thank them for their support, which provides so much towards the staging of SMW, and we trust your wallets will repay their attendance. Of course, many manufacture their own products, so you have a unique chance to talk to these companies face-to-face.

As SMW falls on the Armistice Weekend we will perform our Act of Remembrance on

"...for me the main focus is the tremendous displays provided by our Branches and Special Interest Groups..."

Sunday, with our short 'gantry parade' and two minutes' silence at 11am, followed by a short service off the Ludlow Concourse. This year we will also hold two minutes' silence on Saturday morning; don't forget to buy your poppy from the Royal British Legion stand if you left yours at home.

In closing, I'd like to remind everyone that Scale ModelWorld is run entirely by volunteers from the membership of IPMS (UK), purely from our wish to develop and support the hobby. I hope you'll join me

in thanking them for all for their efforts, especially as many take their own holiday time to help the event take place.

If you've any problems over the weekend, please ask any of the yellow-shirted IPMS team and we'll do our very best to help.

We welcome everyone's input and I'd ask anyone with any thoughts to contact us at SMWFeedback@ipmsuk.co.uk

Paul Regan
President, IPMS (UK)

Contents

3	Welcome to Scale ModelWorld 2017
4	Overview - Thank you for coming
6	Public timetable of events and Scale ModelWorld Kit Swap
8	IPMS Branches and Special Interest Groups
9	Branches, Clubs and Special Interest Groups index
10	Scale ModelWorld Main Exhibition Hall Floorplans
12	Trader index
14	IPMS (UK) Membership and Overseas IPMS Groups
16	The IPMS (UK) National Competition and Michael Beetham Conservation Centre Open Week

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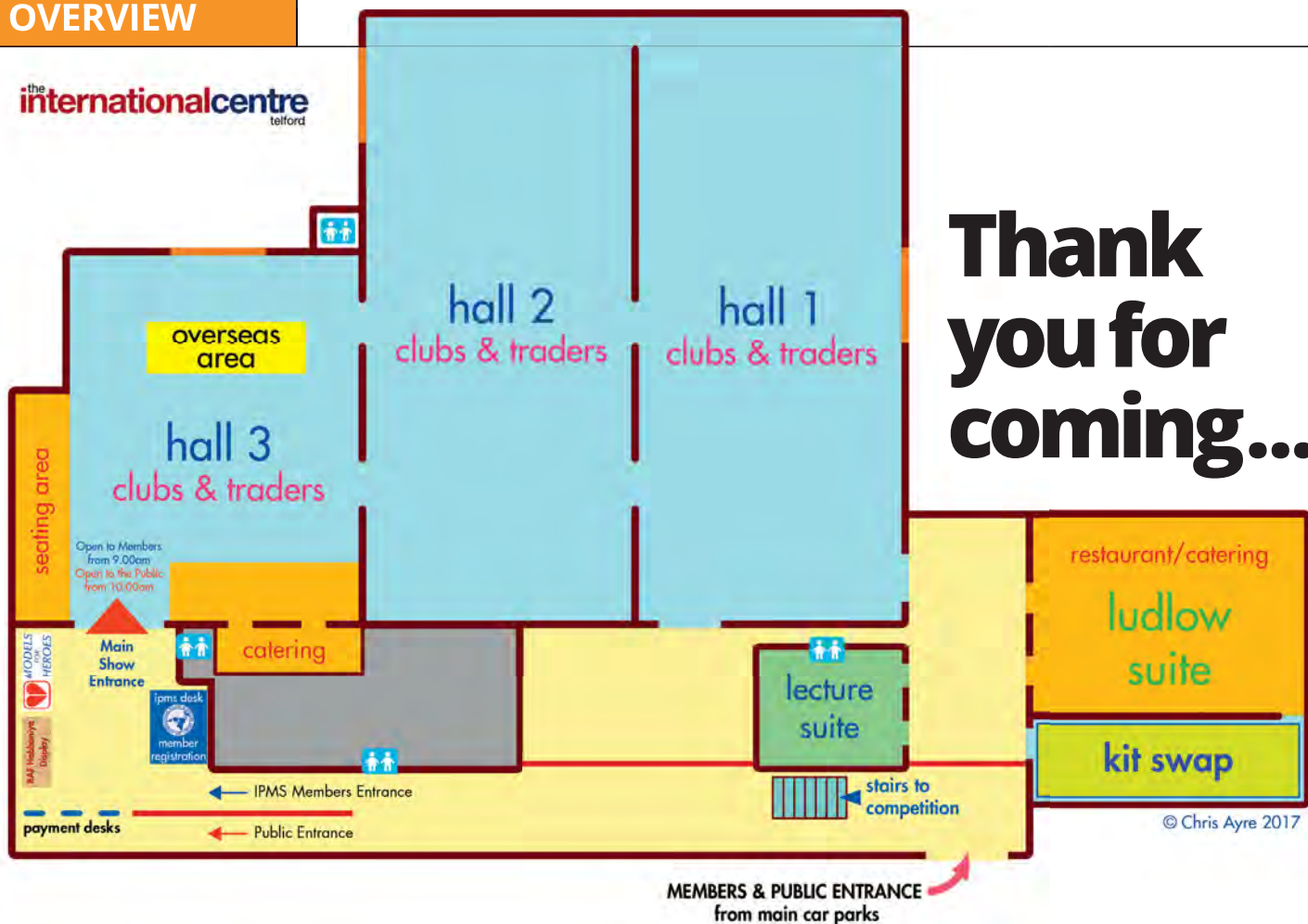
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Username: SMW17
Password: SMW17
Enjoy, with the compliments of IPMS (UK).



Thank you for coming...

4

Welcome to Scale ModelWorld 2017. As I've said previously, I didn't think I could squeeze more Branch and SIG displays into SMW but again, it's been managed for 2017.

The success of the competition moving to a larger, brighter site on the first floor has resulted in it remaining there for the foreseeable future. This means the Kit Swap will also stay in Hall 4 (The Ludlow Suite)... but I still have traders who could not be accommodated this year, and who await the 2018 booking form. Regular attendees will notice several familiar names missing from the traders' list, as the space was booked so quickly, they simply missed out.

We have a good relationship with The International Centre staff, who try their best to ensure you all have an enjoyable show. Sometimes, though, things are delayed and people are only human. IPMS (UK) and TIC have a zero-tolerance policy towards anti-social behaviour, so please be polite and patient if there is a problem; we'll do our best to resolve any issues quickly. The main display for SMW 2017 is the 70th anniversary of The United States Air Force, coordinated by the USAF SIG in Hall 3. There is also a large Mulberry Harbour model as a work-in-progress in Hall One. Southampton and Romsey IPMS branches are supporting the Hawker Typhoon rebuild

project, which also has a stand at SMW. The Motor Museum in Miniature returns, and as usual we will have our regular nominated charity that IPMS (UK) supports. The Royal British Legion will be found not far from the Airfix stand in Hall One.

I am also delighted to announce the return of a modelling demonstrations programme, which showcases various modelling skills; Bob Brown and John Adams, among others, will demonstrate their skills in Hall 3. An extensive plan and index of the show will be found elsewhere in this brochure.

"We'll continue our tradition of observing two minutes' silence at 11am..."

Please bear in mind this plan was correct on submission to the Editor in September and may have changed slightly through circumstances beyond our control.

Just outside the show's main entrance is the IPMS (UK) Membership Desk, where you can find out more about the society. In this foyer area, there is also our merchandise stand, Models 4 Heroes and the RAF Habbaniya Display; the latter two are raising funds for charities.

Catering and seating are in Hall 3, where some seating will offer a bird's-eye view of the demonstrations and USAF display.

This hall also has the Overseas Section.

Hall 1 will host the Airfix Make & Paint for young modellers; an ideal place to keep younger (and not-so-young) modellers entertained.

In Hall 4 you'll find the Kit Swap, and Alfie Bass (who runs this facility) has also agreed to continue to host Give an Old Model a New Home. The Kit Swap is primarily for IPMS members, but will open to the public for a limited time.

The restaurant will be open from 11am, serving a variety of dishes until the end of show, but do also look for the roving vending trolleys.

Immediately above the foyer is the competition area. Please remember there are no bags, food or drink allowed in the competition area, but TIC will operate a bag check/cloakroom in the foyer as per last year.

We'll continue our tradition of observing two minutes' silence at 11am on Remembrance Sunday. We expect Squadron Leader Dyson will play 'The Last Post' and 'The Rouse' as in previous years. There will be a non-denominational service in the Newport Suite shortly after the two minutes' silence.

Finally, I'd like to thank everyone who's helped organise SMW 2017, in whatever capacity.

Richard Farrar

Scale ModelWorld Manager, IPMS (UK)

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Modelling Products

APEX Airbrush

The Ultimate APEX Airbrush has been designed as a multipurpose airbrush for all your spraying situations, from tight lines to a wide spray pattern. The Ultimate APEX Airbrush successfully negates the need for several different needle and nozzle sizes utilising a progressive needle system, which covers nearly all spraying patterns and paint consistencies. There is also a reversible needle guard for even closer detail work. The APEX sits comfortably in the hand with the aid of an added finger rest for those long spraying sessions. Extremely easy to use and maintain, this will be your go to airbrush on your work bench....

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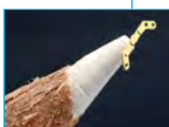
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Our photo-etch placer is a re-usable wax based positioning stick that will help you to hold and place even the smallest piece of photo-etch or styrene. A real helping hand when dealing with the more fiddly side of modelling.



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Ultimate Weathering Wash has been formulated with several key non-toxic ingredients to bring you a superior clay based wash to add detail and realism to your model. The nine vibrant colours in our range cover the most widely used in modelling. Be aware, the wash will dry slightly lighter than the colour of the bottle and a good shake and stir is recommended before use.

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Public timetable of events

Saturday November 11

09:00	Show opens for IPMS members
09:00	Competition area opens
09:15	Pre-sale public cash desk opens
09:30 – 13:00	Kit Swap open to IPMS members only
10:00	Public cash desks open
10:00	Show open to the public
10:00 – 16:00	Make & Paint open to everyone
11:00	Two minutes' silence to be observed for November 11
12:00 – 15:00	Competition area closed for judging
13:00 – 17:30	Kit Swap open to IPMS members and public
18:00	Show closes
20:00	IPMS annual dinner at The Holiday Inn Hotel

Sunday November 12

08:00 – 09:00	Competition area open for press photographers
09:00 – 15:00	Members' entrance and registration desk opens
09:00	Show opens for IPMS members
09:00	Competition area opens
09:15	Pre-sale public cash desk opens
09:30 – 10:50	Kit Swap open to IPMS members only
10:00	Public cash desks open
10:00	Show open to the public
10:00 – 15:00	Make & Paint open to everyone
11:00	Two minutes' silence for Remembrance Day
11:05 – 12:30	Kit Swap open to IPMS members and public
11:15 – 12:30	Competition awards in Atcham suite
11:15	Non-denominational service in Newport 1 suite
16:00	Show closes

Please note all timings are subject to change.

Rolemodels

Formed in 2014, the Rolemodels group/display is solely for the children and grandchildren of IPMS

Members to display their models. It was created by Paul and Naomi Findon after they realised there was nowhere at a model show where children could display their models independently, and without being judged. They felt something needed to be done to interest more children in the hobby, and to encourage them to participate.

Rolemodels is back for 2017. There is no restriction on the genre or standard of modelling; the only stipulation is that the model(s) have been built by the child and that the child is no older than 15. These young modellers are the future of IPMS and the hobby in general, so let's encourage them to be a part of it. We are located in Hall 1, so come along and say hi, see what we're about and give the children your encouragement.

Paul Findon

Rolemodels



Remembrance Day and Church Service

Sunday 12th November is, of course, Remembrance Sunday and we invite you to join us in observing the two minutes' silence at 11am. Squadron Leader Paul Dyson will perform 'The Last Post' and 'The Rouse'.

There will also be a short non-denominational church service directly after the Act of Remembrance for anyone who wishes to take part. This will be conducted in the Newport 1 Suite, opposite the Kit Swap, on the ground floor at 11.15am

Scale ModelWorld Kit Swap

The Kit Swap is an area set aside for IPMS members to sell their surplus modelling items (kits, decals, accessories, books, reference material, resin and photo-etched metal sets), and replaces the under-table sales seen at provincial model shows. This year it's located in the Ludlow Suite, adjacent to Hall 1 and the catering area. The Kit Swap enclosure is run by a team of IPMS volunteers, and TIC Security Staff control access under the Kit Swap Manager's direction. IPMS members will be allowed preferential access during the first half of each day before opening to all visitors thereafter, but please note all sales are strictly cash only. The Kit Swap is very popular due to the many bargains to be had among the 3,000-plus modelling items on sale. Unfortunately, this inevitably leads to queuing, which the team endeavours to minimise (our apologies in advance if this detracts from your retail experience with us). In a bid to reduce the numbers of people having to queue to pay for their purchases, there will be additional cashiers for the busy Saturday period. Finally, unwanted magazines and other associated modelling items are again being disposed of from tables at the Kit Swap entrance, to secure donations for the charity Marie Curie Cancer Care: www.mariecurie.org.uk

Alfie Bass

TAS Officer/Kit Swap Manager

Kit Swap Opening Times

Friday November 10

15:00 – 18:30	Booking in
---------------	------------

Saturday November 11

08:30 – 09:15	Booking in via temporary facility sited in the Main Concourse.
09:30 – 13:00	Open to IPMS members only. Booking in for late arrivals.
13:00 – 17:30	Open to all visitors

Sunday November 12

08:45 – 09:20	Open for sellers to amend their prices
09:30 – 10:50	Open to IPMS members only on production of a valid IPMS membership card
10:50 – 11:05	CLOSED to observe Remembrance 2 minutes' silence
11:05 – 12:30	Open to all visitors
13:00 – 15:00	Sellers collect unsold items and receive their pay-out
15:00 – 15:30	Sellers to resolve any issues with Alfie (Kit Swap Manager)

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IPMS Branches and SIGs



Branches and Special Interest Groups (SIGs) are a crucial part of IPMS (UK). With almost 100 Branches of different sizes spread around the United Kingdom, the chances are there is one fairly close to where you live. If there isn't, then you can start your own if you can find a minimum of five IPMS (UK) members who want to be involved.

Perhaps you might also want to contact one or more of the Special Interest Groups, which match your particular interests as a modeller. We hope you'll make lasting friendships, and find inspiration and support while enjoying active participation in IPMS (UK) - maybe finding yourself out and about, meeting yet more friends on the regional model show circuit; many Branches organise impressive events of their own, and get together with other modellers throughout the year.

Around Scale ModelWorld you will find almost all the Branches and SIGs, each with their own distinctive displays. Some of the themed exhibits for 2017 are highlighted

on this page. If you're looking for a specific group, they are cross-referenced in this guide so you can find them on the floorplan. Many groups provide volunteers to help run Scale ModelWorld. Indeed, without them the show would not take place at all. Thanks to all our Members who contribute so much to that - and if you're not a member yet - we hope you'll join us very soon.

John White

IPMS (UK) UK Liaison Officer

USAF SIG

The main feature of the United States Air Force 70th Anniversary display is a timeline of aviation hardware, in which we hope to show as many of the aircraft types as we possibly can, both operational and exceptional prototypes. We also aim to include as many different mission roles into the display, given the huge range of capabilities the USAF has developed over its 70 years. The display is to a constant 1/72 scale, to allow direct size comparison of the varied types, and arranged as far as possible to put the aircraft in the period in which they were most commonly known. The timeline is complemented by two diorama-type exhibits, which will showcase the ever-popular modelling topic of the Vietnam war, and a look back at the aircraft that have been based in Europe, which the majority of our viewers may have seen visiting airshows or while spotting along fence lines.

Russian Wheels and Tracks SIG

The SIG will showcase models from 'across the border', into the realms of the Soviet Bloc and its later constituent countries. Most models feature enhancements from the supplied kits, and some superb conversions from some of the specialist suppliers here at SMW.

The Car & Motorcycle SIG

1947: a display commemorating the year in which the Ferrari car line was born, and the death of Henry Ford.

F1 & Motorsports SIG

Targa Florio: Celebrating 100 years of this iconic Sicilian road race.

Models for Heroes

Models for Heroes presents a table displaying an overview of the organisation's activities this year, and there's the opportunity to donate kits and browse Models for Heroes' fundraising merchandise.

Tangmere Sector Modellers

This group proudly presents its first ever SMW display, featuring an eclectic collection of aircraft, armour and military vehicle models from WWII to the present day. It will showcase the close affiliation with Tangmere Military Aviation Museum, which the club calls home.

Aerobatic Display Teams SIG

This year's display will commemorate the 70th Anniversary of the United States Air Force, focusing on USAF aerobatic display teams from US Air Forces in Europe, Far East Air Forces and Air National Guard.

English Electric Lightning SIG

Another group making its debut at Scale ModelWorld, the Lightning SIG will centre on the full service history of the English Electric Lightning, from early prototype to retirement.

Beyond the Box SIG

The Beyond the Box SIG is renowned for its conversions of the much-loved Airfix/Aardman Shaun the Sheep and Wallace and Gromit kits. Those items are becoming rarer, so in 2017 our members have been asked to build any kit in any scale to the theme of Beyond the Box...built differently than intended by the manufacturer. There's also a side display of Fire-associated vehicles so please visit us and ask as many questions as you like. Perhaps you'll decide to join us in 2018 when the theme will be 'A Grand Day Out' in memory of Peter Sallis, the voice of Wallace...



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32ND SIG

The 32nd Special Interest Group is the part of the model world that focuses on the large scale of the model world.

www.largescaleplanes.com

32ND SIG

Branches and Clubs

BRANCHES & CLUBS	Block	Ref							
580 Modellers	1F	H3	Gloucester	2C	E5	Rivenhall (Mid Essex)	2G	D2	
Aberdeen	2C	D5	Harrow	3F	B4	Rolemodels	1A	H6	
Abingdon	1E	G4	Hinckley	1D	H5	Romsey	2F	E3	
Air Cadets - Dorset & Wiltshire	2B	E6	Hornchurch	2B	E5	Rotherham	1D	H5	
Aldingbourne	1F	G4	Ipswich	1E	G4	Rutland	1D	J5	
Avon	2F	D3	Keighley	3G	A5	Salisbury	2B	E5	
Barnet	3F	B4	Kent	2C	E5	Sheffield	1D	H5	
Belvoir	2F	E3	Kitmaker	2G	E2	Somerset - North	1F	G3	
Birmingham	3D	B5	Lancashire	2C	E5	Somerset - South	2G	D2	
Bolton	1H	H2	Langley Moor	1J	H1	Southampton	2F	E3	
Brampton	1G	G3	Leicestershire	1D	H5	Sprues 'R' Us	2E	E3	
Bridlington & The Wolds	1F	H4	Lincoln	1H	G2	Stafford	1E	H4	
Cheshire Modellers	2C	H4	Locate and Cement	2G	E2	Staffordshire Moorlands	2D	D4	
Chiltern	2B	F5	London	2B	D5	Stoke On Trent Model Club	1C	H6	
Clacton	2G	E2	London South East	2G	E2	Suffolk West	1E	H4	
Cleveland	1J	H2	MAFVA	1C	H6	Sussex Mid	2F	D3	
Cornwall West	2F	E3	Manchester	1H	H2	Sutton Coldfield	2D	E4	
Coventry/Warwickshire	2J	D1	Mercia	2C	E5	Swindon	2D	E4	
Dartmoor	2F	E3	Merseyside	1C	J5	Tangmere	2D	E4	
Derby City	2E	D3	Middlesex, West	2D	D4	Telford	1D	G5	
Devon North	2E	E4	Mildenhall	1E	H4	Thames Valley	3C	B6	
Dorset	2F	E3	Milton Keynes	2D	E4	Tyneside	2D	F4	
Dundee	2C	D5	Nene Valley	2D	E4	UMS	1C	H6	
Earley Risers	3C	B6	New City Scale Modelling	2E	F3	Wakefield & District	1C	H5	
East Neuk	2C	E5	Newark	1H	H2	Wallingford	3C	B6	
Edinburgh	2C	E5	Newbury	3F	B3	Warrington	1H	H2	
Essex South East	2E	E4	Newton Aycliffe	2B	D6	West Glamorgan	2E	F4	
Essex MAFVA	2E	E4	Norfolk	1F	H4	West Riding (Leeds)	3G	A5	
Farnborough	2J	E2	Norfolk West (Kings Lynn)	2D	E4	Wirral	3C	B6	
Fenland & Spalding	3B	B6	Northern Ireland	2D	F4	Wisbech	3B	B6	
Garagistes, Les	2J	D1	Northwest Cars & Motorcycles	2J	E1	Wombourne	1C	H5	
Glasgow	2C	F5	Phoenix Modellers, Kings Lynn	3B	B6	York and District	1D	J5	

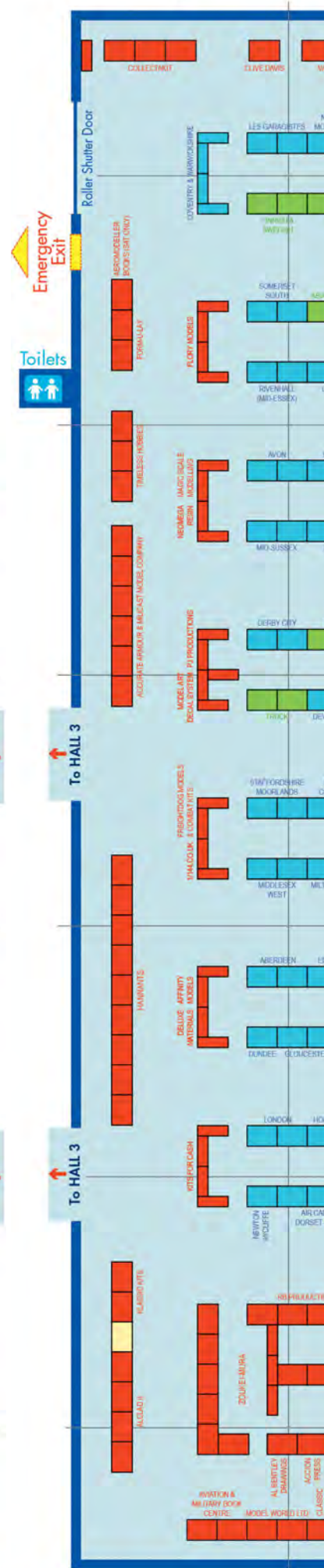
Special Interest Groups

SPECIAL INTEREST GROUPS	Block	Ref							
Aerobatic Display Teams	3G	A5	Fleet Air Arm	2B	E5	Russian Wheels & Tracks	3F	C4	
Aircraft Carrier	3C	B5	Formula 1 Motorsport	2J	E1	SAAF	1G	H3	
Airfix Modelling	1A	H6	French Air Forces	3B	B6	Sci-Fi and Fantasy	2J	F2	
Airliner	2F	F3	Goth, SIG of	1E	H4	Scottish Aviation	2C	E5	
Airport, Aerodrome & Airfields	1G	H3	Great War	1G	G3	SIG 144	1D	H5	
Armour TAS and Armoured SIG	1A	H6	Gulf War	2J	E2	Small Warships	3C	B5	
Asian Air Arms	2G	E2	Harrier	3B	B6	South Atlantic	1G	H3	
Battle of Britain	1F	H4	Harvard	1G	H3	Soviet Aircraft	2E	E3	
Battleship	3C	B5	Hawker Hurricane	3G	A5	Spaceflight	1F	H3	
Between The Wars	1G	H3	Hippie Plastic	1E	H4	Special Schemes	3B	C6	
Beyond the Box	1A	H6	Hot Rod and Custom Car	2J	F1	Spanish Civil War	2G	E2	
Biggles	1E	H4	Israeli Defence Forces	1J	H1	Splash (Flying Boats and Seaplanes)	2G	E2	
Bomber Command	3G	A6	Italia	2J	E2	Submarine Warfare	1G	H3	
Canberra	3W	B3	Japanese Aviation	1E	H4	Thirty Second (32nd) Scale	1C	H5	
Car & Motorcycle	2J	E1	Leopard MBT	1J	H1	Tornado	1J	J2	
Civil Aviation 1/72	1H	G2	Luftwaffe	1J	H2	Training Aircraft	1H	H2	
Classic American Jets	1G	H3	Mediterranean Theatre of Ops	1G	H3	Truck	2E	D4	
Classic British Jets	1G	H3	MiG SiG	2E	E3	Typhoon Restoration	2F	F3	
Classic British Kits	2B	E6	Mirage	3B	B6	UK & Commonwealth	1J	G2	
Coastal Command	3G	A6	Modern British Armour	3F	B4	Armed Forces			
Cold War	2B	E6	Motor Museum in Miniature	1C	J6	UK Army Aviation	3F	B3	
Cross & Cockade	3B	C6	Movies & TV	3C	C6	Under New Management	1E	H4	
Cruiser	3C	B5	Mulberry Harbour Display	1J	H1	USAF 70th Anniversary Display	3G	A5	
DC3/C47 Dakota	1G	H3	NASA	1F	H3	US Naval Aircraft	2B	E5	
English Electric Lightning	1J	H2	New Zealand Aviation	1D	H5	Vertical Aircraft	1J	H4	
F-16 Fighting Falcon	3B	B6	Night Fighter	1D	H5	Warbirds	3G	A6	
F-4 Phantom	3B	B6	Project Cancelled R&D	3F	B3	Water Bombers	1F	H3	
Fine Waterline	3C	C5	Racing & Record Aircraft	2F	F2	What If?	3F	B3	
Finnish/Swedish	2J	D2	RAF Germany	1H	H2	World Helicopters	1D	G5	
			Revell Modelling	2B	E6				

D

Key

-  Branches and Clubs
-  Special Interest Groups
-  Overseas Clubs
-  Special Displays
-  Airfix Make 'n' Paint
-  Traders



IPMS desk

Hall 3

TRADER	Block	Ref							
1/144th	2F	D4	Flory Models	2G	D2	Name It!	2A	E7	
26 Decals	2wall	E7	Flying Graphics	1C	G5	Naval Models	3D	C5	
ABC Brushes	2C	F5	Form-u-Lay	2wall	D2	Neomega Resin	2F	D3	
Accion Press	2A	E7	Freightdog Models	2D	D4	Osprey Publishing	1H	G2	
Accurate Armour	2wall	D3	Friendship Models	1wall	J2	PA Davis	3wall	C3	
Aeromodeller Books	2wall	D2	Garrison Castings	1A	J6	Panzershop	3wall	C5	
Affinity Models	2C	D5	Gas Patch Models	3C	C5	Parabellum	1wall	G4	
AFV Modeller	1wall	G3	Giraffe Models	1wall	J7	Part 2 Print	3wall	C3	
Airbrush Heaven	1E	J4	Glevum Miniatures	1wall	G2	Pen and Sword Books	3D	A5	
Aires Hobby Models	1A	J6	Gramodels	1A	H6	PG Models	2A	E6	
Airfix	1wall	G6	Great North Roads	1wall	G3	Pinnacle Model Supplies	1J	J2	
Airfix Model World Magazine	1wall	G6	Guideline Publications	2wall	F1	PJ Productions	2E	D3	
Airscale	2wall	F5	Hannants	2wall	D5	Pol Models	1wall	J1	
AK Interactive	3wall	A3	Hawk Miniatures	2A	E6	Pontos Model	1wall	G2	
AL Bentley Drawings	2A	D7	Hobbyzone	1wall	J5	Quickboost	1A	J6	
Albion Alloys	1D	J5	Hollywood Trade Ltd	2wall	F2	Rauchen Verboten	3wall	C6	
Alclad II	2wall	D6	Hornby Hobbies	1wall	G6	RB Productions	2A	E6	
Antics	3wall	C4	HMH Publications	3wall	B3	Reality in Scale	3F	C3	
Arctic Decals	3F	C4	HPH Models	3B	A6	Resicast	1A	J6	
Armourfast	3wall	A3	Hypersonic Models	2wall	F2	Revell	2A	F6	
Authentic Airliners	2wall	E7	Iconicair	3B	C6	Royal British Legion	1A	H6	
Aviation Antiques	1H	J2	Inside the Armour	1wall	G3	RP Models	1J	G1	
Avid Reader	1wall	G5	J Perkins Distribution	1wall	J1	RP Toolz	1E	J4	
Bachmann Europe	1wall	J6	Just Bases	1wall	J5	Rubicon Models	1A	J6	
Balaton Modell	1wall	J7	Karaya II	1wall	J1	S&M Models	3wall	A4	
Barracuda Studios	1C	G6	Kinetic Model Kits	3wall	C6	SBS Models	3wall	A3	
Belcher Bits	3B	A6	Kit Form Services	1wall	G1	Scale Modelling Now	1wall	G3	
Black Lion Decals/ Giesbers/Den Bels	3F	C3	Kit Krazy	1wall	J1	Scale Warship	3C	A5	
Blackbird Models	3wall	A4	Kits for Cash	2B	D5	Sgts' Mess	2A	F7	
Braz Models	1F	J3	Kits-World	1wall	J2	SK Miniatures	1wall	H1	
Breveco Modelling	1J	G1	Klassic Kits	2wall	D6	Sovereign 2000	1wall	H1	
Brigade Models	1wall	G1	L'Arsenal	3D	C5	Sovereign Hobbies	2C	F5	
Buildfast	3wall	A3	Lima November Decals	3F	C4	Special Hobby	3wall	C3	
Casemate UK	2G	f2	M.A.N. Models	1wall	H1	Sphere Products	2A	E6	
Classic Airlines	2wall	E7	Magic Scale Modeling	2F	D3	Squires Tools	1wall	H7	
Clive Davis	2wall	D1	Mainly Military Models	2wall	F5	Starling Models	3wall	C6	
Coastal Craft Models	2J	F1	Mark 1/4+ Publications/ CMR Models	3B	C6	Syhart Decals	1E	G4	
Coastal Kits Display Bases	1J	G2	Master Model (Poland)	3wall	C4	Tetra Model Works	1wall	G2	
Cocardes Magazine	1E	G4	Masterclub RU	1J	J1	The Aviation & Military Book Centre	2wall	D7	
Collectakit	2wall	D1	Matador Models	2F	F3	The Aviation Bookshop	1wall	J3	
Combat Kits	2D	D4	Meng Models	3wall	A3	The Craftlight Company	1F	J4	
Copper State Models	2wall	F5	MH Models	3wall	C3	The Hobby Company	1wall	H1	
Crafty Products	1G	J1	Milicast	2wall	D3	Tiger Hobbies	1D	G5	
Creature Features	3wall	C5	Mirror Models	1C	G6	Timeless Hobbies	2wall	D3	
Crecy Publishing	2E	F3	Mitches Military Models	2wall	F6	Tom's Modelworks	2wall	F6	
Cross & Cockade	3B	C6	MMK	3wall	A3	Tommy's War	2A	E6	
Daco	2B	F5	Model Art Decal System	2E	D3	Treemendus	1wall	J2	
Dark Star Miniatures	2A	E7	ModelCars.org.uk	2wall	F6	Ultimate Modelling Products	1G	G3	
DEF Model	1wall	G2	Model Display Products	2A	E6	Valiant Wings	1F	G3	
Deluxe Materials	2C	D5	Model Innovations	1H	H2	Vallejo Paints	2wall	E1	
Displaybases.co.uk	3wall	A4	Model World	2wall	D7	Volks Inc	2A	D6	
Doolittle Media	2wall	E7	Modelarstwo Okretowe	2A	E6	Warpaint Books	2wall	E1	
Draw Decal	1F	J3	ModelArt (Japan)	1wall	G3	Whirlybird Models	2wall	F4	
Eduard	3F	A3	modellingtools. co.uk (Little Cars)	2wall	F3	White Ensign	2wall	F6	
Elan 13 Miniatures	2A	E7	Models for Sale	2wall	F3	Wolfpack Design	1wall	G2	
European Airlines	3F	C4	Modelworks	1A	J6	Wonderland Models	2wall	F2	
F-RSIN	3B	C6	Mr Models	1wall	J5	Z63	3wall	A3	
Falcon Aviation	2D	F4	MT Minatures	1A	H6	Zero Paints	1G	J3	
			Mushroom Model Publications	1C	J5	Zoukei-Mura	2A	D6	

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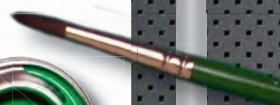
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IPMS (UK) Membership

Welcome to Scale ModelWorld 2017, the Society's annual gathering and exhibition. The show happens through the hard work and volunteer participation of our members, who are based all over the UK and beyond. Membership now exceeds 3,500 members, making us the largest plastic modelling society in the UK and one of the largest in the world.

Membership of IPMS (UK) is open to anyone who enjoys scale modelling, whether as a builder, collector or armchair enthusiast, irrespective of age, interest or ability. All subjects are catered for and we currently have a network of more than 100 UK Branches and 90 Special Interest Groups, most of which



present displays here this weekend. Please feel free to ask as many questions as you like of the people behind the tables; they will be



delighted to talk about their models and share their knowledge and experience.

Membership of IPMS (UK) starts at just £23. You may also add additional family members at the same address for a modest extra fee, so a family of three or more can join for just £33 per year. New Members joining at the show will receive a complimentary copy of our full-colour in-house magazine, plus six further editions, including the Scale ModelWorld 2017 exhibition special (which will be published in December), free admission to Scale ModelWorld 2018 and free access to our Technical Advisory Services, Decal Bank and Kit Instruction Library.

If you would like to join today or get more information, please visit the IPMS Membership Desk, located just inside the main entrance to the show in Hall 3. We accept payment by cash or cheque, or you may prefer to take away an application form to submit later. You may also join online at www.ipmsuk.co.uk or if you have a suitable smart phone, just scan the QR

code below. I hope you enjoy the show and are inspired to join IPMS (UK) soon.

We also have a selection of IPMS- and Scale ModelWorld-branded merchandise for sale at the Membership Desk, including mugs, lanyards, pin badges, stickers and limited-edition Scale ModelWorld 2017 polo shirts/t-shirts. These are in addition to our usual range of items carrying the IPMS (UK) logo. You can purchase all items at the IPMS Information Desk in the entrance foyer during the weekend.

Cliff Bassett

Membership Administrator
membership@ipmsuk.co.uk



Overseas IPMS Groups



IPMS is a worldwide organisation...a fraternity of like-minded individuals passionate about scale modelling. Although the origins of IPMS are rooted firmly in the United Kingdom, the concept has spread across the globe over the past five decades and we can now boast more than 50 other IPMS organisations, operating on every inhabited continent of this planet. Many of those overseas entities are represented at Scale ModelWorld 2017. They come in groups small and large, filling the halls with an exotic array of languages from Europe and further afield. It is one of the elements that makes Scale ModelWorld so special.

This year we've booked more than 25 clubs from all over Europe, North America and the Middle East. They will bring with them to Telford their enthusiasm and knowledge to share with their fellow modellers. The number of languages being spoken is many and varied, but the universal language of everyone at Scale ModelWorld is 'plastic modelling'.

Roland Turner

IPMS (UK) Overseas Liaison Officer



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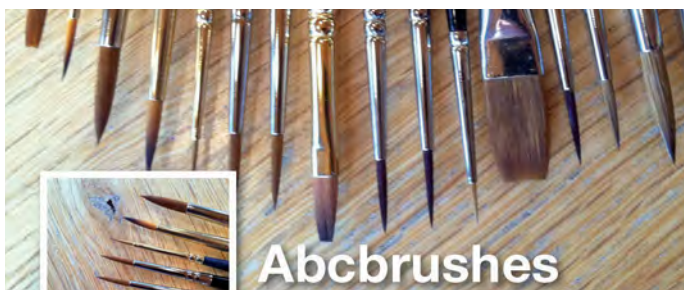
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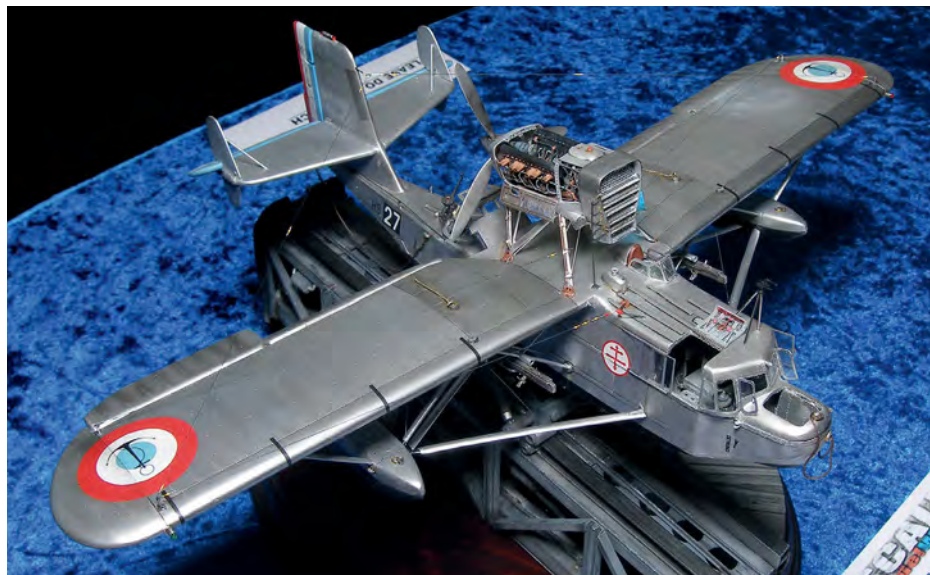
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The IPMS (UK) National Competition



2017 marks the 50th anniversary of the IPMS National Competition, first held at London's Maple's Clarence Restaurant, Tottenham Court Road, in 1967, and the National Champion's award included a cheque for 10 Guineas.

The Nationals moved to the RAF Museum at Hendon in the early 1970s and afterwards to Stoneleigh in Warwickshire, then Peterborough (for one year) and finally to Donington, before arriving in Telford in 1998. Its format was different in the early days, as the only models allowed were those that had won through to the Nationals in each Branch's competition; there were 10 monthly contests across 12 Branches.

This year's competition will again be on the mezzanine floor in the main foyer. Competition entry is by pre-registration only, but open to any current IPMS (UK) member or those from overseas IPMS organisations. The standard of entries his year are likely to be just as high, if not higher than seen previously. Please remember you are not permitted to

bring bags into the competition area. The ban will be enforced from 15.00 on Saturday and will continue into Sunday. The International Centre will operate a Cloak Room facility on the ground floor, and we ask that any large bags or objects are left with them while you visit the competition area. We apologise if this is inconvenient for visitors, but our priority is to protect the models, many of which have taken hundreds of hours to complete.

There's also a ban on food and drink in the competition area. We will allow ladies handbags, and small camera bags for those who wish to take photos. If you're asked to keep bags under control (or asked to leave them outside), please cooperate with the stewards as they are only trying to ensure none of the models suffer any damage.

The competition team would like to welcome you SMW 2017; please visit us and marvel at the spectacular range of models on display at one of the world's premier competitions.

Tony Horton

Competition Secretary

Competition Timetable

Friday 10th

15.00	Competition area opens for acceptance of pre-registered models
19.00	Competition area closes

Saturday 11th

09.00	Competition area opens for acceptance of models
11.30	Judges' brief will take place in the Newport Suite
11.45	Last entries for the competition
11.50	The competition area will close to admissions and the area will be cleared for judging
12.00	Judging starts and the competition area will be closed (please note that up till this time, some bags will be allowed into the competition area)
15.00	Competition area opens (strict NO BAG policy enforced in the competition area from this time)
17.30	Last entry to view the competition
18.00	Competition area closes

Sunday 12th

08.00	Competition area open to press photographers (invitation only)
09.00	Competition area opens for viewing
11.00	Two minutes' silence for Remembrance Sunday
11.15	Awards ceremony in Newport Lecture Theatre
15.00	Competition model reclaim
16.00	Competition area closes

Michael Beetham Conservation Centre Open Week

Although not part of Scale ModelWorld, it would be remiss not to mention another event running throughout the following week, from Monday, November 13, 2017.

Located at RAF Museum Cosford, the award-winning Michael Beetham Conservation Centre will open to visitors once again for exclusive behind-the-scenes access to aircraft conservation work, for one week only. This once-a-year opportunity, less than 15 minutes'

drive from Telford, provides an ideal stop for anyone travelling home on Monday morning.

Visitors in 2017 will be able to view the latest progress on the Handley Page Hampden restoration, and Vickers Wellington and Range Safety Launch projects...one can speak directly with technicians and apprentices about the projects being undertaken at the centre. Many IPMS members already make the Michael Beetham Conservation Centre an integral

part of their Scale ModelWorld weekend.

Entry to the RAF Museum Cosford is free, but there is a small admission charge of £5 per adult payable for the Open Week in 2017 (accompanied under-16s go free).

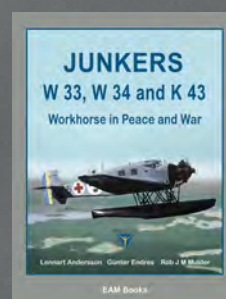
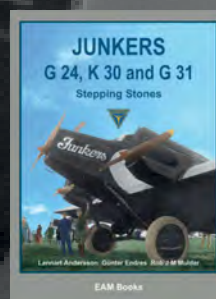
**Conservation Centre Open Week,
November 13-18, 2017**

**Open from 10.15am to 1pm
RAF Museum Cosford, Shifnal,
Shropshire, TF11 8UP**



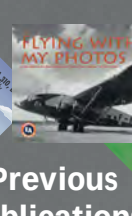
"Calling all aviation history authors"

In 1987 aviation historian and author Rob Mulder published his first book, "Luftbussen til Kontinentet" (Air Coach to the Continent), about Norway's first international air service, which sold out within months. In 2007 the publishing company and website "European Airlines" was established with the aim of publishing high-quality books on the history of European and Scandinavian aviation.



This year European Airlines celebrates its tenth birthday, having published 13 books, two of which have been awarded "Norwegian Aviation Book of the Year" (2007 and 2014) and a third nominated in Sweden and Norway (2016). In addition, Rob Mulder has co-written three highly regarded books about Junkers aircraft published by EAM Books and published numerous articles about Norwegian and European aviation in magazines and journals worldwide.

The next chapter for European Airlines is to establish and curate an ongoing programme of books and publications by other specialist authors and researchers. The first contract is already signed. Here at European Airlines we can help you with editing, layout, print preparation, sales and marketing. If you have an idea for a specialist aviation book and would like to explore the possibilities, we'd love to hear from you!



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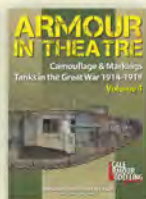
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