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FOR 'O' REVIEWED



HORNBY

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magazine

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- ▶ Modelling railway sidings
- ▶ Digital sound for the LYN 2-4-2T

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NEC, North Ave, Marston Green, Birmingham B40 1NT

24th - 25th November



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*East of England Arena & Events Centre,
Oundle Road, Alwalton, Peterborough PE2 6XE*

8th - 9th December

Keep up to date with all the latest Hornby News and Shows programme at www.hornby.com/events

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HORNBY

magazine

LATEST OFFERS
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WE SHOW YOU HOW!

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WORKBENCH

Tim Shackleton shows you how to refine and improve Hornby's 'OO' gauge Class 73 electro-diesel, using simple techniques and readily available components.



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DETAILING

Nigel Burkin shares his top tips to help create detailed sidings that look the part and work just as well.

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DIGITAL CONTROL

Mike Wild gives Bachmann's OO' gauge Lancashire and Yorkshire Railway '1008' 2-4-2T a digital makeover, demonstrating how to install both motor and digital sound decoders.



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74 Bachmann Baldwin WDLR 4-6-0T for 'OO'

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Another bumper crop of releases from Bachmann, Dapol, Golden Valley Hobbies, Hornby, Locoman Sounds, Protocab and more.

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UPDATE

All the latest news from behind-the-scenes at Hornby, we unveil a new venue for the Great Electric Train Show, new model announcements and much more. Plus, you could win a Hornby 'OO' gauge LMS rebuilt 'Royal Scot' and carriages worth £375, in our exclusive competition.

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SOUTHWICK

Maidenhead, Marlow and District MRC chose Southern Region third-rail territory for its outstanding 18ft x 10ft 'OO' gauge exhibition layout, despite some initial Somerset and Dorset leanings, as Harry Pollard explains.

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BRAMBLETON

More than 60 years in the making, Brambleton Model Railway Club's extensive outdoor railway in Hertfordshire showcases 'O' gauge and 'SM32' operations to scores of visitors each year.

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REALITY CHECK

Synonymous with the Great Western Railway, the humble '57XX' 0-6-0PT and its variants ran to more than 800 examples. Evan Green-Hughes looks back at these remarkable engines.

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KETTON CEMENT

Martin Stewart presents his 2mm finescale take on a contemporary cement works, loosely based on a real location in the East Midlands.

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RAILWAY REALISM

Cement traffic has always formed an important source of revenue for the railway, as Evan Green-Hughes discovers.

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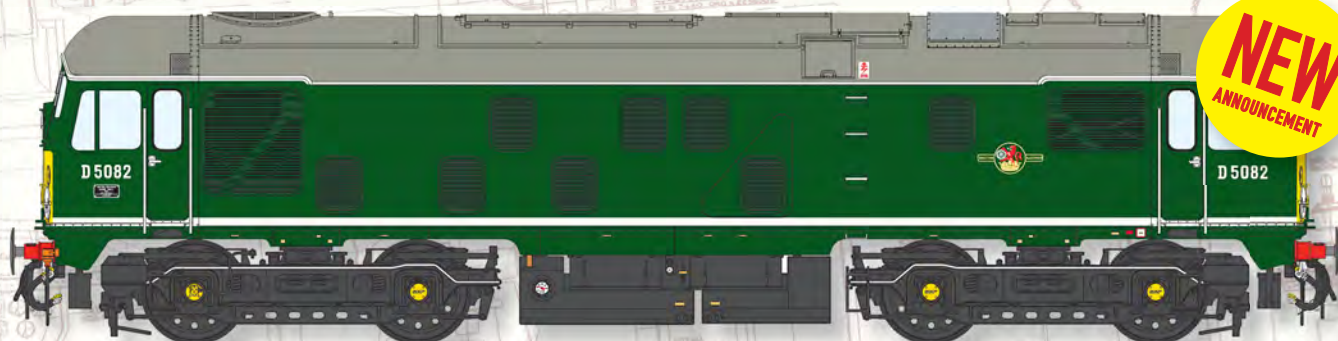
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Hornby Magazine's comprehensive guide to forthcoming events.

New Class 24 colour schemes

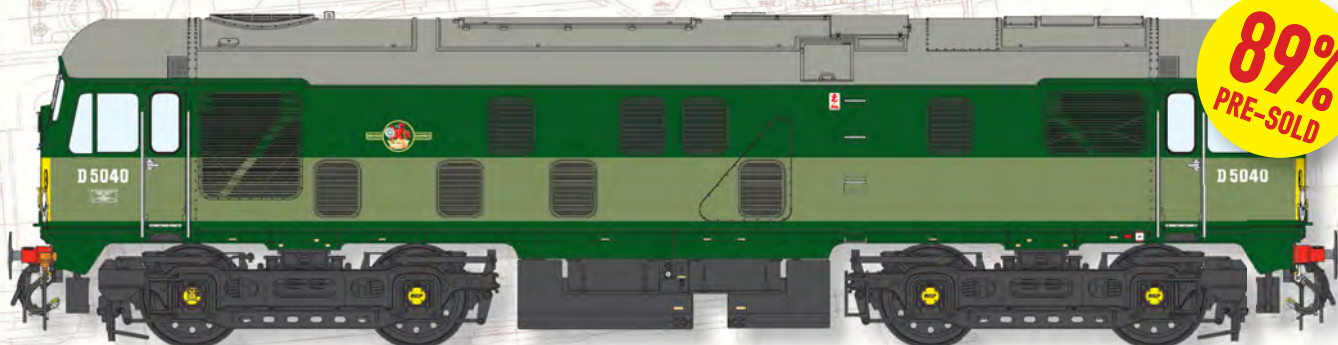
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Cat No. 2406: **No. 97 201 EXPERIMENT British Rail Research Department** (inc. nameplate transfers)



Cat No. 2407: **No. D 5040 British Railways two-tone green with small yellow warning panels**

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WELCOME

THE EDITOR'S PAGE



THIS ISSUE marks the launch of the 2018 Great Electric Train Show on the weekend of October 13/14 - and this year we have secured a brand new and bigger venue for the exhibition so that we can

deliver more layouts, demonstrations and trade stands to the show.

It's an exciting venture. The new venue is the Arena MK in Milton Keynes which is easy to access from the M1 and A43 as well as being a few minutes from Milton Keynes railway station which is served by Virgin Trains, West Midlands Trains and Southern. There is even a direct train from Clapham Junction to Milton Keynes via the North London line for those looking to travel from south of the capital.

The big bonus of the new venue is that we can make the show bigger than it ever has been. This year 30 layouts will take part and we've been scouring the country to find the very best of those featured in past issues of the magazine as well as searching out new layouts which we have

yet to showcase. We've got three layouts travelling in from Scotland as well as more from Yorkshire, North Wales, Kent, East Riding, the Sussex coast and West London. Full details of the new venue and the first layout announcements can be found on pages 10-11 in this issue.

It has been another busy month of new announcements and releases during March with five brand new British outline products being announced at the end of the month across 'OO' and 'O' gauges plus a trio of new locomotives arriving for review too.

Topping the billing are Dapol's GWR '57XX' 0-6-0PT for 'O' gauge, Bachmann's 'OO9' Baldwin 4-6-0T and Dapol's new Class 68 Bo-Bo diesel for 'N' gauge. All three are stunning and each has neat features to make it stand out from the crowd. Add to this new releases from Hornby, Locomotion Models and an exciting new Gresley 'A4' 4-6-2 sound file from Locoman Sounds and there is a great variety of new products to explore once more.

Also in the reviews is a fascinating product from Protocab - a wireless control system which provides a way of powering models by batteries, and in 'OO' gauge to boot. We've been exploring its potential and the manufacturers have got an extensive list of products in development which

could make this a rewarding system to use. You can read our full review on the starter pack on pages 82-83.

We've also brought together four layout features for this issue covering 'OO', 'O', 'SM32' and 2mm finescale layouts - one being an outdoor railway combining 'O' and live steam 'SM32' operations - while the team has been hard at work developing step by step guides to help you get more from your projects.

Back in the *Hornby Magazine* workshop we've been beaver away on the redevelopment of Topley Dale and you can read the latest update and see our final track plan in Staff Projects on pages 104-106.

We hope you enjoy the latest issue of *Hornby Magazine* and all that it has to offer. Plus don't forget to keep in touch with our website during April as we launch more exclusive video content and publish our monthly editorial blogs.

Happy modelling!

Mike Wild

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE MAY 2018

WIN A LMS 'ROYAL SCOT'

8 Your chance to win a Hornby 'Royal Scot' and four LMS carriages in 'OO'.



SOUTHWICK

18 Maidenhead, Marlow and District MRC's superb 'OO' gauge Southern Region layout models the 1960s transition.

PLUS...

28 Tim Shackleton explores the potential of Hornby's Class 73 and shows how to model its early sub-class.

36 Nigel Burkin illustrates how to model sidings explaining how to give them a realistic, careworn look.

88 Mike Wild installs a decoder and a Zimo sound project in Bachmann's LYN '1008' 2-4-2T in 'OO'.

WIN A 'ROYAL SCOT' **EXCLUSIVE DAPOL '57XX'**

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▶ Modelling railway sidings
▶ Digital sound for the LYN 2-4-2T

LATEST NEWS **NEW MODELS REVEALED!**
Baldwin Terrier 0-4-4T in 'OO' • Dapol 0681 hopper for 'OO' • 11Kc mineral wagon in 'OO' PLUS Dapol Class 122 and Minerva 'K' 0-4-0ST for 'O' gauge

EXCLUSIVE DAPOL '57XX'

66 A first review of Dapol's delightful new 'O' gauge ready-to-run GWR 'Pannier'.



MORE LAYOUTS!

42 Garden railway modelling on a grand scale at Brambleton MRC.

58 Building an 8ft square modern diorama for industry exhibitions.

92 Cement operations inspired by Ketton Cement in 2mm finescale.

LATEST NEWS

- Rails reveals all-new 'OO' gauge 'Terrier'
- Dapol announce 'O' gauge Class 122
- Minerva 'O' Manning Wardle 0-6-0ST
- Dapol 'OO' Foster Yeoman bogie hopper

RAILROAD 'BUBBLE' SAMPLE DEBUTS



HORNBY has received the first decorated sample of its first RailRoad version of the Class 121 single-car Diesel Multiple Unit (DMU) for 'OO' gauge. Previously part of

Hornby's main range, it has been cascaded into RailRoad for 2018. The new model is being released as former Chiltern Railways unit 121034 in BR green with small yellow warning panels and high-

intensity headlights (Cat No. R3665), as it was in service until May 2017. The model features the same drive mechanism as previous releases, NEM coupling pockets with small tension locks and comes equipped

with an 8-pin DCC decoder socket. Delivery is expected in August 2018 with a price of £69.99 for the Class 121.
● Visit www.hornby.com for more information.

SECOND OUTING FOR MK 1 BSO

As part of a new batch of BR Mk 1 carriage releases Hornby has issued two new versions of its 2017 released Brake Second Open covering Eastern Region allocated E9248 in BR carmine and cream (Cat No. R4823) and Western Region allocated W9264 in chocolate and cream (R4822).

The new BSOs are joined by Tourist Second Open (TSO), Second Open (SO), Gangway Brake

(BG), Second Corridor (SK), Composite Corridor (CK) and Brake Second Corridor (BSK) vehicles in carmine and cream with Eastern Region numbers.

All are priced at £39.99 and come with turned metal wheels and small tension locks in NEM pockets.



● Visit www.hornby.com for more information.

WIN A Hornby rebuilt 'ROYAL SCOT' and carriages

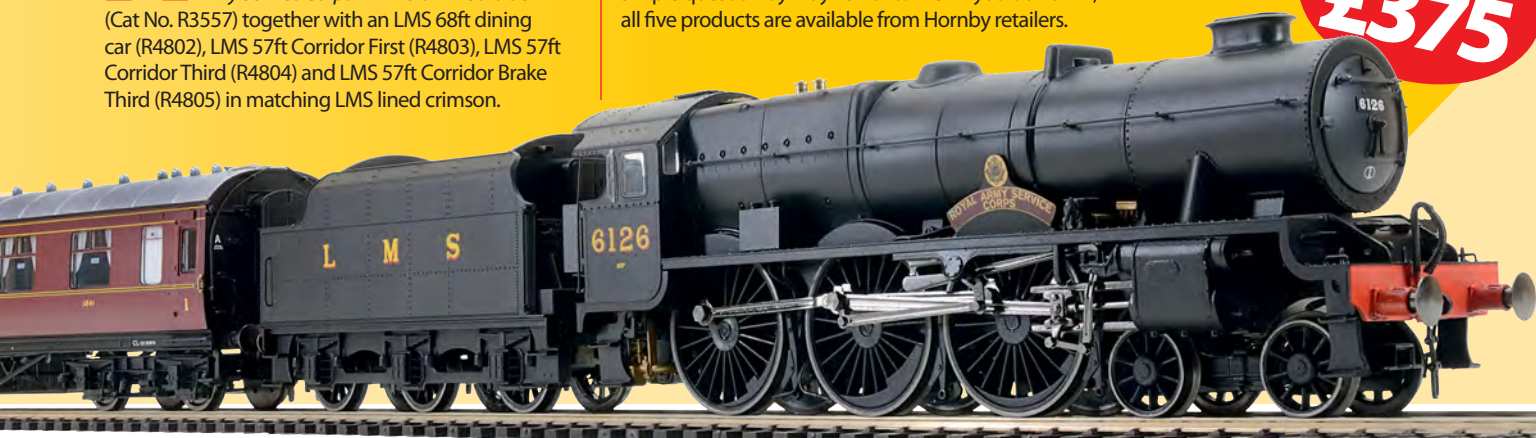


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HORNBY MAGAZINE and Hornby Hobbies are offering an exclusive competition prize of LMS rebuilt 'Royal Scot' 4-6-0 6126 *Royal Army Service Corps* in LMS unlined black (Cat No. R3557) together with an LMS 68ft dining car (R4802), LMS 57ft Corridor First (R4803), LMS 57ft Corridor Third (R4804) and LMS 57ft Corridor Brake Third (R4805) in matching LMS lined crimson.

The complete train is worth £375 and the locomotive is DCC ready with an 8-pin socket. To enter the competition all you have to do is answer the following simple question by May 25 2018. Even if you don't win, all five products are available from Hornby retailers.

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Crosti and Class 20 TTS DECODERS ARRIVE



Hornby's range of separate Twin Track Sound decoders has expanded with the arrival of the Class 20 (Cat No. R8118) and Crosti '9F' 2-10-0 (R8113). The decoders are priced at £41.99 each with the Class 20 chip connected to a 40mm x 20mm speaker and the Crosti to a 28mm round speaker. 8-pin plugs are provided on both.

The Class 20 has 24 sound functions including engine sounds, manual notching of the engine sound, cold start override, horns, coupling and more while the Crosti has 18 functions ranging from exhaust sounds to whistles, manual coasting, coal shovelling, injectors and guard's whistles.

● Visit www.hornby.com for more information.

QUESTION: Which railway were the 'Royal Scots' built for?

a. LMS b. LNER c. LMR

HOW TO ENTER

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

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

Closing date for entries is May 25 2018 at 12:00 GMT and the winner will be notified no later than June 1 2018. There is no cash prize alternative and the Editor's decision is final.

On occasions Key Publishing and Hornby Hobbies may make offers on products or services that we believe to be of interest to our customers. If you do not wish to receive this information please state NO INFORMATION clearly on your entry. No purchase necessary.

CONGRATULATIONS TO THE WINNERS!

● The winner of HM128's competition for a Class 71 and BR Mk 1 carriages is Mr P March from Holmfirth. The winner of HM129's competition for a Class 800 unit is Mr R Smith from Arundel.

INSIDE **HORNBY®**

The latest from Hornby HQ

MAY DELIVERY FOR CLASS 87



Hornby is expecting the first two Class 87 Bo-Bo AC overhead electric locomotives to arrive with its retailers during May. Modelling 87035 *Robert Burns* in BR blue (Cat No. R3580) and 87010 *King Arthur* in InterCity colours (R3582), the DCC ready locomotives with directional lighting are priced at £170.99 each. A third version, announced in the 2018 catalogue as 87019 *Sir Winston Churchill* in Virgin Trains red and black, is due for release in July (R3656).

Member locomotive sample



Hornby has received a decorated sample of the Collector Club members locomotive GWR 0-4-0T No. 18. The model is unique to the Collector Club and is included as part of the new membership package which is available to subscribe to at www.hornby.com. The pack also includes a quarterly *Hornby Collector* magazine, membership card and pin badge. Membership costs £28 for the year.

Meet the team in Dorset

The Great Dorset Steam Fair on August 23-27 is Hornby's next event attendance for 2018 where the team will be showcasing the latest products at this annual event.

● Visit www.gdsf.co.uk for full details of the 50th anniversary show.

COMING UP IN...



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

NEW VENUE

FOR THE 2018

GREAT ELECTRIC TRAIN SHOW!

THE

GREAT ELECTRIC

TRAIN SHOW

OCTOBER 13/14 2018



45C models a busy motive power depot towards the end of steam in 'OO'.

THE HORNBY MAGAZINE sponsored Great Electric Train Show is back for 2018 and with a brand new venue. Taking place on the weekend of October 13/14, this year's event will be held at the Arena MK in Milton Keynes with easy access by road and rail and offers new space to grow the popular event.

This year's Great Electric Train Show is set to host 30 layouts, 35 traders and 10 demonstrators in

the Arena MK. The venue includes a large main hall as well as additional balcony areas delivering an easy access show. Refreshments are available on site and a free shuttle bus will be operating from Milton Keynes railway station at regular intervals on the Saturday and Sunday. Milton Keynes is served by Virgin Trains, West Midlands Trains and Southern.

Hornby Magazine Editor Mike Wild said: "The Great Electric Train Show

continues to grow and the move to the Arena MK gives us more space for everyone, including visitors. We are excited to take the show forward at its new venue and we have a stunning range of model railways to put on display for the weekend."

Launching the show are 10 of the 30 layouts for the weekend covering scales from 'N' to 'O' gauge and drawing examples from across the country to take part. Starting off the guest list in 'OO' gauge are

Maidenhead, Marlow and District MRC's Southwick Southern Region 1960s continuous run layout (see pages 18-25), Tom Snook and friends' 45C depot scene presented in its full format for the first time (HM125), Bill Wood's 1980s period model of Glenfinnan station (HM118), Graham and Daniel Chandler's Loudwater set on the Western Region in the 1960s (HM120), Greig Mackenzie's Poulton-le-Fylde modelling the



Glenfinnan by Bill Wood in 'OO'.



THE DETAILS	
Event:	Great Electric Train Show 2018
When:	October 13/14 2018
Where:	Arena MK, Stadium Way, Milton Keynes MK1 1ST
Times:	10am-5pm Saturday (9.30am entry for advance tickets) 10am-4pm Sunday (9.30am entry for advance tickets)
Prices (advance):	£9 adults, children £7, under 5s free with a paying adult
Price (on the day):	£12 adults, children £9, family (2+3) £34, under 5s free with a paying adult
Website:	www.grealelectrictrainshow.com
Phone:	01780 480404



Graham and Daniel Chandler's model of Loudwater in 'OO'.



East Riding Finescale Modellers' Hospital Gates in 'O' gauge.

GREAT ELECTRIC TRAIN SHOW LAYOUTS 2018			
LAYOUT NAME	EXHIBITOR	SCALE	PERIOD
Grosvenor Square	Hornby Magazine	'OO'	1960s Western Region
Southwick	Maidenhead, Marlow and District MRC	'OO'	1960s Southern Region
45C	Tom Snook and friends	'OO'	1960s London Midland Region
Glenfinnan	Bill Wood	'OO'	1980s Scottish Region
Poulton-le-Fylde	Greig Mackenzie	'OO'	2000s North West
Loudwater	Daniel and Graham Chandler	'OO'	1960s Western Region
Loftus Road	Worthing MRC	'OO'	2000s West London
Dubmill Sidings	Steve Thompson	'O'	1968-1971 Cumbria
Hospital Gates	East Riding Finescale Modellers	'O'	1930s private railway
Hatch End	Andy Stephney	'N'	1990s-2000s West Coast Main Line

Note: 20 further layouts will be announced in future issues of *Hornby Magazine*.

real location in the 2000s (HM124), Loftus Road by Worthing MRC capturing London area operations in the 2000s and *Hornby Magazine's* 1960s Western Region terminus Grosvenor Square. The latter will be making its only appearance for 2018 at the Great Electric Train Show and in a new extended format.

In addition Steve Thompson's popular 'O' gauge early diesel era layout Dubmill Sidings (HM78) will be attending together with the East

Riding Finescale Group's 'O' gauge Hospital Gates (HM58) and Andy Stephney's busy 'N' gauge West Coast Main Line scene Hatch End.

Trade stands already confirmed for the show include DC Kits, Green Scene, Grimy Times, H&A Models, KS Laser Designs, P&D Marsh, Ten Commandments, TTC Diecast as well as new additions to the line up ABC Brushes, Black Dwarf Publications, Model Rail Baseboards, TMC and more. Demonstrations

will include ModelU 3D scanning, building construction with David Wright from Dovedale Models and Mick Bonwick providing his regular weathering demonstrations.

Advance tickets are available to purchase now offering a saving against on the day prices as well as early entry to the show at 9.30am each day.

Prices are £9 for adults and £7 for children age 5-16 – under 5s enter free with a paying adult. On the

door prices are £12 for adults, £9 for children and £34 for a family (two adults and two children). Doors open at 10.00am each day for on the day tickets and close at 5pm on Saturday and 4pm on Sunday.

● **Further updates and announcements for the Great Electric Train Show line-up will be revealed in *Hornby Magazine* and more information can be found at www.grealelectrictrainshow.com**

Rails commissions all-new 'TERRIER' FOR 'OO'

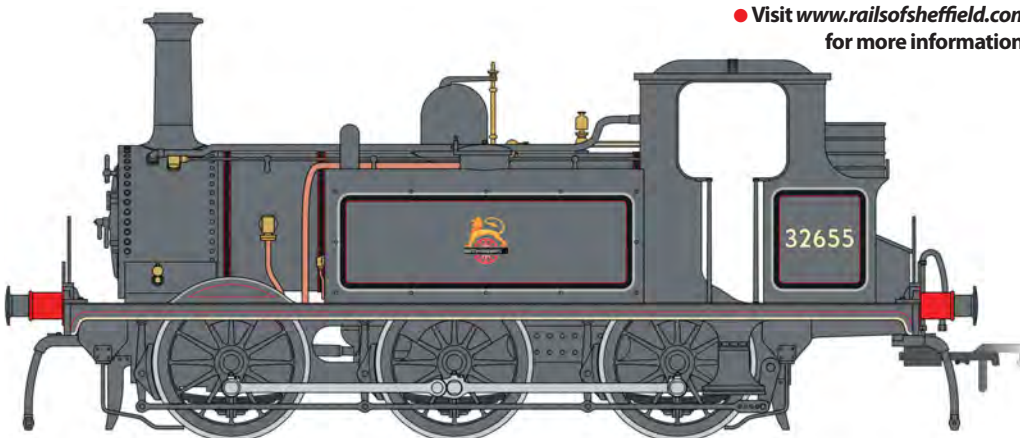
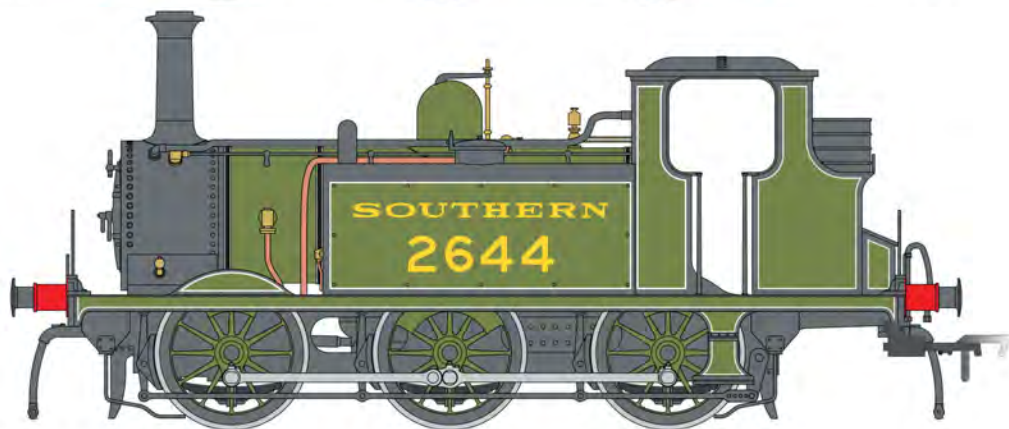
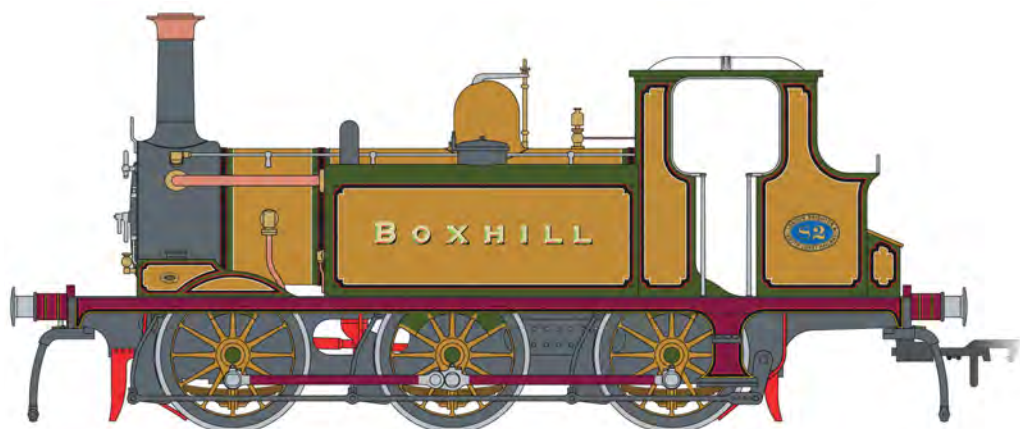
THE LONDON, Brighton & South Coast Railway Stroudley 'Terrier' 0-6-0T is the latest ready-to-run 'OO' gauge locomotive to be commissioned by retailer Rails of Sheffield. The announcement comes just four weeks after it revealed it would be producing the Caledonian Railway '812' 0-6-0 for 'OO' (HM130).

The 'Terrier' is being made by Dapol for Rails and six of the first batch of seven will be available through Rails and Dapol while the seventh will be an exclusive product for the National Railway Museum through www.locomotionmodels.com

The new 'OO' gauge 'Terrier' will reflect both original 'A1' and later 'A1X' 0-6-0Ts as well as Isle of Wight operated locomotives. Tooling will include two cabs and bunkers, two smokeboxes, two boilers, wooden and metal brake rigging and options for DCC ready, DCC fitted and DCC sound fitted models with a Next18 decoder provided. Sound equipped locomotives will have Dapol's RealDrive braking control with Dapol's own recordings of 32678 on the Kent and East Sussex Railway (KESR).

Planned for release in 2019, and with decorated samples expected in time for Warley in November 2018, the locomotives selected for the first batch are 'A1' 82 *Boxhill* in Stroudley improved engine green with a gloss finish for the National Railway Museum (Cat No. 4S-NRM-001) together with 82 *Boxhill* in the same livery without a gloss finish (4S-010-001), 'A1' *Bodiam* in KESR blue (4S-010-002), 'A1X' 751 in South Eastern and Chatham Railway colours (4S-010-003), 'A1X' 2644 in Southern lined green (4S-010-004), 'A1X' 32655 in BR lined black with early crests (4S-010-005) and 'A1X' 32661 in BR black with late crests (4S-010-006).

DCC ready models will cost £110, DCC fitted £140 and DCC sound fitted £239.



● Visit www.railsofsheffield.com for more information.

HUO decoration sample debuts

Accurascale has received decorated samples of its first 'OO' gauge ready-to-run wagon – the BR HUO 24.5ton hopper.

The initial samples represent vehicles lettered with 'Load only to Stella North or South Dunston or Blyth Power Stations' with



four further triple packs being produced with different livery details. Accurascale also says these samples feature correction of the

NEM pocket height and brake gear and that delivery is on track for the second quarter of 2018.

● Visit www.accurascale.co.uk

for more information and discover more about Accurascale in our exclusive interview on pages 54-56.

Dapol plans Gloucester 122 next for 'O'

The Gloucester Class 122 single-car Diesel Multiple Unit (DMU) has been announced by Dapol for production in 'O' gauge as a ready-to-run model. The manufacturer is also developing the Class 121 for the scale.

The Class 122 is to feature a die-cast chassis, dual motorised bogies, DCC fitted and sound fitted options, separate handrails, three buffer types, three exhausts, different roofs, independent lighting in the cab, passenger and guard compartments and a multi-speaker factory fitted sound system on board.

Five versions are planned initially with prices starting at £299 for a DCC ready model and rising to £454 for a sound equipped model. The units will be 55002 in BR blue and grey (Cat No. 7D-015-001), 55000 in BR green



with 'speed whiskers' (7D-015-002), 55012 in Regional Railways colours (7D-015-003), 55006 in BR blue (7D-015-004) and 55004

in BR green with small yellow warning panels (7D-015-005).

The first engineering samples are currently being evaluated by

Dapol with delivery expected in the fourth quarter of 2018.

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

O&K HOPPER FOR 'OO'

Dapol has announced that it will release a model of the Orenstein & Koppel (O&K) JHA bogie aggregate hoppers hauled by Class 59s from Mendip stone quarries in 'OO' gauge for release in the fourth quarter of 2018.

The wagons are operated in fixed rakes consisting of two outer wagons with buffers and inner wagons without buffers. Dapol is to produce four outer and six inner wagons with prices set at

£55 for outers and £45 for inners. The model specification includes a die-cast chassis, sprung buffers on outer wagons, close coupling mechanism, a working tail lamp (directional on analogue and decoder operated on DCC).

All models will be released in Foster Yeoman livery with each of the vehicles featuring a unique running number.

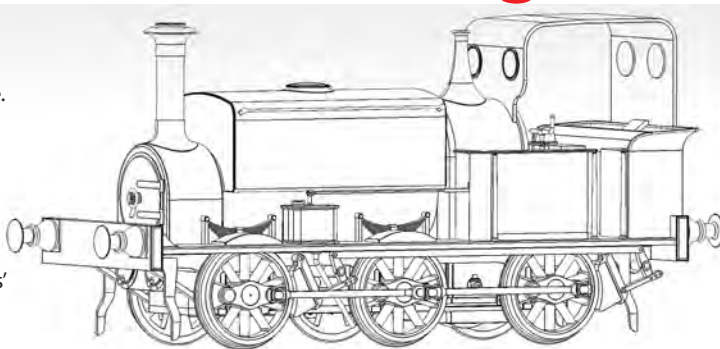
● Visit www.dapol.co.uk for more information.



Minerva selects Manning Wardle 0-6-0ST

The Manning Wardle 'K' industrial 0-6-0ST has been chosen as Minerva Model Railways' next ready-to-run 'O' gauge locomotive. It is to be released at the end of 2018 with CAD drawing currently at an advanced stage.

The 'K' was first built in 1864 and is the smallest steam locomotive to be produced by Minerva. The design was created for contractors' railways and many went on to serve industrial railways while a small number served for the Great



Central and Great Western railways.

Minerva's 'K' will feature an injection moulded body, die-cast wheels, all-wheel pick up, cab detail, sprung buffers and three-link couplings and a choice of lined crimson, lined blue or black liveries. DCC ready, DCC fitted and DCC sound fitted versions are planned with prices starting at £255 and rising to £380 for the sound version.

● For more information visit www.minervamodelrailways.co.uk.

FIVE NEW WAGONS FOR IRISH RAILWAYS

March saw Irish Railway Models reveal plans for five new 'OO' gauge ready-to-run Irish Railways wagons for release over the next 12 months. The wagons selected for production are the CIE/Irish Rail bogie fertilizer wagon, four-wheel

ballast plough, CIE 42ft flat wagon with Guinness containers followed by versions with spoil containers. Also added to the line up is a weedspraying train with tanks and CIE containers on a flat wagon plus, in collaboration with C=Rail

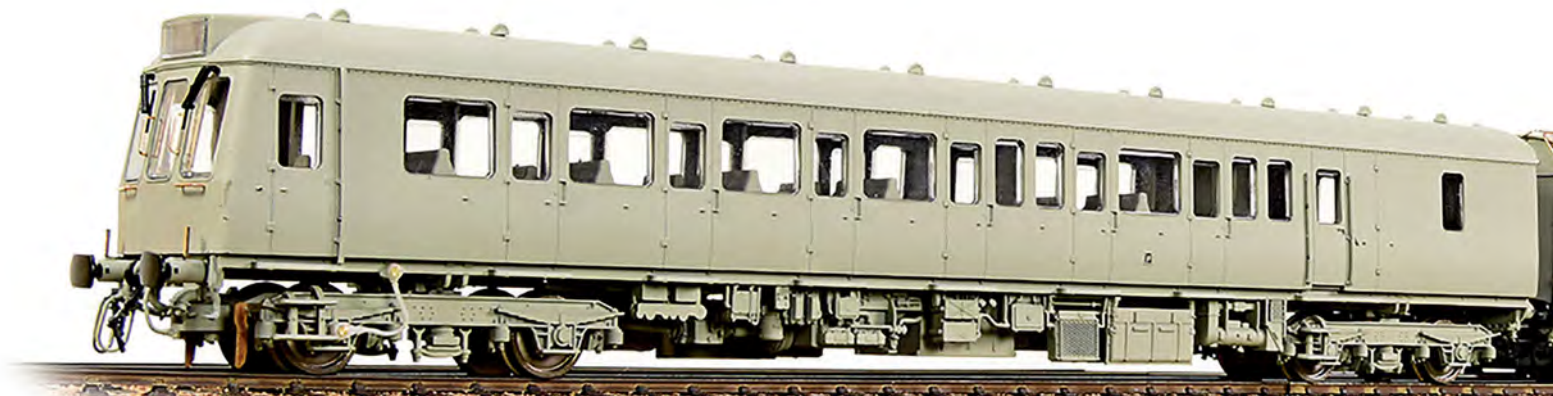
Intermodal, Bell liner 40ft containers on the 42ft container flats will also be produced.

All will follow the same standards as the Irish Railway Models ballast hopper and cement 'bubble' packs in featuring turned metal wheels,

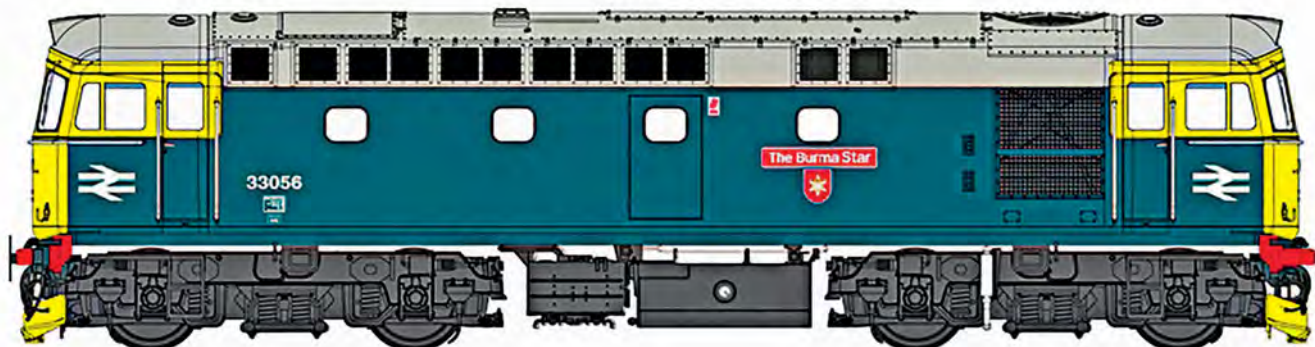
NEM coupling pockets and axleboxes spaced to suit replacement of the 16.5mm gauge wheelsets with scale 21mm gauge wheels to suit Irish railways' 5ft 3in gauge track.

● For more information visit www.irishrailwaymodels.com

Bachmann shows **CLASS 117 SAMPLE**



More Class 33s for 'OO'



Heljan has announced plans to produce a new batch of Class 33/0 and 33/1 Southern Region Bo-Bo diesels covering both original and later modified locomotives in the Class 33/0 series. Highlights of the list of 12 locomotives include two train packs consisting of Class 33/0 D6501 in BR green with four

Esso Class B oil tankers (Cat No. 1098) and Class 33/0 D6584 in BR blue with full yellow ends and four Esso Class B oil tankers (1099) together with solo locomotive models of Class 33/0s D6540 in BR green with small yellow warning panels (3419), 33056 *Burma Star* in BR blue (3438) and 33009 in

'Dutch' grey and yellow (3439).

33/0s D6504 in BR green without warning panel (3417) and D6518 in BR green with full yellow ends (3418) are also planned together with D6558 BR blue with pre-TOPS numbers (3437).

Class 33/1s on the list are 33114 in Network SouthEast colours

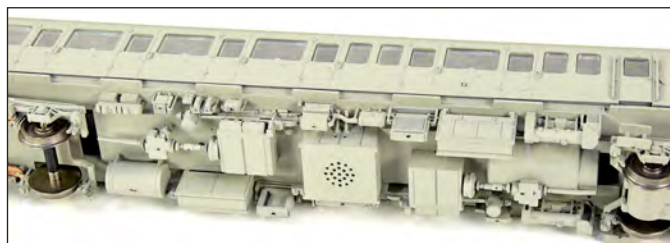
(3444), D6580 in BR green with small yellow panels (3446), 33103 (3458) and 33111 (3459) in BR blue.

Prices are set at £139.95 for single locomotives and £199.95 for the locomotive and oil tanker packs.

● Visit www.heljan.dk for more information.

THE FIRST ENGINEERING sample of Bachmann's new 'OO' gauge model of the three-car Class 117 first generation DMU has been received for evaluation offering a first impression of the new unit.

The Pressed Steel built Class 117 models will feature a single 21-pin DCC decoder socket, detailed underframes, gangway and non-gangway versions, low-profile drive system and a factory fitted speaker. Livery choices include BR



green with 'speed whiskers' in as built condition (Cat No. 35-500), BR blue and grey with marker lights (35-501) and Network SouthEast

colours with marker lights and headlights (35-502). The price per three-car unit is £299.95 with delivery estimated for July 2019.

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



BR 24½ TON MINERAL WAGON NEXT FOR TMC



Class 37/0 37223 passes Tondy signalbox with a loaded coal service formed of BR 24½ ton mineral wagons heading to Aberthaw Power Station in May 1984. Brian Robbins/Railphotoprints.uk.

The Model Centre (TMC) has commissioned Bachmann to produce an exclusive model of the BR 24½ ton steel bodied mineral wagon for 'OO' gauge. 3,395 were built to diagrams 1/115 and 1/118 between 1952 and 1962 at Ashford and Shildon works. They saw service across the

network from Scotland to South Wales, often in block formations and were commonly seen behind Class 37s.

TMC's model will encompass two types of axlebox, three types of buffer and three different bodies. Twelve different wagons will be released in

BR grey livery with differing markings – six will be released in twin packs with the remainder sold as individual vehicles.

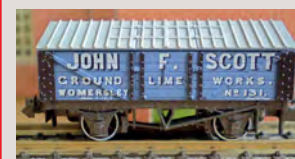
Prices will be announced closer to delivery and TMC says the project is progressing well.

● Visit www.themodelcentre.com for more information.

NEWS IN BRIEF

■ Durham Trains of Stanley and DJ Models have confirmed that development of the 'OO' gauge ready-to-run model of the Advanced Passenger Train - Experimental is going ahead with the crowdfunding support just 22 short of the required level in March. Durham Trains and DJ Models are hosting an event at Crewe Heritage Centre for crowdfunding supporters to see the train being scanned. Five, six, seven, 10 and 14 car trains are proposed with prices starting from £649.95 for the five-car pack.

● For more information visit www.durhamtrainsofstanley.co.uk



■ Pennine Wagons has commissioned two limited edition lime wagons from Peco for 'N' gauge. The vehicles are wooden-bodied lime wagons in the colours of Richard Briggs & Sons Ltd of Clitheroe and John F Scott of Womersley. Prices are set at £15 each and £27.50 for the pair.

● For more information visit www.penninewagons.co.uk



■ Bridlington Model Railway Society is moving to new premises above the Ocean Hand Car Wash in Quay Road, Bridlington, offering larger premises with improved comfort levels for its membership. The society is open to new members and more information about the club can be found at www.bridrailmodellers.com

■ Invicta Model Rail and the Bredgar and Wormshill Light Railway are hosting a new model railway show on May 6 at the railway's headquarters. The event is open from 10.30am to 4.30pm and will feature 13 layouts, trade stands from Invicta Model Rail and Narrow Planet plus train and tractor rides included in the price.

● Visit www.bwlr.co.uk or www.invictamodelrail.com for more information.

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Noch produce a fantastic range of animal figures that are suitable for use on OO Scale layouts. You can see a small selection of this range below, ask at your local model shop for more details.



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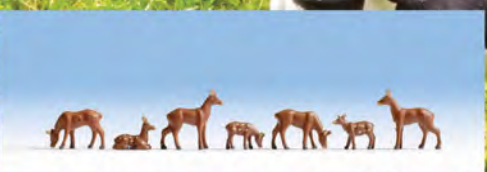
N15730 Deer (7)
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The Railway Conductor
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GAUGEMASTER *Spotlight* Prodigy Digital Control



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- SPEED STEPS: 14/28/128
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NEW! GO WIRELESS with the Prodigy WiFi



DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or iOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.

Full details of our Digital Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Analogue Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.

GM353 Gaugemaster Full Catalogue £3.95



DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point. With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match.

The DCC Autofrog is available as a single item, and also as a handy pack of three.

DCC15 Prodigy Decoder Doctor

Makes programming and reading back your decoders easy! This device allows you to test decoders before or after installation.

There is a built-in 8 Pin socket, and the Decoder Doctor also comes supplied with an adaptor harness allowing you to also test 6 Pin decoders.

You can also attach it to a test track for testing already fitted decoders.

Power comes from either a 15V power supply (DCC65) or your DCC Main Track output.



DCC40 Auto Reverse Module

This useful module allows you to operate a reverse loop or turntable without needing to change the polarity of the track, a common situation that faces modellers with analogue control model railways.

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Southwick

Originally planned as a tribute to the Somerset & Dorset railway, this 'OO' exhibition layout ultimately found itself set firmly in Southern Region third-rail territory, as **HARRY POLLARD** explains.

PHOTOGRAPHY, TREVOR JONES





Bulleid rebuilt 'West Country' 4-6-2 34100 Appledore prepares to depart from Southwick as a 4-TC unit approaches propelled by a Class 33/1. A Dapol SR rail built signal now controls departure from the station.



IT WAS AROUND 15 YEARS AGO that club members within a group who had built and successfully exhibited their first small 'OO' gauge club layout sought to build something larger. The desire was to run trains of near scale length through realistic scenery. Digital Command Control (DCC) was becoming a much more workable alternative, so the group put together a proposal, submitted it to the committee and after some discussion and budgeting work, it was agreed.

The intent was to present a station and goods yard on a busy main line at a location where a branch line came in. The time period planned was to be towards the end of steam on BR. A rural location was settled upon and Southwick became an imaginary station situated a couple of miles from a market town somewhere in Southern England. This then drifted westwards towards the Somerset & Dorset as some members have a keen interest in the line.

For a while that plan stayed firm, but in the last couple of years the theme has drifted again, back towards the Southern Region. Initially third-rail was only installed on the branch line enabling such things as 2-BILs, 2-HALs and 2-EPBs to appear. This proved popular with visitors at shows and the members liked the operational mixtures. It became so popular that third-rail has been added to the main lines as well, placing the layout firmly in Southern England.

LAYOUT DESIGN

The planning stage took three to four years as quite a few track plans were considered, drawn up, discussed at length and then discarded. However, the result is as seen on the plan. The overall size of 18ft x 10ft was dictated by the space available in our then club premises. We were the sole occupants of those premises, so we were fortunate to be able to keep the layout fully assembled during construction. Once club members had built the baseboards, laid the track and almost finished the electrics, we were dealt a heavy blow when the local council decided to redevelop our club rooms and we had to find new premises for our club meetings.

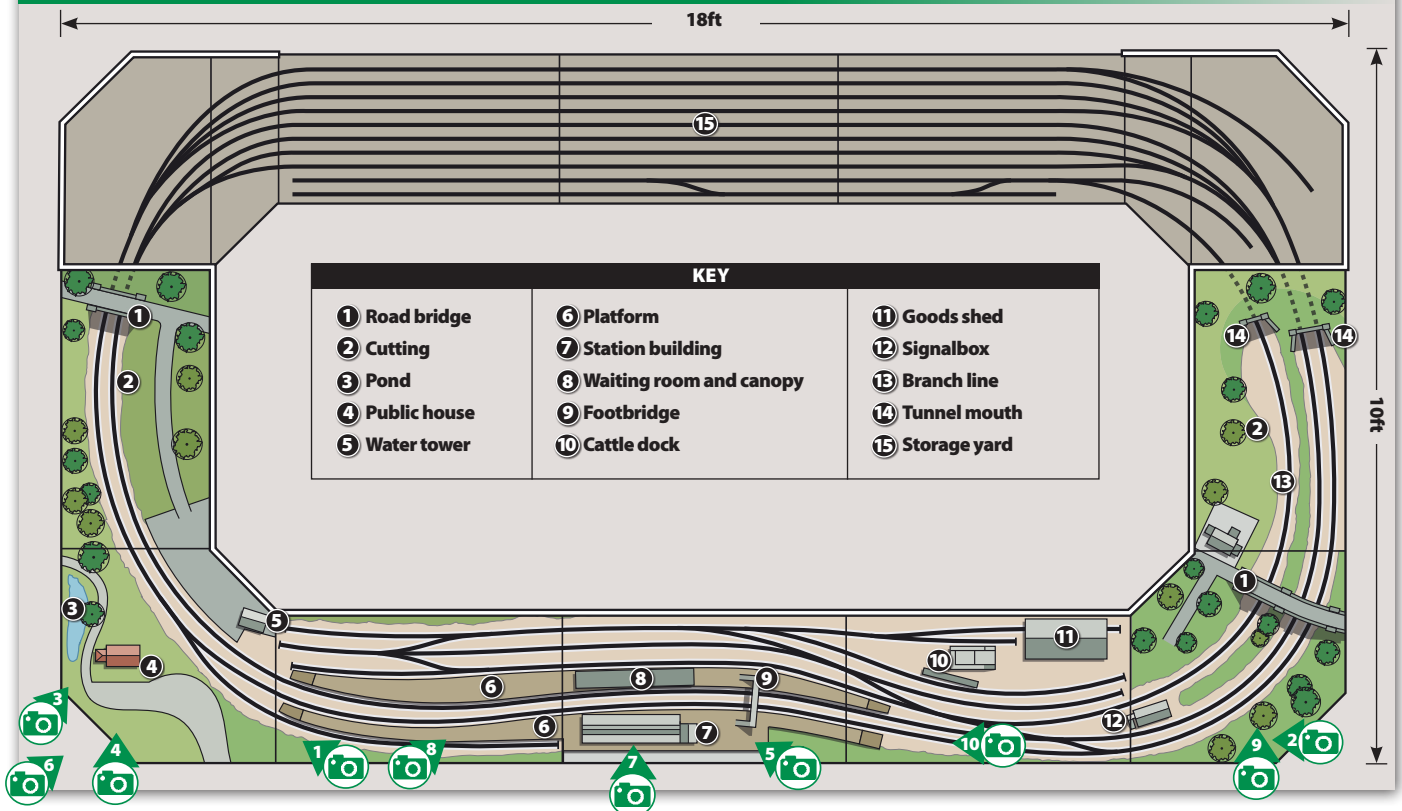
The enforced move slowed our progress considerably, as due to the uncertainty little activity took place for nearly four years. Not knowing what size of space we could end up with made it unwise to do too much work which could have been abortive. We eventually found new premises with a reasonable amount of space. However, it is a shared location and other activities take place there and the layout cannot now be left up and must be packed away after each of our weekly meetings.

We are fortunate in having a member who runs a local model shop who does occasionally have space available on a temporary basis and one winter we were able to have the layout up for a few months before our annual club exhibition in Maidenhead. Members worked hard against the deadline and, after negotiating >>

 Air-smoothed
'Merchant Navy'
35028 *Clan Line* cruises
through Southwick and
passes the signalbox. The
model is a Hornby product
which has been weathered
by Harry Pollard.



SOUTHWICK TRACK DIAGRAM (Not to scale)



with the club treasurer, did wonders with the buildings and scenics to get the layout ready for its first public outing. At this stage it became a project for the whole club with many members constructing the various buildings while others worked on the dioramas such as the scrapyard, country pub and elements of the goods yard which were later installed on the layout.

The baseboards are of plywood construction which gives rigidity without too much weight. The boards are boxed together in pairs face to face for storage and transport. This protects the scenery and trackwork. The legs are essentially softwood and slot into the boards. It does save weight when moving the boards but is not ideal when erecting and dismantling the layout.

There are eight 4ft x 2ft boards in total (five for the scenic section) with two 3ft square scenic boards at the viewing corners. The storage yard comprises two more 3ft square corner boards and three more of the 4ft x 2ft boards to complete the circuit. This provides a central operating well measuring 14ft x 6ft.

The track is all Peco code 75 on the scenic section with some code 100 in the off scene yard. Turnouts on the scenic front are all fitted with slow action point motors. The track is laid on foam for quiet running and is ballasted.

The storage yard originally used solenoid motors which are generally reliable, but the shock of them thumping over many times during a show does take its toll on the code 75 points. The points have been replaced with new code 75 points and the motors have been replaced with servo motor driven units. These have a much gentler action which will result

in fewer issues in this area. This has entailed changing the DCC system which operates these points from a pulsed supply to modules suitable for servos.

DIGITAL CONTROL

The first trains ran before we had to move clubrooms some while back. As we progressed there were alignment and levelling issues, but these were relatively minor, if a bit fiddly to resolve. The test running proved to be a learning curve for many of our members as they familiarised themselves with DCC technology.

As we progressed there were some minor changes as we gained experience in operating. We did make a few small

changes to the track plan to improve matters. We began with a Lenz DCC system, but recent advances in DCC technology have seen us upgrade to a Z21 wireless system. Much of the underlying DCC control of the points uses the MERG units. This setup has worked very well and with experienced operators the trains run regularly. The layout has and does deliver that which was intended in the initial design - it is great fun to operate and always seems to receive favourable comments at model railway exhibitions.

Several members were involved in working out just how to set out the scenic views to best advantage. This involved learning new techniques and »



Carrying BR lined blue, a repainted Hornby air-smoothed 'Merchant Navy' 4-6-2 glides towards Southwick station past the Railwayman's Arms public house.



trying to get a feeling of depth to the baseboards. Recently we have added lighting to the buildings and Southwick station building and platforms. This is very effective in low light conditions.

The operational pattern that we wanted to achieve has, we feel, succeeded. There are not too many exhibition layouts where you can just watch the trains go past! We enjoy seeing full length trains running through the countryside and station. We aim to not let the same train circulate for repeated circuits, changing trains regularly to keep the attention of watchers at shows.

We are particularly pleased with the overall scenic effect. We like to see properly weathered trains curving through the station. When a 'West Country' 4-6-2 heads a train to the coast with a summer Saturday special it looks and sounds rather impressive.

We have a mixture of operational and non-operational kit-built signals on the layout. This is currently undergoing a



4 In the cutting a Wainwright 'C' 0-6-0 is about to pass a Bulleid air-smoothed 'Merchant Navy' 4-6-2.

6 Tony Dearlove and Harry Pollard take the controls of Southwick. The layout measures 18ft x 10ft and has a 14ft x 6ft operating well at the centre. Roco's Z21 wireless DCC system is used for control.



7 Southwick station frontage presents a period image from the 1960s including road vehicles, colours and adverts.





5 The station has its own vegetable patch while the station cat is always on guard next to the newspaper stand.

change as we are experimenting with Dapol signals as working station starting signals.

THE TRAINS

On club nights almost anything can appear on the layout; however, particularly at shows, we run the layout to strict periods and have even run BR blue to special request. Essentially though, the layout is aimed at the 1950s/1960s period scenically and we operate a mix of steam, green diesels and green Electric Multiple Units (EMU) suitable for that period. Harry specialises in weathering and detailing rolling stock and locomotives and is, we feel, particularly adept in capturing the flavour of that time on the railways. We all have our favourite locomotives and trains,»



8 Two forms of Southern Region pull-push stock meet at Southwick with a Drummond 'M7' 0-4-4T and Maunsell stock in the branch platform and a new, for the 1960s, 4-TC unit on the main line.







Left: A heavily weathered Bulleid 'Q1' 0-6-0 heads a fitted freight towards Southwick as an ex-GWR '64XX' 0-6-0PT takes the branch line with an autoworking heading back to its native area.



Below: A Maunsell 'N' 2-6-0 plods through the station at the head of a rake of 'Warwell' bogie wagons loaded with Sherman tanks. In the bay platform a Billinton 'E4' 0-6-2T will depart next while a 'USA' 0-6-0T shunts in the goods sidings.



but it must be said that some of us have a soft spot for Bulleid 'Pacifics'. At a recent show outing we had 19 on the layout, all with differing names, numbers and condition of weathering.

We operate the layout with the two main lines running a variety of express passenger, local passenger and freight trains passing and stopping. The branch usually runs EMUs to and fro with the occasional freight appearing and being shunted in the yard before either running out onto the main line or returning up the branch. The storage yard is always busy, and consideration is being given to enlarging it to give a wider variety of trains in service.

We sometimes load one of the new mini cameras on a flat wagon and arrange for the view to be seen on a small screen above the layout. This always causes a lot of interest as it gives a very different view of the layout and its scenery.

ON SHOW

The layout has been very beneficial to the club as our members have learned many skills in all aspects of model making. We have also progressed considerably with our understanding of DCC.

We have found that exhibiting the layout to the public and talking to them has given us enormous satisfaction and we hope to be able to continue with that aim. Southwick has always been intended as an exhibition layout and has been seen both at our main club exhibition in January at Cox Green, Maidenhead and at our summer show in Knowl Hill. It has been to several local exhibitions and more recently it has been seen at the Woking show and the High Wycombe show. There are other invitations in prospect including the Great Electric Train Show on October 13/14 2018 and we are looking forward to it becoming more widely known.

Many club members have been involved over the years in both design and construction, initially with the baseboards and later in making specific buildings, signals, woodwork, electrics and providing rolling stock. Currently the main two members are Harry Pollard and Tony Dearlove who are assisted by other club members when exhibiting or working on the layout.

Hopefully Southwick will be around for a while yet. Its next show will be at our club's summer exhibition in Knowl Hill on June 9. The club is celebrating its 50th birthday this year so hopefully Southwick can promote this and get about a lot more shows in the near future. However, the club does have other projects underway. We have sizeable projects underway in 'O' and 'N' gauges. There is also a smaller 'HO' American switching layout in progress. A couple of other projects are in the development stage. Some of the club members have their own exhibition layouts and we all help each other out at shows and with various projects.

● Visit www.mmdmrc.org.uk to find out more about Maidenhead, Marlow and District Model Railway Club and its activities.

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TMC have commissioned Bachmann to produce an OO scale model of the G5 which will have a Next 18 Decoder interface, fitted speaker and Firebox LEDs. DCC Fitted, Sound Fitted and weathered options will be available from TMC workshop. Designed by Wilson Worsdell for the North Eastern Railway 110 of these locomotives were built between 1894 and 1901. The NER designated them as Class O, becoming Class G5 in LNER days. They served as passenger tank locomotives throughout the North Eastern Region lasting well into BR days.

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ELECTRO-

TIM SHACKLETON sees the super-detailing potential in Hornby's ever-popular Class 73,

SMALL UGLY ENGINES tend to make great models and there's no better example than the Class 73 electro-diesel. First introduced in ready-to-run form by Lima in 1986, the model has been in continuous production ever since. Hornby bought Lima in 2004 and gave the model's motor bogie a much-needed upgrade, but the underlying quality of the basic model – now supplied 8-pin Digital Command Control (DCC)-ready as part of the RailRoad range – still shines through after three decades (HM129).

Like the model, the class itself enjoys exceptional longevity. Half the remain in front-line service – most of them with GB Railfreight – but old timers such as 'King Arthur' 4-6-0s, 'T9' 4-4-0s and Beattie '0298s' were still hard at work on the Southern Region when the first electro-diesels – capable of working off the third-rail electric supply or a 600hp English Electric diesel engine – arrived in 1962.

The first RailRoad release is E6002 in Southern green without warning panels, a style that was

obsolete by the mid-1960s. While the bodyshell details are substantially accurate for the Class 73/0 variant – encompassing E6001-E6006 – the underframe and bogie mouldings are still Lima's one-size-fits-all generic 'ED' chassis, which in matters of detail is only about 50% accurate for a Class 73/0. Some may say it's close enough – but it doesn't take much to do the necessary and to make further improvements along the way.

As far as the bodywork is concerned, there's little to be done. Lima was always good at fine pattern-making and in terms of detail the Class 73 bodyshell was one of its best. They were sold by the bucket load too, so there are plenty of second-hand versions out there too.

You could, if you wanted to, cut off the moulded handrails and replace them with wire (remembering that the handrails were a flat section rather than round) or you might flush-glaze the windows using a LaserGlaze kit from Shawplan. For a layout locomotive rather than a glass-case specimen, however, I didn't feel either was necessary. I'll focus my energies instead on

the underframes and also the livery elements.

Lima was the first mainstream manufacturer to take advantage of new paint-room technology and offer a large range of livery options across comparatively short production runs – a useful facility to have, given the extraordinary range of brandings the '73s' have carried over the years. Since the Lima and Hornby body mouldings are identical, I thought it would be interesting to take a second Hornby chassis and rework it as a Class 73/1 so it could be fitted, as the mood took me, with a selection of spare bodies in different colour schemes that I've acquired cheaply over the years. This isn't rocket-science modelling – I've deliberately held back from anything too involved – but it does open up fresh possibilities and broaden the modelling options available to you without breaking the bank. With ready-to-run models costing well over £100 these days, anything that can reduce this figure has to be worth thinking about.

The step by step guide explains how the Hornby model has reached the refined result. [View](#)



DIESEL

recently relaunched in the RailRoad range.

UPGRADE

STEP BY STEP

DETAILING AND CUSTOMISING HORNBY AND LIMA CLASS 73s

Beginner Intermediate Advanced
SKILL LEVEL



1

Using a sharp blade I removed the external battery box clips, which weren't fitted until the late 1970s. If you're not confident of making a neat job, don't attempt this. Sometimes it's better to leave well alone rather than making a dumsy 'improvement' that only draws attention to itself.



2

The scars are touched in using a No 0 sable brush. I'd normally replace moulded cab handrails with 0.45mm brass wire but the ones on the 73 are so well done that I decided to leave them as they are – at least for now.



STEP BY STEP DETAILING AND CUSTOMISING HORNBY AND LIMA CLASS 73s



3 I was astonished at the visual transformation made by extending the wiper arms upwards with two tiny squares of styrene glued to the white window surround and painted black. All of a sudden the wipers – integrally moulded as part of the glazing, and semi-invisible – really stand out. At the same time a spot of black paint on the ends of the air horns gives the illusion of hollowness.

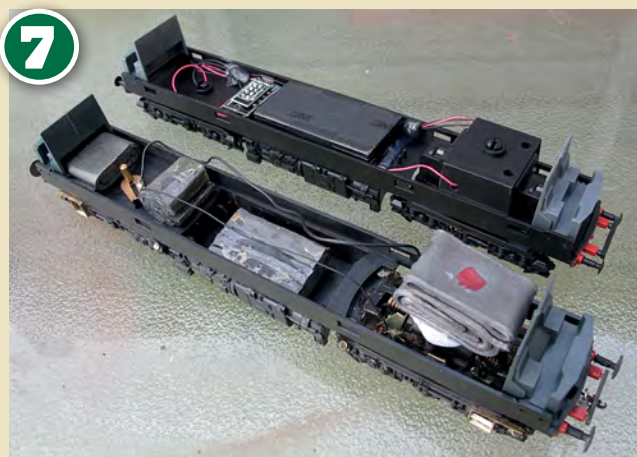
4 Right: Extra multiple unit cables (on right) from a ViTrains Class 37, multiple-working socket (left) from a Heljan Class 47. The latter was thinned in depth so it would better match the Hornby version on the right. The ViTrains cable was reversed to correspond with the symmetrical arrangement of the prototype. Ideally such parts should be pinned and glued in place. This would be a good point to add more convincing lamp irons using 10 thou styrene strip or etched brass.



5 On the real thing, a thin white line separates the grey band from the green body colour. Lima included this with its green '73/0', Hornby doesn't on the new RailRoad version. For this detail I used HMRS lining transfers (sheet 23 – BR blue-period coach lining), applied with Microsol. The way to get on with lining transfers is not to try and affix more than a couple of inches at a time.

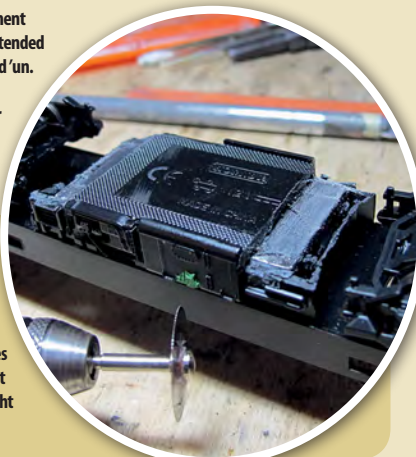


6 Capturing the look of newish translucent panels on a solid plastic roof is quite a challenge. After masking off the surrounding areas, I sprayed a thin coat of Railmatch Executive Light Grey (200) followed by a gentle misting with two MiG Ammo washes – Medium Tan (1606) and Tan Grey (1610). Over time these panels weathered to a brownish shade.



7 Left: Hornby's motor bogie is a vast improvement over Lima's 'pancake' mechanism – after an extended running-in session it really does run like a good 'un'. The Lima chassis in the foreground has been retro-fitted with a kit-built High Level LoRider motor bogie, eight-wheel pick-up and a lot of extra weight. It runs beautifully but a lot of work was involved.

8 The Hornby chassis on its way to becoming a '73/0' – as supplied its details are very much those of a '73/1'. The governing factor is the large steel ballast weight at the centre, so the upgrade basically involves chopping off unwanted bits of material so it looks less like a plastic box to hold the weight and more like a locomotive underframe.



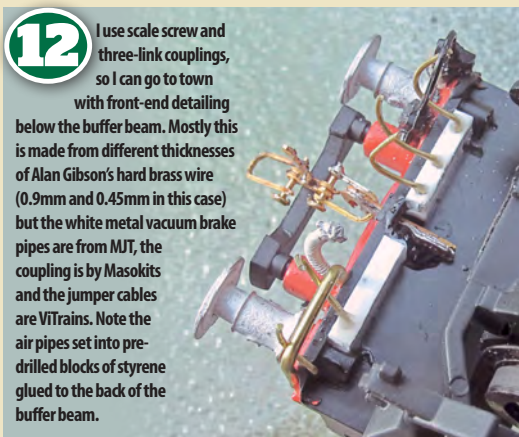
9 The relief detail is on a separate moulding that's lightly glued to the chassis. You might find it easier to separate the components (assuming they're not too well glued) and work on them flat. It's a soft plastic so I cut out many of the webs using a sharp blade, finishing with an emery board. This enhancement makes the underframe far more three-dimensional.



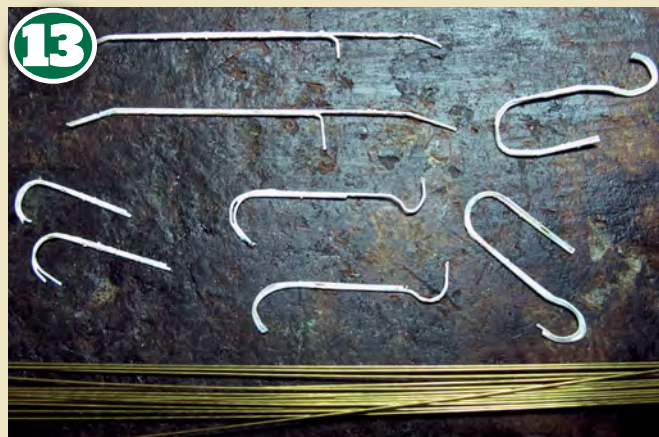
10 Like many diesel and electric era modellers I've accumulated a mass of underframe detailing parts left over from other projects that could be useful for the Class 73s.

Right: Other components for the chassis upgrade were bought in – cast buffers (two patterns) from Lanarkshire Models & Supplies and etched steps from PH Designs.





12 I use scale screw and three-link couplings, so I can go to town with front-end detailing below the buffer beam. Mostly this is made from different thicknesses of Alan Gibson's hard brass wire (0.9mm and 0.45mm in this case) but the white metal vacuum brake pipes are from MJT, the coupling is by Masokits and the jumper cables are ViTrains. Note the air pipes set into pre-drilled blocks of styrene glued to the back of the buffer beam.



Cabling for the bogies is best made from Alan Gibson's 0.33mm wire. Much of it involves a double thickness soldered together for strength. It can then be painted white prior to installation. Paradoxically, it will then be weathered down!



The as-supplied underframe moulding is fairly accurate for a Class 73/1 but you can still improve its appearance by cutting away some of the surplus webs to give the illusion of depth. The cable runs on a Vulcan Foundry-built locomotive seem simpler and neater than on the Eastleigh-built equivalents. Among other differences, these locomotives had round Oleo buffers from new.



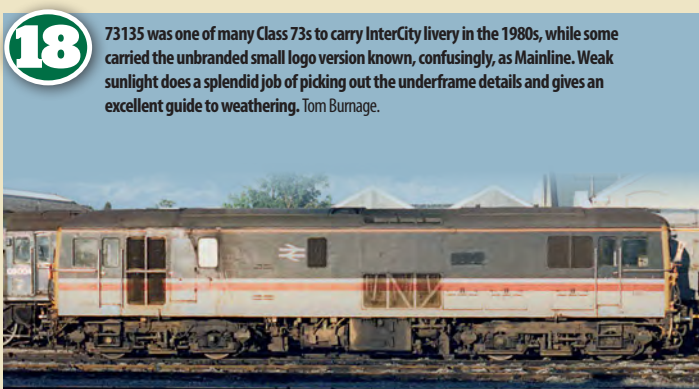
15 Test-fit of the completed '73/0' body and chassis. I've still to fit a speedometer but with the rest of the cabling, etched bogie steps and extra front-end detail in place, there's an immediate improvement on the base model. It's now a far more accurate representation of its sub-class.



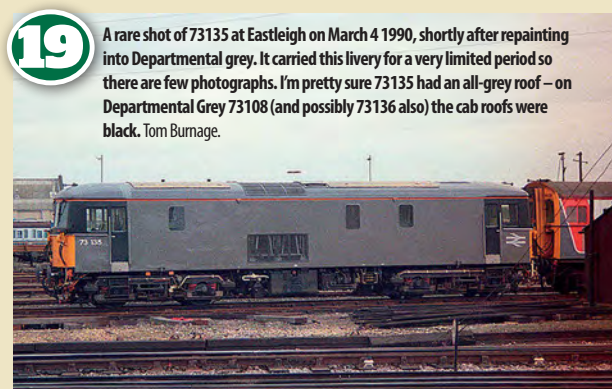
16 A similar transformation with early blue-liveried E6027. Neither Hornby nor Lima has ever produced this livery, although the Italian company did produce the grey-stripe version among its initial releases.



The two project locomotives side by side. Weathering is concentrated on the underframes – using the usual airbrushed LifeColor acrylics from the 'Rail Weathering' sets – and the roofs, which were entirely done by hand using MiG Ammo washes and weathering powders.



18 73135 was one of many Class 73s to carry InterCity livery in the 1980s, while some carried the unbranded small logo version known, confusingly, as Mainline. Weak sunlight does a splendid job of picking out the underframe details and gives an excellent guide to weathering. Tom Burnage.



19 A rare shot of 73135 at Eastleigh on March 4 1990, shortly after repainting into Departmental grey. It carried this livery for a very limited period so there are few photographs. I'm pretty sure 73135 had an all-grey roof – on Departmental Grey 73108 (and possibly 73136 also) the cab roofs were black. Tom Burnage.

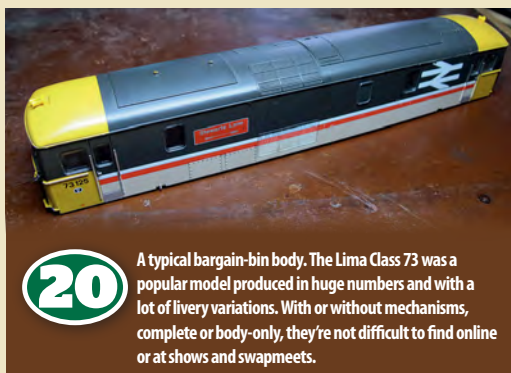
PAINT SHOP: 73135 – INTERCITY TO DEPARTMENTAL GREY

● The range of liveries carried by electro-diesels is enormous – and it's still growing. I've always liked the look of Departmental Grey – drab, austere, uninspiring,

supremely workaday. Lima offered two Class 73s in these non-colours but I particularly wanted to portray one Lima didn't do – 73135, which lacked high-intensity headlights in its

departmental days. Previously in InterCity 'large logo' livery – it was delivered in BR blue as E6042 in 1966 – it went grey in 1990 and almost immediately was repainted into InterCity

'Swallow' scheme. Eventually it became Gatwick Express 73235 before acquiring South West Trains' vibrant house colours – quite a contrast to its spell in the engineers' fleet!


20

A typical bargain-bin body. The Lima Class 73 was a popular model produced in huge numbers and with a lot of livery variations. With or without mechanisms, complete or body-only, they're not difficult to find online or at shows and swapmeets.


21

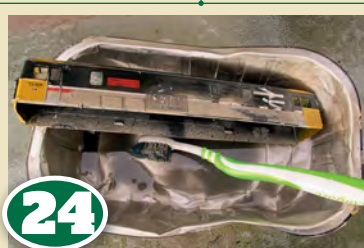
The reason this one was so cheap was because of a crack at one end. I didn't see that as a problem. Some gentle filling and a stroke or two of a craft knife soon put things right.


22

For such a finely detailed model, the body has a minimum of components – essentially the body and the glazing, plus horns and a bit of pipework. The glazing comes out easily – it's a snap fit rather than being glued.


23

As a rule I prefer to remove as much as possible of the existing livery prior to repainting – stripes, numbers, nameplates and ownership markings show up in relief under fresh paint. Although it's expensive, SuperStrip from Phoenix Precision is the best paint stripper I know. A strong household cleaner such as Fairy Power spray will do the job but it'll take much longer.


24

Using a foil container and an old toothbrush, SuperStrip gets down to work immediately. It's also safe to use on plastic models. Be sure to wear hand and eye protection and work with effective ventilation – if possible I go outdoors!


25

After a few minutes' scrubbing this is what we have. You don't need to completely eliminate the original finish but keep an eye out for bumps and ridges and any residual markings that might still show through. I took care of the rough areas on the cab ends with 2000-grit abrasive paper, used wet.


26

Finally, a thin coat of Halfords white primer and all traces of the original livery have vanished. From start to finish this process took less than an hour. But even fast-drying paints still need several days to fully harden, ideally near a radiator or other source of gentle warmth.

CLASSES 73/0 AND 73/1–



The first of the class was E6001, delivered from Eastleigh in February 1962 and seen here at Hither Green on 23 September that year. This south London depot was always one of the electro-diesels' main operational bases. The locomotive is in plain green livery with oval buffers. It doesn't yet have bogie-mounted sandboxes.

So how can you tell the two sub-classes apart? At first, the most obvious variations related to livery. The first locomotive, E6001, came in plain mid-green with small yellow warning panel. The next five, E6002-E6006, carried a brighter green with a grey stripe (edged white) along

the bottom of the bodyside. All six had the circular BR 'carriage' emblem and acquired warning panels in the mid-1960s.

The second batch, E6007-E6013, were delivered new in an early version of BR blue, again with the grey lower bodyside stripe and warning panels. E6014



Early in its long career, E6005 in bright green livery stands outside its home shed of Stewarts Lane, where all the electro-diesels were originally allocated. Note the large round buffers.

onwards were in plain BR blue with small warning panels. All the blue locomotives carried the then-new BR 'double-arrow' symbol but it was not until the 1980s that they acquired electrification warning flashes.

There were so many detail differences that the electro-

diesels were divided into two sub-classes. The first six were designated JA (later Class 73/0) and the rest were JB (later Class 73/1). The spotting feature I look for first is on the side where the large engine compartment grille on the lower bodyside is offset to the left – the '73/0s'



27

I've given the bodyside an initial airbrushed coat of Railfreight Grey (Railmatch 226) and Warning Panel Yellow (200). The translucent roof panels have been masked with Tamiya tape prior to painting the roof itself with Flint Grey (245).



29

Pretty well finished now but there's always a fair bit of touching in to do as well as transfers to apply. A magnifying glass or a digital camera will quickly show you where the blemishes are! I can use this bodyside interchangeably with several others on a common '73/1' chassis.



30

I've reworked another bodyside, this time in European Passenger Services livery, to create a fantasy Trainload Coal locomotive for working nuclear flask trains. Though the '73s' never carried Railfreight sector markings, this was a familiar Class 73 duty for many years in the South East. The fictitious Dungeness B Power Station nameplates were a special commission from Railtec Transfers.



28

Detail painting by hand is much simplified because of the large number of reference points such as handrails and panel lines that help to guide the brush. To minimise brushmarks I used a 1/4in flat shader for the black areas, finishing with a fine brush.



31

Another repaint – still with some touching-in to do – depicts E6027, damaged beyond repair in a collision with a 4-BEP Electric Multiple Unit at Horsham in January 1972. It was the only electro-diesel not to carry a TOPS number (introduced 1973) and also the only one I never saw, despite living in third-rail territory for more than a decade.

SPOT THE DIFFERENCE!



By May 1964 E6001, still with oval buffers, had acquired a grey bodyside stripe in conformity with the rest of the Eastleigh-built engines which, in turn, were beginning to receive small yellow warning panels.

have an extra pair of small grilles alongside the right-hand cab. This isn't found on '73/1s' – instead, they have a single extra grille amidships that was originally aluminium-coloured. On the other side – the one with the engine-compartment grille offset to the right and a large

grille at the left-hand end – the '73/0' has an extra window cut into the bodyside immediately to the left of the double grilles.

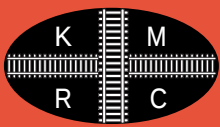
E6001-E6003 were delivered with oval buffers. All subsequent electro-diesels carried the 20in round Oleo type, to which style the first three were soon



E6008, again at Stewarts Lane, is one of the 1965-built batch that differed in several significant ways from the first six. They would set the pattern for the rest of the class, all built at English Electric's Vulcan Foundry in Newton-le-Willows. E6007-E6013 were delivered new in blue livery with yellow warning panels, but from E6014 onwards the grey band was discontinued.

modified. They have extra multiple unit sockets on the front (known to railfans as 'bagpipes') but bogie-mounted sandboxes were not fitted to this subclass when new. The fuel tank is different on the JA – it has a prominent central recess for the filler cap, whereas on the JB this

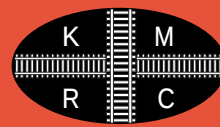
is much higher – and the cabling on the bogies appears more cluttered. The kickplates under the cab doors are chequerplate on JBs, plain on JAs. The external battery tray clips (one side only, lower body) are a late 1970s modification not found on locomotives in original condition.



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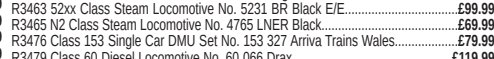
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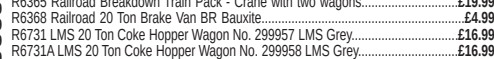
76TOB003 GWR 4 Wheel Toad Brake Van No. 35717 BR Grey "Basingstoke".....£14.00
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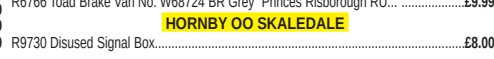
76TOB003 GWR 4 Wheel Toad Brake Van No. 35717 BR Grey "Basingstoke".....£14.00
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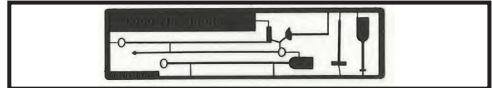
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Detailing SIDINGS

Compact layouts can take a lot of detailing to bring to life. **NIGEL BURKIN** explains how he developed the distillery yard and scenery on this 'OO' micro layout using readily available products and materials.

SOMETIMES, to avoid modelling burn-out, a break from working on a project, even one as small as the Loch Dhu Distillery project, is not a bad thing. Whilst the model may be small in size, a mere eight square feet, there's a lot of detail to squeeze into that small footprint if the distillery and exchange siding scenes are going to look convincing. It proves that a compact or micro-layout can be as challenging a project as large layouts.

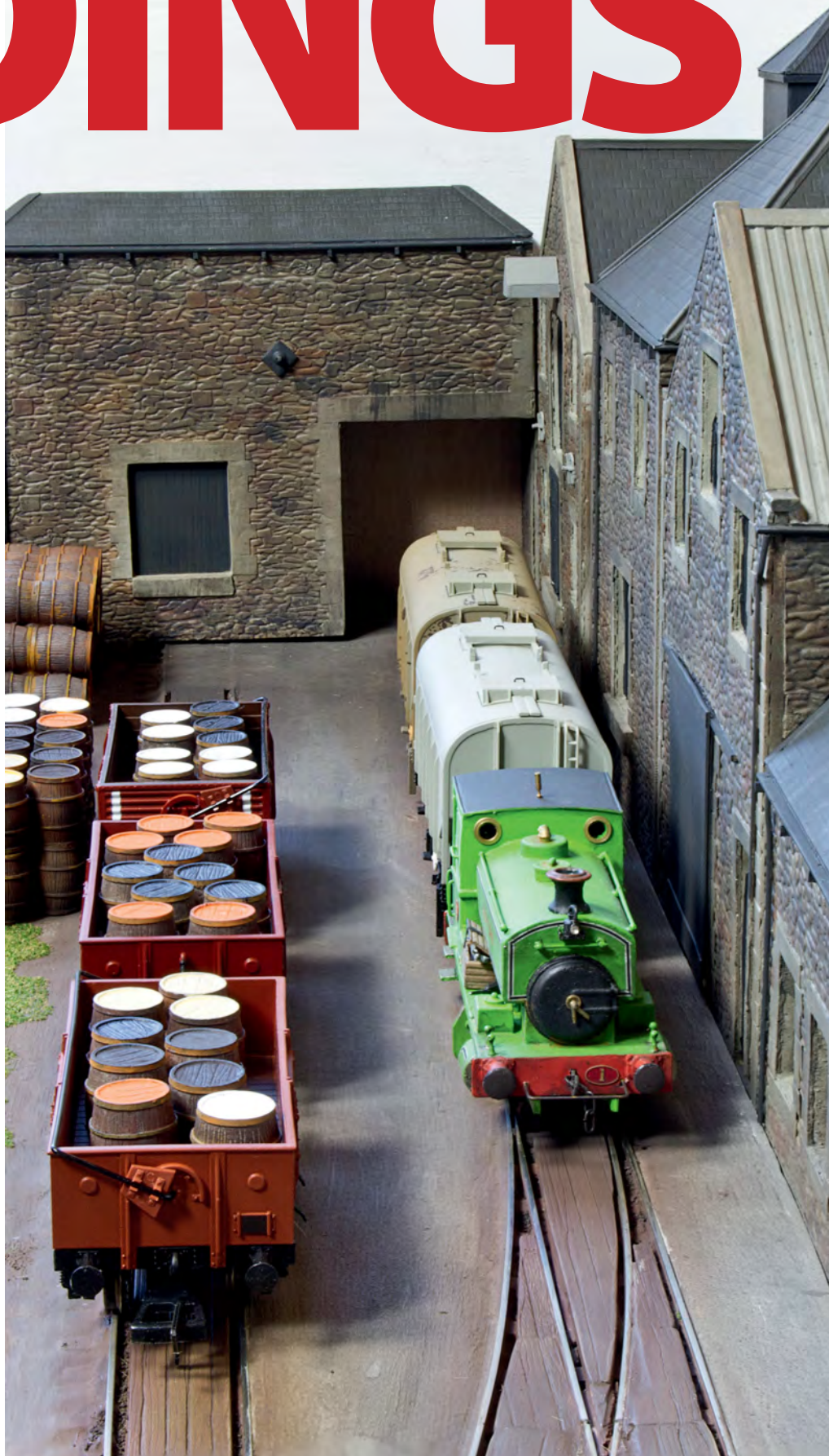
After taking a longish break, I returned to the building of Loch Dhu Distillery with the intention of finishing it to exhibition standard by the end of 2017. The layout has been operated using the now two resident shunters and I foresee the arrival of a couple more. The latest addition is the Hornby Peckett 0-4-0ST which becomes *Loch Dhu No. 2*. Hatton's has added to the shopping list with its new Hunslet Barclay 0-4-0ST which is due to arrive in April (see Reviews). The track has been tweaked and eased to allow for the sharp yard curves with the assistance of Stourbridge Junction shed's 6403.

A '64XX' 0-6-0PT on a Scottish distillery layout? Yes, as unlikely as that may seem, the longish wheelbase of that particular Bachmann model was good at picking out the tight spots in the track, particularly with the sharp 1:3 ratio turnouts used in the distillery yard. With easing of check rails and track completed, I was confident that the lightweight distillery 'Pugs' would be able to potter about the yard with ease.

To complete the layout came the need to build an engine shed to service the engines which was to be based on the existing one at Dailuaine distillery. A skew arch bridge provided an important scenic break to the right side of the distillery scene where the track entered the staging area. Two low relief buildings which were added during this construction phase enhance the impression of a busy distillery yard within the miniscule footprint allowed for the scene.

The overall intention was to create the feel of a busy yard with tracks leading off behind buildings and into key structures. The second of the two low relief buildings will represent a second kiln house with a single track leading into it, giving the impression that the distillery continues beyond the backdrop board. The track winding away behind the buildings can conceal a number of different wagons – all the more interesting for the operators. »

As the yard work continued, the distillery buildings were adjusted to fit their foundations and finished with stone colours and weathering.



STEP BY STEP YARD DETAILING IN 'OO' GAUGE

Beginner **SKILL LEVEL** Intermediate Advanced



1

Completing the distillery yard scene is the next mini-project to tackle including finishing of the pavements and completing the final fitting of the buildings in the scene.



Some additional structures were needed to complete the distillery scene including a low relief building to fill the gap visible in this picture together with a retaining wall along the front of the layout. Once those structures were completed, finishing of the yard track and pavement with mud, cinders, grime, weeds and rust could commence.



The retaining wall was assembled from embossed styrene. On reflection, individual styrene blocks cut from South Eastern Finecast random stone sheet would look better – a case for some future reworking?



The organised chaos of layout building included the removal of some plaster to make room for some cobbles to add further texture around the engine shed.



Rust was applied to the sides of the rails first, and with care to see that all the metal was completely covered with paint. Lifecolor's Dust and Rust set provided the colours.

THE YARD SURFACE

The yard pavement is simulated concrete with wooden boards between most of the rails. Needless to say, the concrete pavement was not the best and soon became rough and pitted with heavy use. This is the effect represented by the layer of Woodland Scenics Hydrocal laid in the yard except where the buildings are located. Pieces of styrene strip were glued in place as formers to make foundations for the various buildings before the liquid Hydrocal was poured into the yard and levelled off. To

help with colouring, the Hydrocal mix had black poster paint mixed in to colour it grey.

One factor to consider is how to clean the rails of track embedded in concrete or fitted with wooden boards. Very simply, when finishing the pavement, make sure the surface is below the rail top and not level with it. This small detail will save a great deal of annoyance by preventing those models with wider wheel treads from catching the pavement and makes track cleaning easier without scraping pavement away.

Once happy with the top finish – it did not have to be pristine by any means – it was given a top coat of light grey acrylic paint before receiving various washes of grime using Dirty Black paint colour from the Lifecolor range. The rail edges were painted dark rust using the rust base coat from the same range. The wooden boarding placed roughly between the rails was painted grey and finished with some dull browns using a paint brush to give it a basecoat.

That did not complete the yard pavement colouring which was lightly sprayed with a blend

STEP BY STEP YARD DETAILING IN 'OO' GAUGE

6



Excess was wiped from the top of the rails to prevent layers of paint building up on them. I was not concerned about staining the adjacent pavement at this stage.

7



Grime and rust was built up in thin layers over the yard pavement with Dark Grey, Rust and Sleeper Grime paint colours from the Lifecolor range.

8



At the opposite end of the distillery yard, an overbridge was built as a scenic break. It was built to accommodate two tracks.

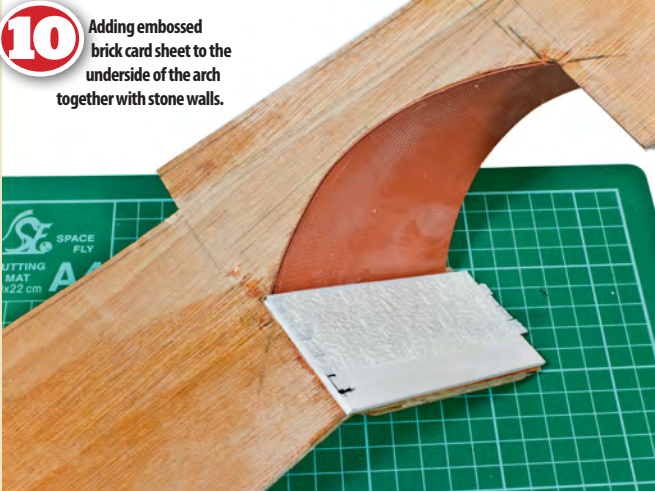
9



The core of the bridge was constructed from 6mm plywood for strength. For greater visual interest, the road is on a gradient and the bridge itself is angled across the scene.

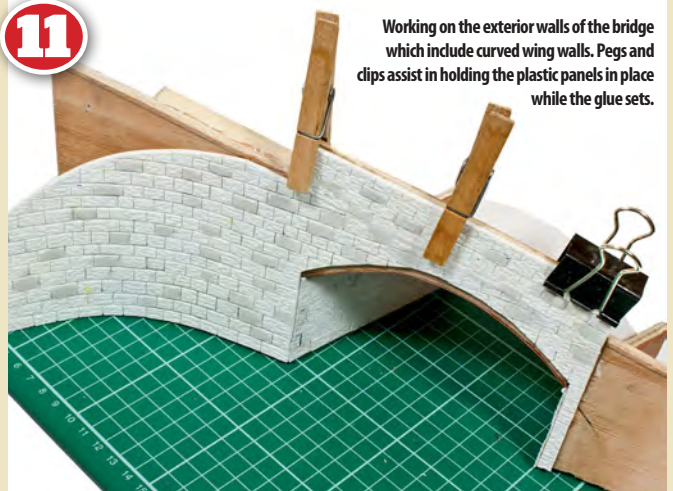
10

Adding embossed brick card sheet to the underside of the arch together with stone walls.



11

Working on the exterior walls of the bridge which include curved wing walls. Pegs and clips assist in holding the plastic panels in place while the glue sets.



of Lifecolor Dark Rust colours from the Dust and Rust set along the rails including adjacent areas of the concrete paving. This was followed up with Sleeper Grime along the wooden boarding and parts of the concrete pavement itself. A final dusting with Dirty Black completed the picture - the mixes in the airbrush being prepared for subtle colouring with thin dilutions applied sparingly over a longer spraying bout. To save mess, airbrush washings (easy with acrylic paint) were discharged from the airbrush using an Iwata spray-out pot.

BALLASTING AND DIRT

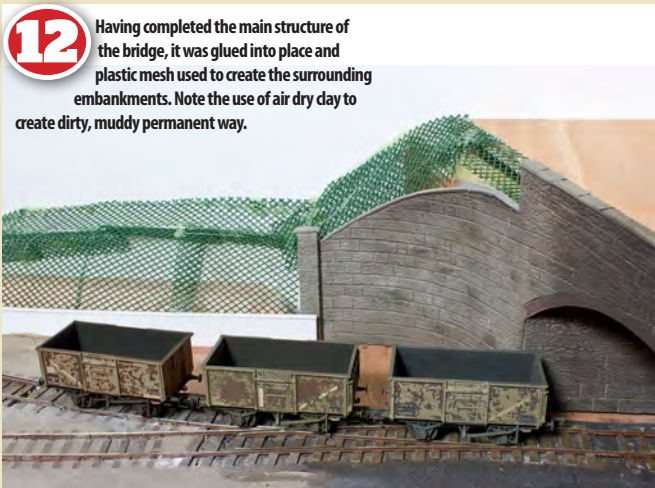
The unpaved area of the yard was treated with a variety of surface finishes before painting. Some fine ballast was laid before being partially covered with air dry modelling clay. Other areas received air dry clay which was worked around the sleepers to represent old cinders, mud and general dirt which had accumulated in the yard. Sleepers were painted to represent ageing, grimed timber with sleeper grime.

Mud and cinder surfaces were painted with mixes of Lifecolor paint including the Dark

Rust basecoat, Dirty Black and anything else that would create the desired grime and dirt. Experimentation is worthwhile before tackling the job on the layout to be sure the desired result is obtained. It's fun doing this sort of modelling. All manner of results can be achieved with acrylic paints and powders such as those from the MiG range. You won't need a lot to achieve some great effects.

Another way to achieve some texture in yard areas where ballast is lacking or has succumbed to years of dirt is to mix a little »

Beginner **SKILL LEVEL** Intermediate Advanced



12 Having completed the main structure of the bridge, it was glued into place and plastic mesh used to create the surrounding embankments. Note the use of air dry clay to create dirty, muddy permanent way.



13 The clay and track are painted before a smattering of Woodland Scenics fine cinders ballast is applied. The mesh has been covered with plaster cloth to complete the embankment.



14 Before sowing weeds and grass, the track, ballast and surrounding surfaces are dirtied with grime, rust and mud colours applied through an airbrush.



15 Once the paint was dry, a blend of Woodland Scenics fine turf was applied to selected parts of the scene. A thin layer of undiluted Mod Podge was applied before the fine turf was blown into place.



16 Woodland Scenics' Scenic Cement is used to secure the fine turf into place both alongside the track and between the sleepers.



17 2mm long static grass was applied to areas of the track and was followed up with 4mm long grass on the embankment and away from the track itself. The desired impression is one of poor maintenance and neglect. The grass was secured with matte medium applied through an airbrush.

STEP BY STEP YARD DETAILING IN 'OO' GAUGE

Beginner Intermediate **SKILL LEVEL** Advanced



18

Once the grasses were in place, a further light layer to increase the grass length or to add dead-coloured grasses was applied over the matte medium sprayed over the grass surface with an airbrush. This also removes shine and helps glue the grass fibres in place.



19

Matting down was completed with Testors Dullcote to remove shine from the static grass and yard surfaces together with the track.



20

A smattering of debris was added to the yard scene including cask staves, old lids and bent hoops. Shrubs, weed and bushes were then added to complete the scene.



21

Use bushes and undergrowth to conceal joins between different structures and to make them appear embedded in the scenery.

Woodland Scenics Hydrocal in your acrylic paint mixes until they become thickened. The mix may be applied with a paintbrush over hard pavements as well as other areas and provides a little more texture which holds paint washes really well.

To finish the unpaved yard area, an airbrush was used to apply thin coats or dustings of dirty black to places where the engines would stand for a while, have the fire dropped or be loaded with sacks of coal. Other areas, particularly the sleepers, were given a final application of sleeper grime from the Lifecolor Rail Weathering pack.

WEEDS AND GRASSES

With neglect comes weeds and grasses in unpaved areas of the yard. No one is around to dig them up from the muddy cinder ballast allowing nature to invade the track a little in places. Clearly, you do not want long grasses in between the rails just in case they interfere with the running of models, particularly the small tank engines. I started by applying a thin layer of blended

Although this scene appears finished, it could be further enhanced with some long dry grasses and a little more debris and weathering – but not too much. The bushes and shrubs are coloured to represent early autumn after a first frost in the glens has started to turn leaves a rusty colour.



Woodland Scenics fine turf to various parts of the track, the cess and yard surface.

This was followed up with MiniNatur 2mm long static grass in Late Fall colours. Short grasses will create the desired effect without causing problems with running. The adjacent embankment and yard received longer grasses and was finished with some fine turf to represent weeds.

The first layer of grass was applied to dilute Mod Podge glue and finished off with thinned acrylic matte medium applied through an airbrush. A spray of matte medium allowed a further shot of grass fibres to be applied to make some longer grasses, created texture in the existing grass by blowing it over a little in places, killed off the shine and acted as an adhesive to hold it all together.

SHRUBS AND TREES

A common trick used to disguise the joins between structures such as bridges, retaining walls and the gap at the bottom of structures is to use shrubs and bushes. I used my favourite method of creating shrubs by applying Noch

leaves and Woodland Scenics fine turf to Woodland Scenics Poly Fibre using Scenic Cement or acrylic matte medium. To add some autumn colour, the ends of the finished bush leaves were touched in with some rust colours including brown, orange and yellow, leaving some of the other leaves untouched. An airbrush could be used to achieve the same effect.

FINISHING OFF

Concluding the yard scene, particularly the unpaved area, was simple – some debris from wagon loads, a discarded cask or two from the distillery together with old staves and hoops, tucked in around the shrubbery and grasses together with the odd item of railway hardware adds character without overdoing the detail level. Remember, in finishing a layout, less is very often more – a greater impact can be achieved with a few well placed items than overcrowding the scene.

This latest round of modelling leaves just some small details, finishing and the final preparation of rolling stock and wagons. Watch this space for the final instalment. [JRM](#)

TOOLS & EQUIPMENT

- » Airbrush suitable for applying acrylic paint
- » Spray-out pot (optional)
- » Selection of paintbrushes
- » Static grass applicator
- » Pipettes
- » Clothes pegs
- » Protective gloves
- » Fine sandpaper
- » Modellers' hand tools including files, modelling knife, ruler and tweezers
- » Kitchen paper towel





Brambleton MODEL RAILWAY CLUB

*Beginning more than 60 years ago, this fascinating club has built a complex network of 'O' gauge and 'SM32' outdoor railways in woodland near the Midland Main Line, as **JIM RAYNER** reveals.*

PHOTOGRAPHY, TREVOR JONES



An Accucraft Welshpool and Llanfair Light Railway 0-6-0T *Countess* heads the motorail train as it approaches Woodybark tunnel.

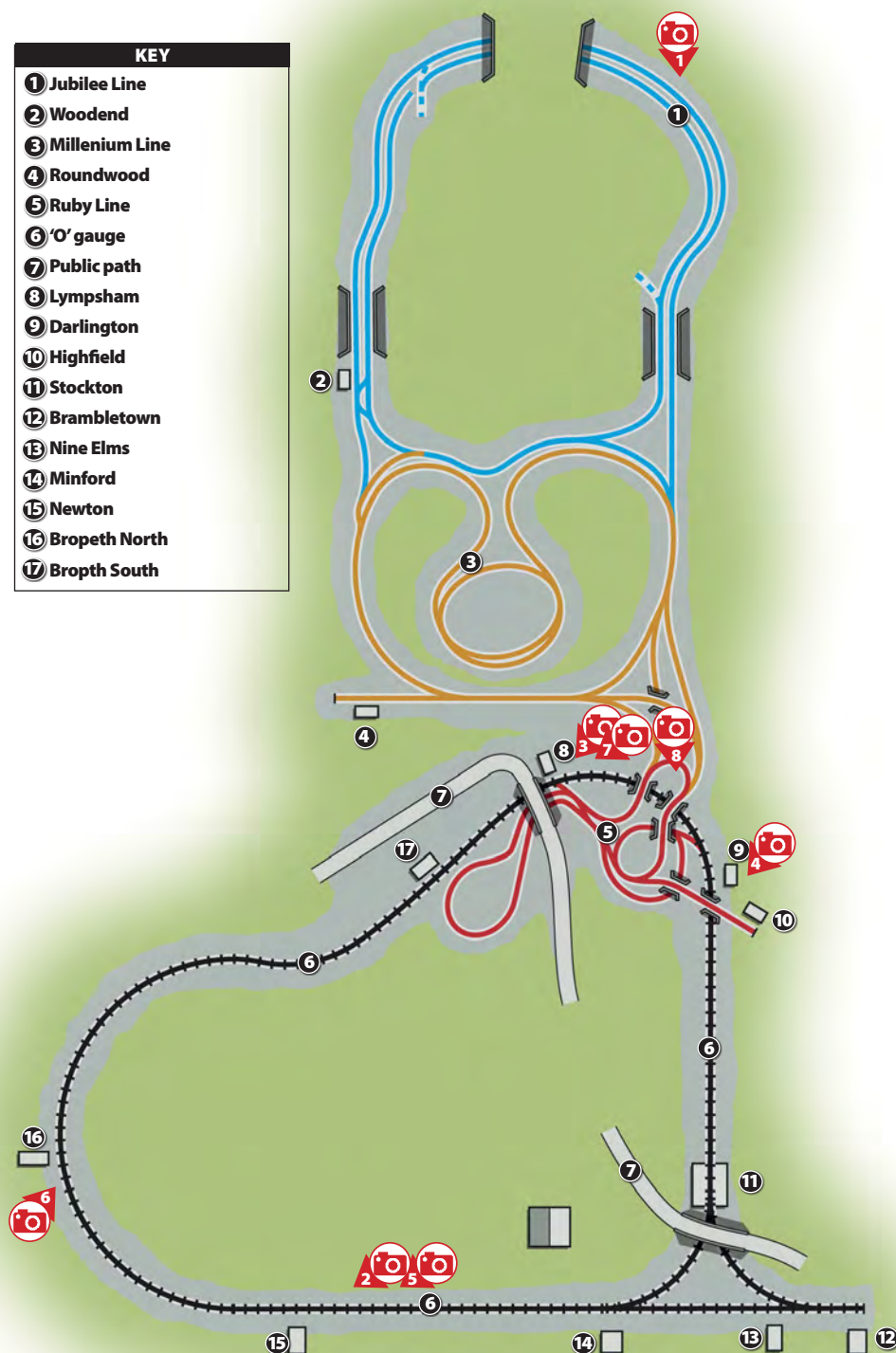


The finely weathered kit built BR '9F' 2-10-0 pulls away from Newton with a train of coal wagons. Radio control equipment and batteries are housed in the tender to allow the locomotive to be controlled around the full railway.



BRAMBLETON MRC TRACK DIAGRAM (Not to scale)

KEY	
1	Jubilee Line
2	Woodend
3	Millenium Line
4	Roundwood
5	Ruby Line
6	'O' gauge
7	Public path
8	Lympsham
9	Darlington
10	Highfield
11	Stockton
12	Brambletown
13	Nine Elms
14	Minford
15	Newton
16	Bropeth North
17	Bropeth South



BRAMBLETON Model Railway Club is located in Harpenden, Hertfordshire. It can trace its history back to the late 1940s but was officially formed on January 1 1956 by a group of local schoolboys looking for somewhere to run their clockwork trains. Not content with running on the living room carpet, they set about finding a suitable outdoor location where they could create a sizable railway.

A site was soon found, and track laying commenced. Running mainly Hornby clockwork trains naturally meant 'O' gauge was adopted. In those days, track was not mass produced like it is today and had to be hand built. It was a time-consuming

business, rewarded with some quite intricate crossings and pointwork, produced mainly by boys not much older than 12 years old. Running sessions were popular and the membership grew. The track didn't stay down long as a move to a new site was forced upon the club. Rebuilding started at a new location, but again this proved to be temporary as the land was needed for a housing development.

The club finally settled into its present location in the early 1960s, which is a triangular wood bordered by three railway cuttings, two of which are disused with the third being the busy Midland Main Line. With plenty of space to utilise, ambitious track plans were drawn up.

Eventually a design was agreed on and building commenced. It was a major engineering project for such a small and young workforce with tons of earth to shift, concrete to mix and brick walls to erect. The end result was one of the largest 'O' gauge outdoor model railways in the country.

Everything was designed with ease of train operation in mind. The nine stations are strategically placed to be the right distance apart for the duration of a wound clockwork spring. The trackbed at stations is at waist height so there is no need to bend down and the main station is a brick built shed which the line passes through, allowing stock to be added or removed easily. »

SIGNALLING THE LINE

With such a large railway, some form of signalling was required, so each station was equipped with redundant British Rail block instruments allowing station operators to communicate with neighbouring stations using special bell codes to avoid collisions - in theory at least! Signalling courses were run by professional railwaymen to teach members how to operate the railway correctly culminating with an exam and presentation of a certificate for those that passed.

During the summer months, running sessions took place twice a week utilising the club's large collection of clockwork locomotives and rolling stock from manufacturers like Hornby, Bassett-Lowke and Bing. There were even a few live steam meths-fired Bowman engines that the older members could operate. The 1970s saw the introduction of the battery powered Tri-ang 'Hymek' diesel. Although designed primarily as a children's toy, it was a very detailed representation of the locomotive and could be easily modified and painted to produce an acceptable model, so much so that they are still used today.

As time went by, the handmade track deteriorated and suffered vandal attacks making large sections unusable. The quickest and easiest way to replace it was with off-the-shelf Peco nickel silver flexible track. One of the drawbacks of this was that the flanges on the clockwork and tinsplate stock were too deep to run smoothly on the new track. Some were rewheeled but most were put aside to be replaced by Tri-ang stock and the expanding range of British outline Lima models.

As Brambleton has no power supply, apart from car batteries to run the signalling block instruments, the Lima engines, mainly the '4F' 0-6-0s and Class 33 diesels, needed to be converted to run on batteries rather than pick up through the rails. A forward/reverse switch is prominently located on the side of the engines making it easy for operators of all ages to control.

Heljan's introduction to the ready-to-run 'O' gauge market has seen many of its products converted to battery-radio

controlled operation by members. By using the latest 2.4GHz radio technology and sophisticated electronic speed controllers you can produce a locomotive that is extremely smooth, reliable and easy to control even when shunting.

The track is pinned down onto recycled plastic boards which are screwed down onto a concrete base. The boards have a covering of roofing felt for cosmetic purposes. The station areas have plywood boards, but these are gradually being replaced with the plastic type. Like the early days, all the pointwork is hand-built but now using copper-clad sleepers and Peco rail. They are all manually controlled and most have movable wing rails to accommodate coarse scale wheelsets.

LIVE STEAM

The Mamod live steam locomotive proved irresistible to some members, although it was out of gauge with limited route availability on the original 'O' gauge network. It provided a welcome change from the whirring sound of an electric motor and produced the spectacle of real steam. The big drawback came with the type of fuel used to heat the water. The solid fuel tablets, although effective at boiling the water, tended to crumble and drop from beneath the locomotive onto the track. This intense heat would melt the sleepers and roofing felt, burning with an invisible flame which made it



Young and old watching the trains go by at Lympham on Brambleton MRC's 'O' gauge and 'SM32' live steam railways.



Children's favourite *Thomas* leaves Darlington heading towards Stockton. The motorail train sets out from Highfield on the 'SM32' line in the hands of a



difficult to spot before the damage was done. Much to the disappointment of the Mamod owners, these types of locomotive were banned. The solution was to build a line suitable for live steam operation.

To accompany the 'O' gauge layout, the club now has an extensive network of 'SM32' - 16mm:1ft scale models running on 32mm gauge garden railway track. This was conceived by the head of the Permanent Way Department to alleviate the constant need to replace plastic sleepers that had been burnt on the main line sections.

An interesting trackplan was devised incorporating bridges, tunnels and a spiral. The track to be used was the chunky, narrow gauge outline Peco 'SM32', which is ideally suited to use with live steam. This was agreed on by the club committee and as it was fast approaching the club's 40th anniversary, the project was to be known as the Ruby Line. It was to be connected to the 'O' gauge line at two places, allowing standard gauge stock to run onto the new line too.

Work commenced in late 1995 with the route surveyed, cleared and marked with wooden stakes. These were driven »

into the ground at the correct height for the track base allowing for the differing gradients, the steepest being the spiral at 1-in-40. It was quite a challenge to build as the line had to twice pass under the main footpath into the site and twice

cross over the 'O' gauge main line.

The line was completed in the summer of 1996 - much to the relief of the Mamod operators. It proved popular with Brambleton members and those of other organisations, so much so that the need to »



A busy scene at Newton as an Ace Trains Britannia prepares to depart alongside a kit built '9F', Heljan Class 47 and kit built Midland '2P' 4-4-0 piloting a 'Royal Scot' 4-6-0.



06 Using a portable radio block instrument, the signalman at Bropheth North signals the 'Tees-Tyne Pullman' in the hands of a Gresley 'A3' 4-6-2 onto Newton. A freight train hauled by a Class 17 Clayton waits in the opposite loop while a Class 47 is held in the passing loop for the next clear path to Newton.

expand was soon talked about. Again, an ambitious track plan was devised with the result being the Millennium Line, built to mark that occasion. It can be operated separately or joined to the Ruby Line by an array of link lines creating a giant loop or figure of eight along with numerous other route possibilities. It offers 80 yards of level track with sweeping curves and a large junction station which doubles up as a covered steaming up area. With the ever-increasing popularity of 16mm scale, this line too was soon running at capacity, so an extension was constructed in time for the club's 60th anniversary. The new Jubilee Line adds another circuit complete with deep cuttings, a tunnel, two large bridges and a covered steaming up area.

The method of construction for the 'SM32' line is to dig a trench about a foot wide following the route, being careful not to disturb the wooden stakes. The depth depends on the surrounding terrain: clearly if the line is to be level and the terrain rises, the trench will be deeper. The bottom of the trench is filled with about six inches of crushed hardcore then approximately five inches of concrete poured in. Lightweight concrete blocks (215mm x 440mm) are then laid upright in a line and allowed to sink in the concrete until level with the nearby stake. The joints between blocks are filled with mortar after the concrete has dried. If the line rises more than the height of a block above ground level, shuttering is used to retain the concrete. If there is a significant curve, the blocks are cut to a suitable length before laying and canted slightly as they are being positioned in the concrete. The 'SM32' track is pinned directly onto the top surface of the blocks using 1in steel panel pins. The lightweight blocks readily accept small nails and hold them tight.

A typical running session on the 'SM32' line will see a variety of live steam locomotives from manufacturers like Roundhouse and Accucraft along with home-built examples and even the occasional Mamod. The majority are radio controlled fuelled by gas, but the intricacies of coal firing are gaining in popularity. The simplicity of a diesel

outline battery electric locomotive appeals to many and complements the live steam locomotives. The rolling stock can vary from a full rake of Ffestiniog bogie coaches to a few slate wagons.

OPEN TO THE PUBLIC

The club welcomes any individual or organisation who would like to use their facilities. It enjoys a close relationship with the West Herts Area Group of the 16mm Association which meets once a month at the layout throughout the year and assists with the club's two annual public open days in May and September.

Generally, the 'O' gauge line is available for use from April until October with maintenance and upgrades taking place the rest of the year. The 'SM32' line is used regularly all year round, culminating in the popular New Year's Eve steam-up.

Visit www.brambleton.org.uk for more information about the club and its public open days. 

07 Below: At Lympham the 'O' gauge and 'SM32' lines briefly run parallel allowing a comparison of scales. Although the track gauge is identical, there is a considerable difference in size of rolling stock – the 'O' gauge accommodating 7mm:1ft scale models while 'SM32' caters for 16mm:1ft scale.



08 Roundhouse gas fired 0-6-0T Lady Anne hauls an engineers train and passes over the 'O' gauge main line. Below Bassett-Lowke Stanier 'Princess Royal' 4-6-2 46203 Princess Margaret Rose leaves Darlington.





You get what you pay

I HAVE BEEN FOLLOWING the various debates in your magazine on the subject of the price of locomotives and rolling stock that are now coming onto the market and have been ready to purchase in the past.

Like one of the correspondents that previously mentioned he had retired and started up his model

railway again, I have also done the same. My late father (who was an engine driver out of Thornton Junction) used to say you only get what you pay for and if you cannot afford it now, then save up.

**£50
STAR
LETTER**

It is true to say that the new models with their detailing and technology are stunning, without a doubt. I also attend exhibitions, shows and swap-meets looking for the bargains, but when you take into account where

the sellers might have had to travel from, they themselves have expenses to cover, so the bargains are getting thin on the ground.

If I fancy certain locomotives that I would love to purchase, along with rolling stock, I have to choose carefully, as my piggy bank will not let me cover all that I would love to purchase.

Couplings keep Hornby Mk 3s in



David Watson's 'OO' gauge loft layout Dean Park featured in HM113 and includes a number of Hornby HST sets in service, including this BR blue and grey set which has stopped at the station while a Class 85 passes above on the electrified line. The Hornby Mk 3s are to be released with NEM coupling pockets and new couplings in 2018, as detailed in HM130. Nigel Burkin/*Hornby Magazine*.

INDUSTRIAL MINEFIELD

Being an industrial locomotive fan, I was very pleased to purchase the April edition of *Hornby Magazine*.

There are a couple items in Reality Check which I would like to correct. In the 'Long Service' section it states that Andrew Barclay (AB) 2369 lasted in service until 1982. It might have been bought for preservation then, but its working days were over well before that date.

In August 1974 AB 1116 was transferred to Barony as AB 2369 was unusable, as were the diesels.

Also, AB 2368 didn't last see service at Cairnhill Colliery, it was transferred to the Waterside system in Ayrshire in 1977 and was the last steam locomotive to work there.

Steven Oakden, by e-mail.

Andrew Barclay INDUSTRIAL LOCOMOTIVES

With a history spanning more than 170 years, the Scottish firm of Andrew Barclay has a long pedigree in railway engineering, being chiefly known for its robust and long-lasting designs for industry, as EVAN GREEN-HUGHES explains.

BY 1816 THE 12TH of the industrial revolution was in its full swing and the demand for heavy goods transport was growing. The need for a reliable and robust locomotive was felt. Andrew Barclay was one of the first to respond to this demand. He designed and built the first industrial locomotive, the 'Puffing Billy', in 1813. This was a small locomotive, but it was the first of its kind. It was built for the coal mines of Scotland and was used to transport coal from the mines to the colliery. The 'Puffing Billy' was a success and it led to the development of other industrial locomotives. By 1825, Andrew Barclay was building locomotives for a wide range of industries, including the coal mines, the ironworks, and the railways. The company's reputation for reliability and robustness grew, and it became one of the leading manufacturers of industrial locomotives in Scotland.



In production well into the 1950s, the industrial locomotive was a vital part of the railway. It was used to transport coal from the mines to the colliery, and it was also used to transport other goods. The industrial locomotive was a success and it led to the development of other industrial locomotives. By 1825, Andrew Barclay was building locomotives for a wide range of industries, including the coal mines, the ironworks, and the railways. The company's reputation for reliability and robustness grew, and it became one of the leading manufacturers of industrial locomotives in Scotland.

SMALL BUT CAPABLE
These engines were not small but were perfectly adapted for their work. They were built to be robust and reliable, and they were also built to be easy to maintain. This was a key feature of the industrial locomotive, and it was one of the reasons why it was so successful. The industrial locomotive was a success and it led to the development of other industrial locomotives. By 1825, Andrew Barclay was building locomotives for a wide range of industries, including the coal mines, the ironworks, and the railways. The company's reputation for reliability and robustness grew, and it became one of the leading manufacturers of industrial locomotives in Scotland.

for...

As a railway modeller I am now, probably like many others have, cutting the cloth to fit the table and then save up for the model that I dearly would love to purchase for my layout.

**Nathaniel Whyte,
Cowdenbeath.**

service

I read with interest and delight the news from your 'Inside Hornby' column in HM130 that Hornby is upgrading the couplers on the popular Mk 3 coaches. While their wide tension lock couplings on the current range are ideal if a Hornby HST powered car is pushing from the rear (as they don't derail due to the shape of the wide coupler) they can leave a large gap when being pulled, although I've found it's not as wide as the Oxford Mk 3s.

The new upgrade will keep the Hornby Mk 3 at the top of its game and take the fight to the newer Oxford Mk 3, which while being really detailed falls down on its InterCity livery application - something I believe Hornby does better.

So well done Hornby and I can't wait to welcome yet more Hornby Mk 3s to my Dean Park layout, which featured in *Hornby Magazine* in November 2016.

David Watson, Kirkcaldy.

Multi-gauge layouts



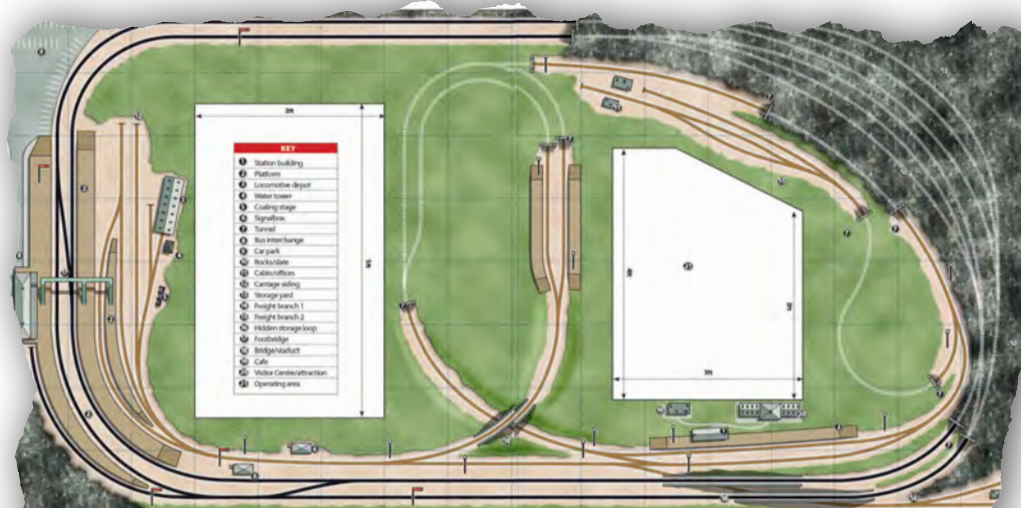
I smiled when I saw Mark Chivers' article on the multi-gauge layout plan in my digital edition of HM130, as I have been doing the very same with my own layout by adding a narrow gauge extension to my 'OO' gauge home layout.

I've been building the 19ft x 8ft standard gauge line called St Judes since 2012 and last autumn decided to embark on widening the layout to accommodate the narrow gauge and enable me to resite the standard

gauge locomotive depot.

The narrow gauge will eventually continue the full length of the layout to further enhance the viaduct and waterside sections adding more to the scenery.

Chris Bone, Norfolk.



between the top and bottom of the station and the storage yard and the ability to run on and back again in a clockwise direction. An oval layout at the station provides a good looking special interest railway, adding extra operational interest to the layout.

Step change in terms of available ready-to-run locomotives with new models including access to be released by Hornby Railways Club 10/12/13 in a choice of colour schemes including War Department and Railway Light Railway. Also added to the Hornby range this year is a Quarry number 5-4 which will be available in a number of configurations including open and closed cab and with and without buffers.

The Hornby range of OO' rolling stock includes a covered bogie goods wagon and four open bogie coaches, while new for the 2018 range are bogie motor coaches Light Railway and Lincolnshire Railway. A ready-to-run

four-wheeled and include examples in Southern Railway (SR) lined green, intermediate SR green, LMS plain green, plain black and SR lined black. Hornby's range of OO' rolling stock is particularly suited to the forthcoming Hellen model with a good selection of LMS bogie coaches including composite, composite brake, flat-deck and three-deck observation cars. In selected themes such as LMS Railway, Indian and SR blue green and plain olive green, four-wheeled coaches include an air-braked coach, first class and open-sided examples in GWR Valley Railway green and black and Redcliffe train vehicles to plain green. Hornby's new



PRICED OUT!

I really enjoy each article in every issue. However, the usual domestic diversions have taken their course on what I have been able to do model-wise and I now have a micro layout.

However, I feel that at the current rate of product announcements and pricing I will have to find another hobby. With tender locomotives commanding prices as high as £200 and tank engines touching

£100 in 'OO' gauge, the prices are pricing me out of the hobby.

My granddad always told me that when he started in the hobby at times it would take a month's wages to buy a locomotive. When I started my working life, I could work for a day and could buy a locomotive like Gresley 'A3' 4-6-2 4472 *Flying Scotsman* and still have wages left. Considering the current technologies that

can be employed to reduce costs, with prices getting as high as they are it's getting to be like what my grandad first experienced but based on a model costing a week's wage or even two weeks. Even second hand the prices have risen.

Unless the manufacturers are able to reduce prices I'm afraid, as they say on *Dragon's Den*, I'm out.

Dan Hornby, by e-mail.

Thank you for the support

May I, on behalf of the committee of 32A Model Railway Club, thank the exhibitors, traders and visitors who made our recent exhibition at Bawdeswell such a success regardless of the appalling weather and parking problems.

I should like to point out that the parking problems were not of our making and were literally foisted on us at the very last minute. Steps have now been taken to ensure there is no repetition of this.

Jon Bird, Secretary 32A MRC.

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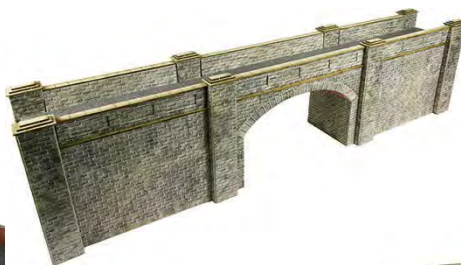
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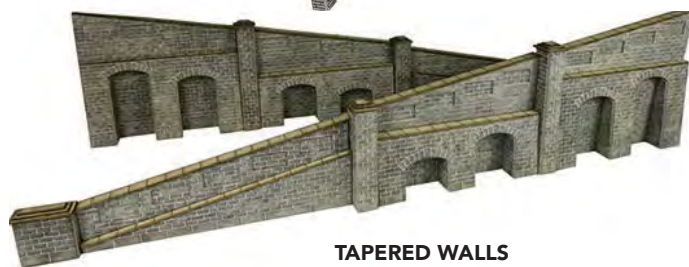
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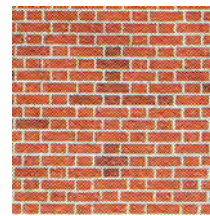
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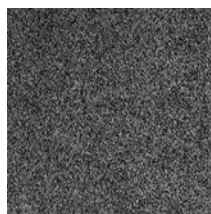
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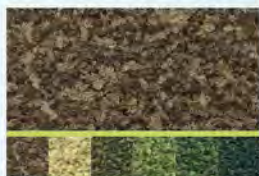
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HORNBY MAGAZINE MEETS... **Accurascale** **And Irish Railway Models**

One of a new generation of model railway manufacturers entering the British market, Accurascale has its roots in Ireland, where it also produces ready-to-run models of Irish prototypes.

BEN JONES met Fran Burke and Patrick Conboy to find out more about their plans.

AS THE UK MODEL RAILWAY market and mass production techniques have changed over the last decade, we've become used to new suppliers popping up to offer niche products overlooked by the established manufacturers. The newest name is Accurascale, which made its UK debut in early 2018 with the announcement of a 'OO' gauge model of a BR HUO 24.5ton hopper wagon.

From the outset, Accurascale has been notable for its adoption of modern social media and marketing techniques that allow it to interact directly with its customers and potential customers. This has allowed it to tailor its products to the requirements of modellers and deliver models that promise to set new benchmarks for quality and detail.

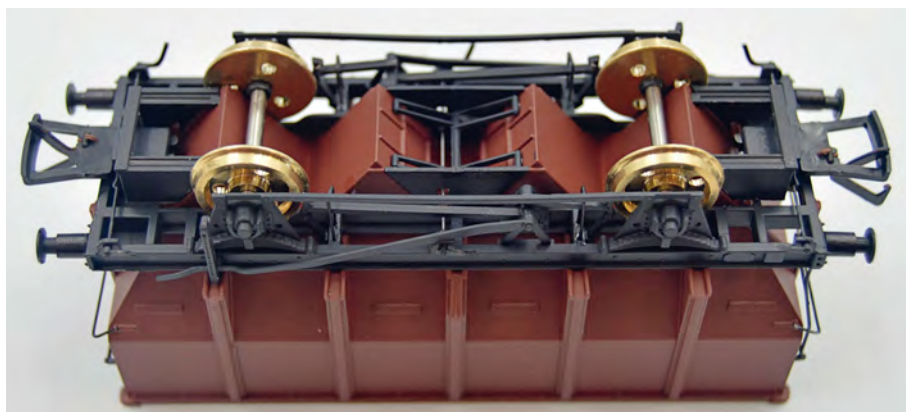
However, this is not the first ready-to-run model project for the quartet of Irishmen behind the Accurascale brand. They also trade as Irish Railway Models, which has quickly developed a strong reputation by producing superb models of Irish freight wagons over the last two years.

At the recent Model Rail Scotland event in Glasgow I met up with Fran Burke and Patrick Conboy who, along with Steven McCarron and Richard O'Hanrahan, own the two brands and are now pursuing their 'dream job' full-time.

STARTING POINT

Away from the bustle of the show, I ask Fran and Patrick how they got started in the hobby and what led them to start their own model railway business.

"Like most people, we've been interested in trains since we were kids," says Fran. "I started with 'Thomas the Tank Engine' and then got



The underside of the BR HUO hopper is fully detailed and it has been designed to accept drop-in 'EM' and 'P4' gauge wheels for simple conversion to finescale standards.

a Hornby HST as my first train set. Later I also got my first 'Irish' train set with a Lima Class 33 and some repainted Mk 2 coaches."

"I used to watch pairs of Irish Rail '141s' shunting liner trains at my local station in Longford" continues Patrick. "My first train set was a Hornby Class 25 and some wagons. But it was the BBC series *Railwatch* (broadcast in 1990) that really got both of us interested in British railways as well."

"Then in the 1990s Paddy Murphy took a chance and established a market for Irish models, firstly with Lima models and later with his own tooling – without him we wouldn't be sitting here today," adds Fran.

"We're moderators for the *IrishRailwayModeller.com* forum and a few years ago we were discussing the possibility of producing some suitable wagons to run with the Murphy Models '141' Class diesels.

"We considered wagons with some commonality of parts that were widely used over many years and eventually chose the four-wheel ballast hopper and cement 'bubble' as the best candidates in 2015."

Patrick continues: "Initially we used a middle man as we didn't have the skills or the contacts at that time. However, progress on the ballast hoppers was very slow. By December 2016 we were having problems and decided to take the project in-house. After that, things moved on rapidly and by April 2017 we had the first deliveries of production wagons."

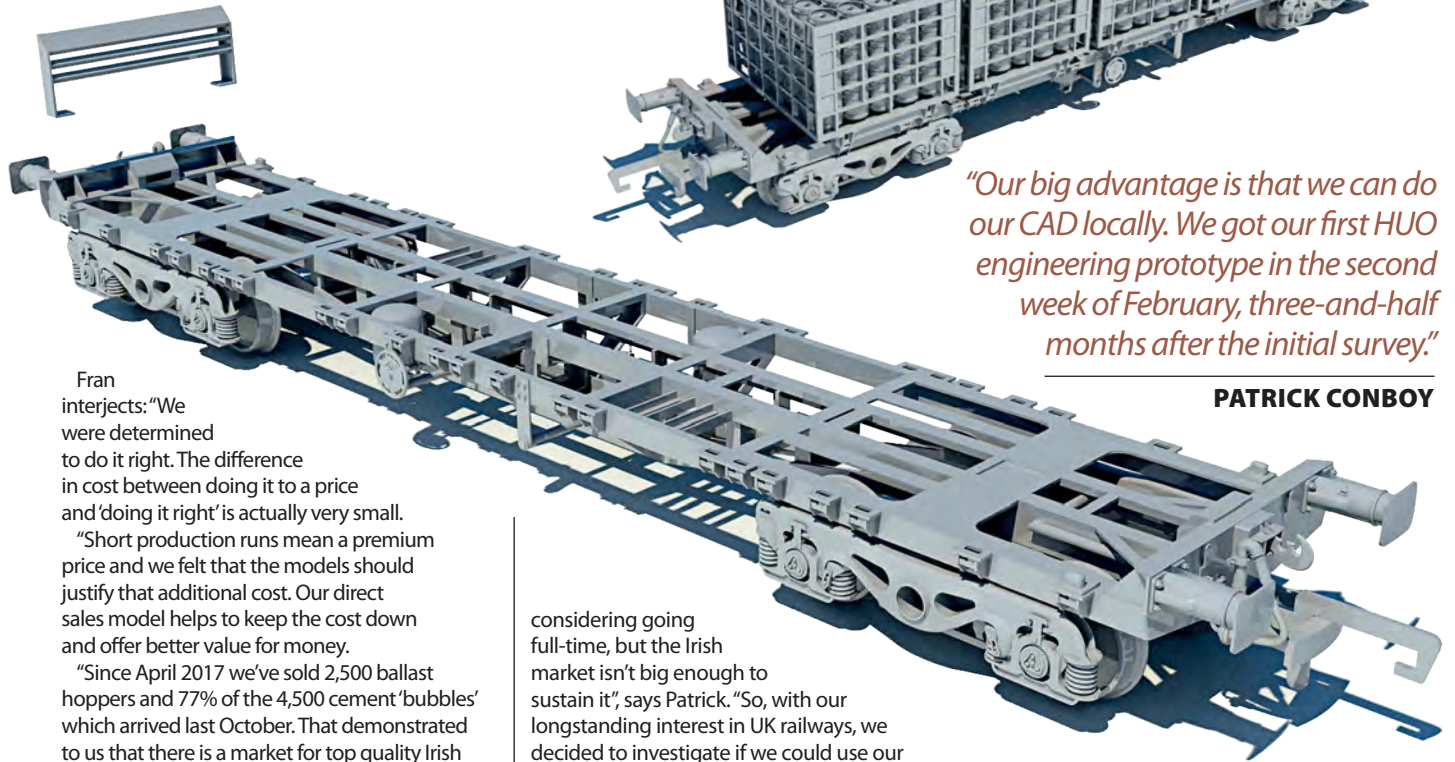
"By that stage we were already well advanced on the 'bubbles' and, learning lessons from the first wagon, we persuaded our factory to design and build it to much finer tolerances. As a result we had to scrap some of the tooling, which cost money, but we felt it was worth it."



Accurascale's first 'OO' gauge British outline model is the HUO 24.5ton hopper. These will be sold in triple packs with each wagon featuring a unique number and markings.

Right: The Guinness Liner wagon is another new announcement for Irish Railway Models using the 42ft flat wagon as its basis. IRM wagons are designed to accept 21mm gauge wheelsets to match the 5ft 3in gauge of the prototype, but are equipped with 16.5mm wheels for 'OO' track as delivered.

Below: Detailing of the 42ft bogie flat is impressive at CAD drawing level with Accurascale and Irish Railway Models keen to expand their ability to produce high levels of detail.



"Our big advantage is that we can do our CAD locally. We got our first HUO engineering prototype in the second week of February, three-and-half months after the initial survey."

PATRICK CONBOY

Fran interjects: "We were determined to do it right. The difference in cost between doing it to a price and 'doing it right' is actually very small."

"Short production runs mean a premium price and we felt that the models should justify that additional cost. Our direct sales model helps to keep the cost down and offer better value for money."

"Since April 2017 we've sold 2,500 ballast hoppers and 77% of the 4,500 cement 'bubbles' which arrived last October. That demonstrated to us that there is a market for top quality Irish wagons in 4mm scale. Next will be the Tara Mines bogie ore wagon and we've now announced six more products for release over the next couple of years. The ballast plough, fertiliser wagon, 42ft container flat with Guinness kegs, spoil wagons and weedspray vehicles will complement various existing IRM and Murphy models."

"Our Irish customers, most of whom we know by name, told us that they needed time to save so that they didn't miss out on our products, so we took the decision to announce them as a batch in advance. Normally, we like to ensure that a model is in tooling before we unveil it," explains Fran.

TAKING THE PLUNGE

With such an ambitious 'to do' list on the Irish side, what convinced the pair to give up their day jobs, go full-time with IRM, and take on the added workload of producing British models?

"By February last year we were both

considering going full-time, but the Irish market isn't big enough to sustain it," says Patrick. "So, with our longstanding interest in UK railways, we decided to investigate if we could use our skills to produce models of British subjects."

Fran continues: "We felt we could offer a premium product at a price equivalent to, or even less than, those offered by the established manufacturers."

"As with the Irish wagons, we looked at where the gaps were, and chose the BR HUO hopper. Around 5,000 were built and used from the 1950s until the 1980s, but there was no ready-to-run model and, importantly, there was a survivor we could survey."

Patrick adds: "We visited the Tanfield Railway in October 2017 and spent several hours measuring and photographing every inch of the last intact HUO. We took more than 600 photographs!"

"Our big advantage is that we can do our CAD locally, rather than it being done in the Far East and being subject to the inherent problems of long-distance communication."

As a result, we got our first HUO engineering prototype in the second week of February, three-and-half months after the initial survey."

What has the response been like from British modellers?

"The reaction has been hugely positive. Some people knew us already from Irish Railway Models (60% of its models are sold to UK customers) and were aware of the quality of the product. Modellers are drawn to the 'ordinariness' of the HUO and attracted by a quality product at a reasonable price," says Patrick.

"We want to reduce lead times," adds Fran. "We won't announce intentions; we will only announce products when they are around two months away from release. It's very frustrating otherwise."

"We're being open and honest, as we have been with IRM. It's vital that we keep talking to people and keep them updated >>>



on our progress. Engagement through social media, shows and the specialist magazines is an essential part of what we do."

Having broken through with the HUO, what's next for Accurascale?

Being careful not to give too much away, Fran says: "We're looking to launch four or five British models in 2018. We're not confined to 4mm scale and we're always exploring new markets and opportunities to create a diverse range, but it takes time."

"The only limiting factor at the moment is our ability to get material out to China. We're looking to grow, and recruit people so that we can increase our output."

DRIVING ENTHUSIASM

Various model companies are promising to 'drive up standards' and 'pursue excellence', but how do Fran and Patrick plan to do things differently?

Fran immediately responds: "We'd like to bring some of the excitement and enthusiasm back to the hobby. It feels a bit jaded at the moment."

"On a practical level, we're looking at things such as using higher quality motors and improved drive trains, plus refinements to DCC sound. We want to maximise the features available and, for example, we have some ideas for improving the haulage capacity of steam locomotives, which can be disappointing at the moment."

Patrick adds: "We also want to encourage finescale modelling so that it doesn't die out. Our Irish models are designed to accept 21mm gauge wheelsets (for 5ft 3in gauge Irish finescale) and we felt it was important to do the same for 'EM' and 'P4' modellers in the UK. We've engaged with the EM Gauge and Scalefour societies and designed the HUO to be easy to convert. With good planning and



The interior of the plough van is set to be fully detailed too, as shown in this 3D render of the CAD drawings.

design, it costs nothing and will hopefully persuade a few people to try finescale."

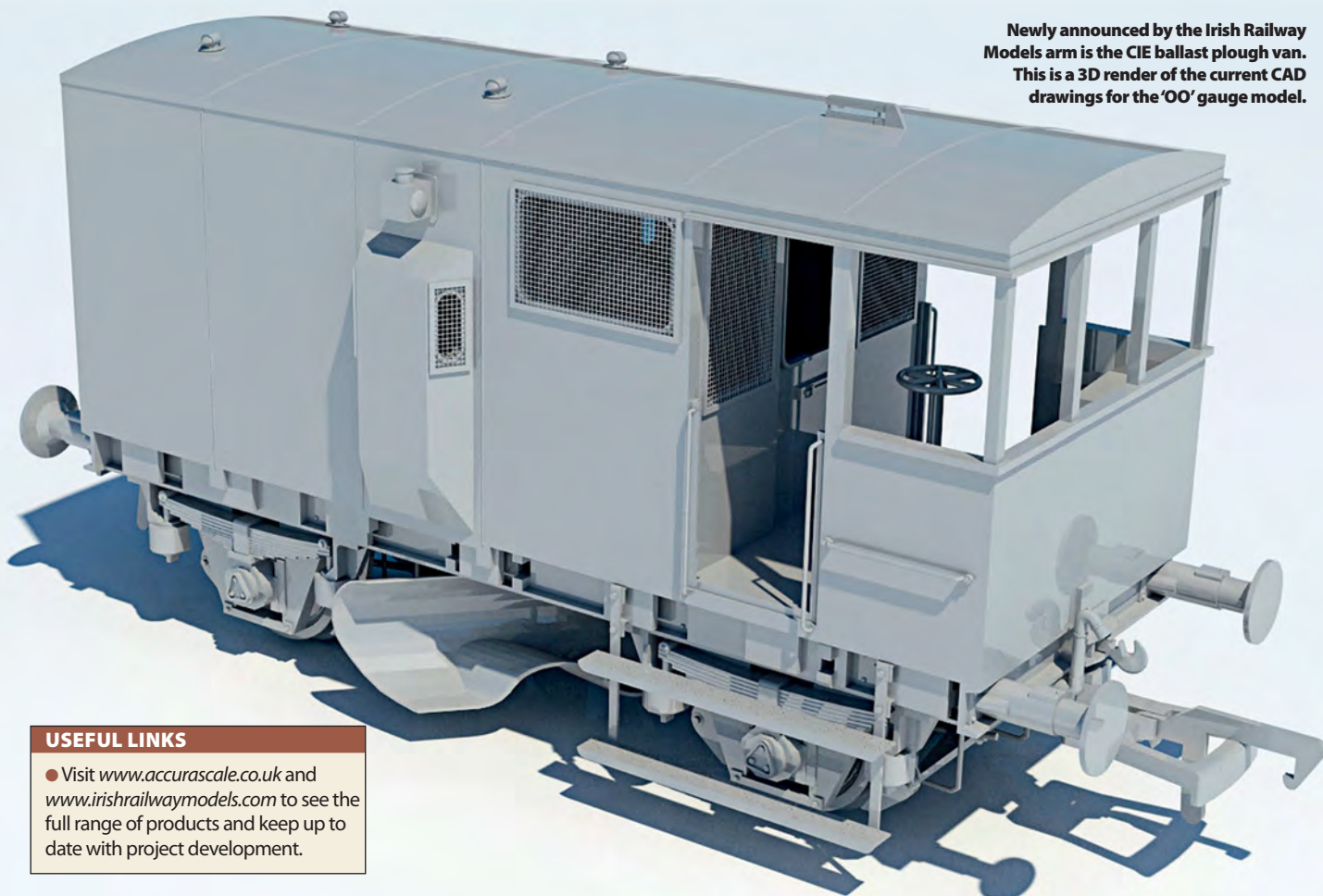
All too soon our time is up as it's time for Patrick and Fran to catch a flight home to Dublin. As we part, Fran says: "If you'd asked us three years ago, we would have been very surprised to be where we are now."

"We'd like to bring some of the excitement and enthusiasm back to the hobby."

FRAN BURKE

Patrick adds: "Doing our hobby as a job is a dream come true. As enthusiasts, we have a passion for delivering new products, and pushing detail and quality standards forward. For both IRM and Accurascale we have 'road maps' planned out for the next few years, and we know where we want to go." 

Newly announced by the Irish Railway Models arm is the CIE ballast plough van. This is a 3D render of the current CAD drawings for the 'OO' gauge model.



USEFUL LINKS

● Visit www.accurascale.co.uk and www.irishrailwaymodels.com to see the full range of products and keep up to date with project development.

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B333897 "Load only to Stella North/South Dunston/Blyth power stations"
B334155 "Load only to Stella North/South Dunston/Blyth power stations"
B334160 "Load only to Stella North/South Dunston/Blyth power stations"



SET C (ACC1002-HUO-C)

B334429 "Load only to Kincardine power station SC Region"
B334438 [route information blanked out]
B334548 "Load only to Kincardine power station SC Region"



SET D (ACC1003-HUO-D)

B335703 [route information blanked out]
B335039 [route information blanked out]
B334949 [route information blanked out]



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Modelling the METROPOLIS

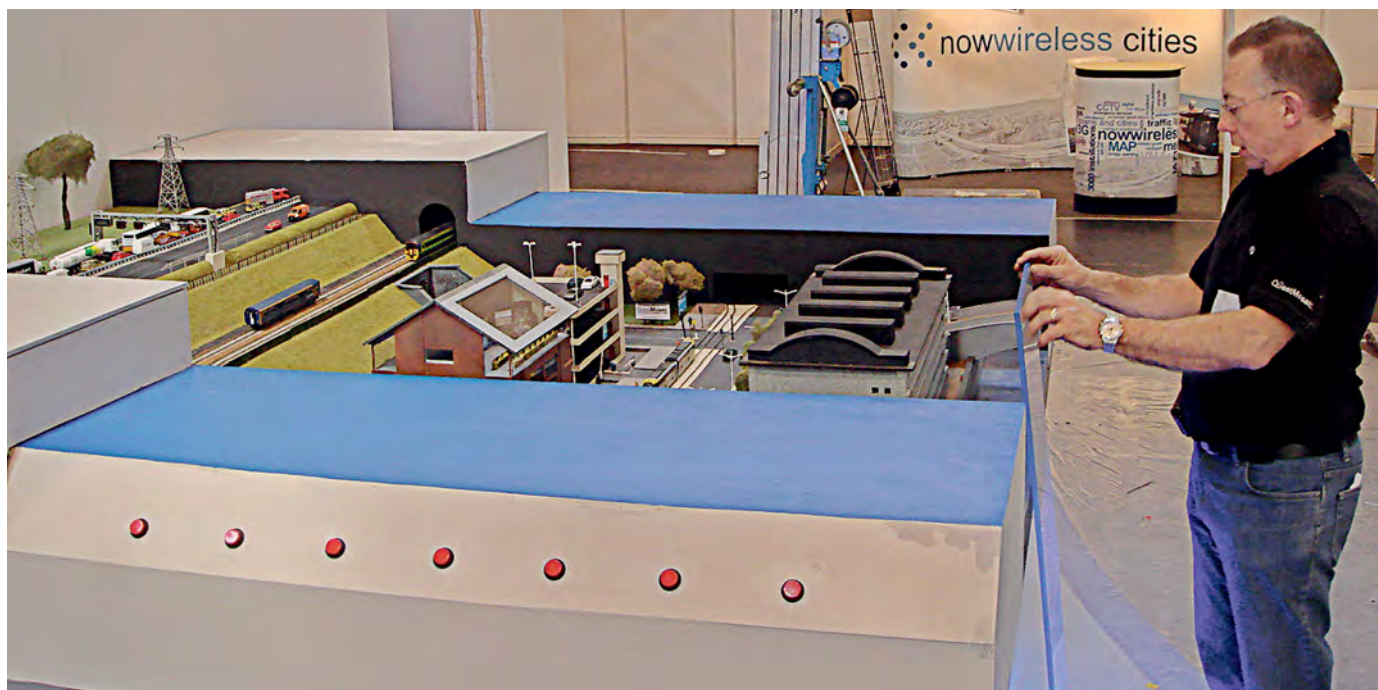
MALCOLM BRIGGS' *Southern Region branch line Knight's Hill appeared in HM87 in 2014. Shortly afterwards, he was tasked with building something altogether more urban – and for a very different reason.*

MODEL RAILWAY projects start for all manner of reasons. The most common is in pursuit of a hobby, but from time to time construction can be led by completely different needs. Those of you who remember the story of my 30-year saga to build a Southern Region North Cornwall-based layout may recall that I said I was involved in the exhibition industry. A client came to visit our offices shortly after we had won them the 'best stand' award at an exhibition. Opposite that stand was one with a model city on it. Our client had always wanted something similar and then my colleagues showed them the Knight's Hill article in *Hornby Magazine*.

And so the die was cast: could we build them a model city for an exhibition? We would have about six months to design, construct and install a complete split-level model town that featured working trams, trains, traffic lights, multi-storey car park and many other features - all of which had to be able to be operated by visitors from two different sides of the layout. It also had to be largely self-managing as there were to be no permanent members of staff in attendance at the exhibition.



This multi-level diorama was built for an exhibition stand to highlight the range of products available for the real world. It includes town, tram, rail and motorway levels within an 8ft x 8ft footprint.





KEY

- ① Electricity pylons
- ② Motorway
- ③ Railway
- ④ Car park
- ⑤ Control centre
- ⑥ Tramway
- ⑦ Bridge
- ⑧ Apartments
- ⑨ River
- ⑩ Visitor controls

Left: A row of buttons controls features on the layout to simulate real world transport events.

Right: Malcolm Briggs adds the finishing touches to the city scene in the workshop.





The city scene incorporated road, trams, railway and motorway levels with a number of individually operated lighting effects and features. Here a Manchester tram unit passes through the town scene.



The multi-level baseboard design is shown clearly in this early construction view. The total size is 8ft x 8ft.

The client company designs and installs control systems for infrastructure such as roads, tunnels, bridges, car parks and power transmission and this was felt to be a good way to demonstrate its capabilities. We were also limited in space to allow the model to be accommodated on display stands with a total footprint of 8ft x 8ft available.

TRAMS AND TRAINS

Starting with the tramway, we managed to create a complete dumbbell layout so that the tram could pass down the main street in one direction and then come back the other way without points or the need to reverse. This involved 10in radius curves, which was at the absolute limit of the operational design of the articulated (Manchester) tram. We later filled in all the trackwork with mounting-board to represent tarmac, but in winter conditions in the workshop this tended to rise and lift the tram wheels off the

track. We had to pin a lot of it down, but the lesson learnt was to use an inert substance such as plastic sheeting, which is not affected by climatic and humidity changes.

Half a bridge and the roadway system went in next together with miles of wiring for the lights, all of which linked back to a Control Centre which had a clear roof so you could see all the connections and TV screens lighting up as exhibition visitors pressed the operating buttons. For example, if they pressed a button for street lighting, all the overhead lights came on but the part of the Control Centre which operated that also came to life. Every circuit had a timer that limited how long it would operate.

The train system had two separate lines, each controlled by a Gaugemaster shuttle system and they just moved back and forwards independently of each other, albeit 'wrong line' running for 50% of the time.

We built the motorway system as a



A Central Trains Class 158 rumbles along the railway controlled by a Gaugemaster shuttle unit while traffic is stationary on the motorway above.

separate module so that the complicated wiring could be completed off the main board. Because of the difficulty of trying to make vehicles move - and having considered a range of options but discounting them on the grounds of them needing an operator in attendance - we opted for a motorway queue caused by a vehicle fire and very little traffic on the other side. This gave us the opportunity for lots of flashing blue lights and overhead gantry signals.

A large quantity of Oxford vehicles were bought and many of them were taken apart to insert emergency lighting. I then took the whole lot home to wire it up one weekend. I'd estimated that if I started at 6pm on a Friday evening, I should be finished by about 9pm. As it happened, it took me until 5pm on the Sunday, having worked all weekend on it! 27 hours of my life disappeared into soldering thousands of connections to make it all



work, but it looked pretty impressive.

The buildings were on a grand scale. The first was an apartment block that was more than 2ft long and 1ft wide. Usual modelling techniques played no part here – this had to be solid and strong, so the sides were made of 5mm blue acrylic and the rest of the building was foamboard sprayed with a craft stone finish. The remaining buildings were built out of thick plastic sheeting or timber. The multi-storey car park was more difficult as it had little integral strength until installed on the layout.

ON DISPLAY

We finished the model about two days before it was bundled into a large van and installed on the exhibition stand at the NEC, Birmingham, where it was a great success, drawing people to it and allowing the sales staff to

explain the range of services offered.

After the show, it went into store with the intention that it would be converted into a Dutch city in time for another trade show in Amsterdam the following year. However, in the intervening period the European client

company found itself in financial difficulties and parts of it were bought out by a venture capital company. It was no longer deemed appropriate for the model to represent their changed priorities and so it was broken up. We retained the motorway which has been used subsequently and we have the apartment block in the warehouse to remind us of the days when our workshop was full of models rather than exhibitions stands.

Special thanks go to Bryan Marlow who masterminded the electrical installation and helped with the modelling and also to Sue from Layouts 4U who supplied all the lights and much advice. I think she got rather fed up with me asking questions but was always helpful and responded promptly. Thoroughly recommended! 

The control centre illuminates in tandem with button-operated lighting and features on the layout.



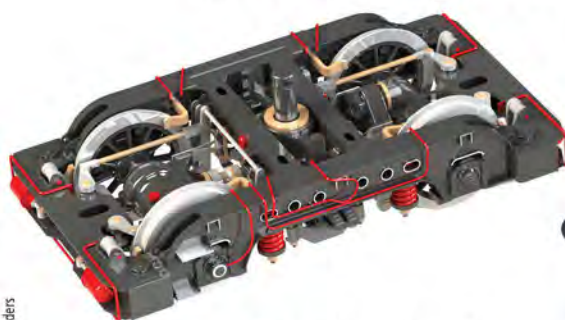


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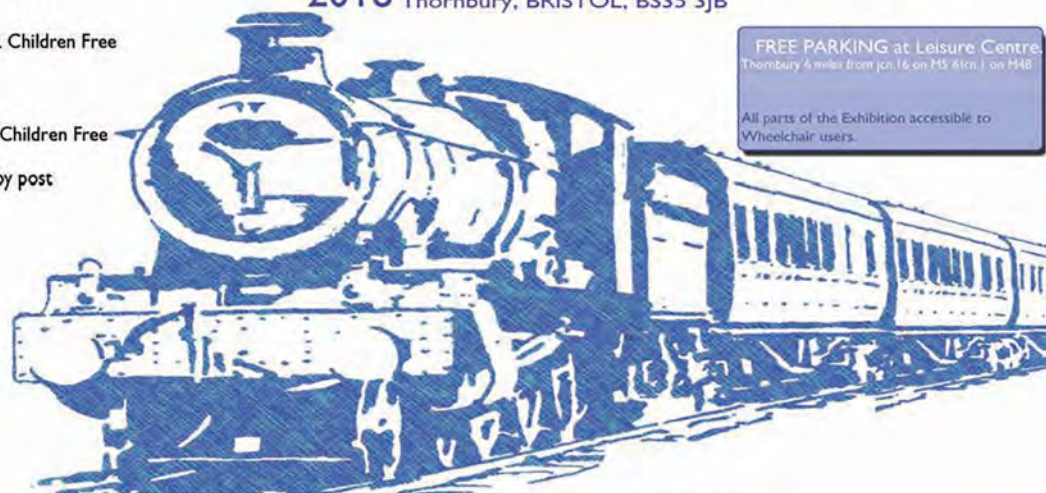
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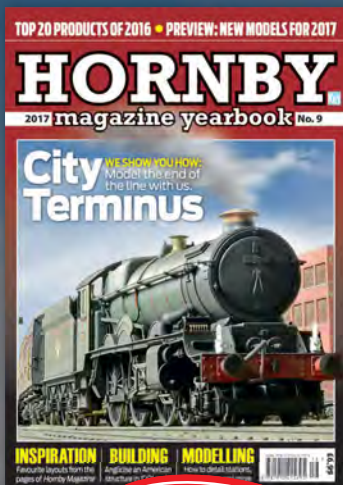
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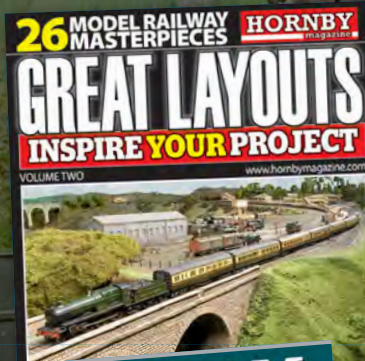
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Dapol's 'O' gauge GWR '57XX'

The latest addition to Dapol's growing collection of 'O' gauge motive power is this stunning model of the GWR '57XX' 0-6-0PT. **MIKE WILD** takes a first and detailed look at this attractive new product.

**EXCLUSIVE
FIRST
REVIEW**

FOR A GO-ANYWHERE, do-everything type machine you can't do much better than the GWR '57XX' 0-6-0PT, and that is just what Dapol delivered at the end of March for 'O' gauge. Dapol appears to have a knack for picking versatile products for 7mm scale. Its history contains the Stroudley 'Terrier' 0-6-0T (HM101), Class 08 diesel shunter (HM115), LMS 'Jinty' 0-6-0T (HM126), the BR 12ton box van family and five-plank open wagons plus the promise of BR Mk 1 carriages, a Class 122, GWR '14XX' 0-4-2T and more. Add to this its acquisition of the Lionheart Trains range – including BR 16ton mineral wagons, Air Ministry tankers, locomotives and more – and it clearly sees great potential in the 'O' gauge ready-to-run market.

Seemingly buoyed by this confidence, the new '57XX' 0-6-0PT is a cut above what it has produced before offering a stunning level of detail, simple connectivity for digital control and options for locomotives factory-fitted with sound too. More on that later.

In modelling the '57XX', and its later '8750' brethren, Dapol has set out to accommodate as many of the detail variations as possible, including items unique to the first of the class, 5700. The product list includes a model of 5700 in original condition which Dapol has stated will have no cab doors, no top feed and no bunker steps. Later models will have doors which can be opened and closed and all will have bunkers filled with real coal.

For more on the history of the '57XX' and '8750' 0-6-0PT, see Reality Check on pages 70-73. »

Dapol's new GWR '57XX' 0-6-0PT really looks the part of the real locomotives.



Right: The cab interior is fully detailed with a removable roof for easy access.

Below: Delivered in plain BR black, 5717 is smartly finished.



TECHNICAL DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	75-007-001
Description:	GWR '57XX' 0-6-0PT 5717, BR black, early crests
Gauge:	O'/32mm
Scale:	7mm to 1ft
Length (over buffers):	216mm
Price:	£235 (DCC ready), £420 (DCC sound)
Era:	4
Couplings:	Working screw links
DCC:	DCC ready, 21-pin socket
Speaker space:	28mm round
Exterior lights:	None
Interior lights:	Firebox glow
Motor type:	Five-pole can motor
Flywheel:	Single
BR power classification:	3F
Wheel arrangement:	0-6-0PT
Purpose:	Light passenger, shunting and trip freights
Haulage capacity (expected):	15-20 wagons
Haulage capacity (actual):	20 wagons

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THE MODEL

For review we had the opportunity to inspect a model of 5717 in BR black with early crests on the tanks. Decoration was nothing short of excellent with crisp printing of the BR crests and 'C' route restrictions together with raised numberplates on the cabsides, a separately fitted numberplate on the smokebox door and a superbly finished cab interior which even includes a glowing firebox. This operates above certain voltages on analogue control and is a permanent feature under digital operation.

The fully detailed cab is very easy to access. The roof is held in place with a pair of magnets and can be simply lifted off for access to install a crew or just to show it off. It will also allow weathering of the cab interior and the option to add other details such as shovel, tea cans or even a driver's bag.

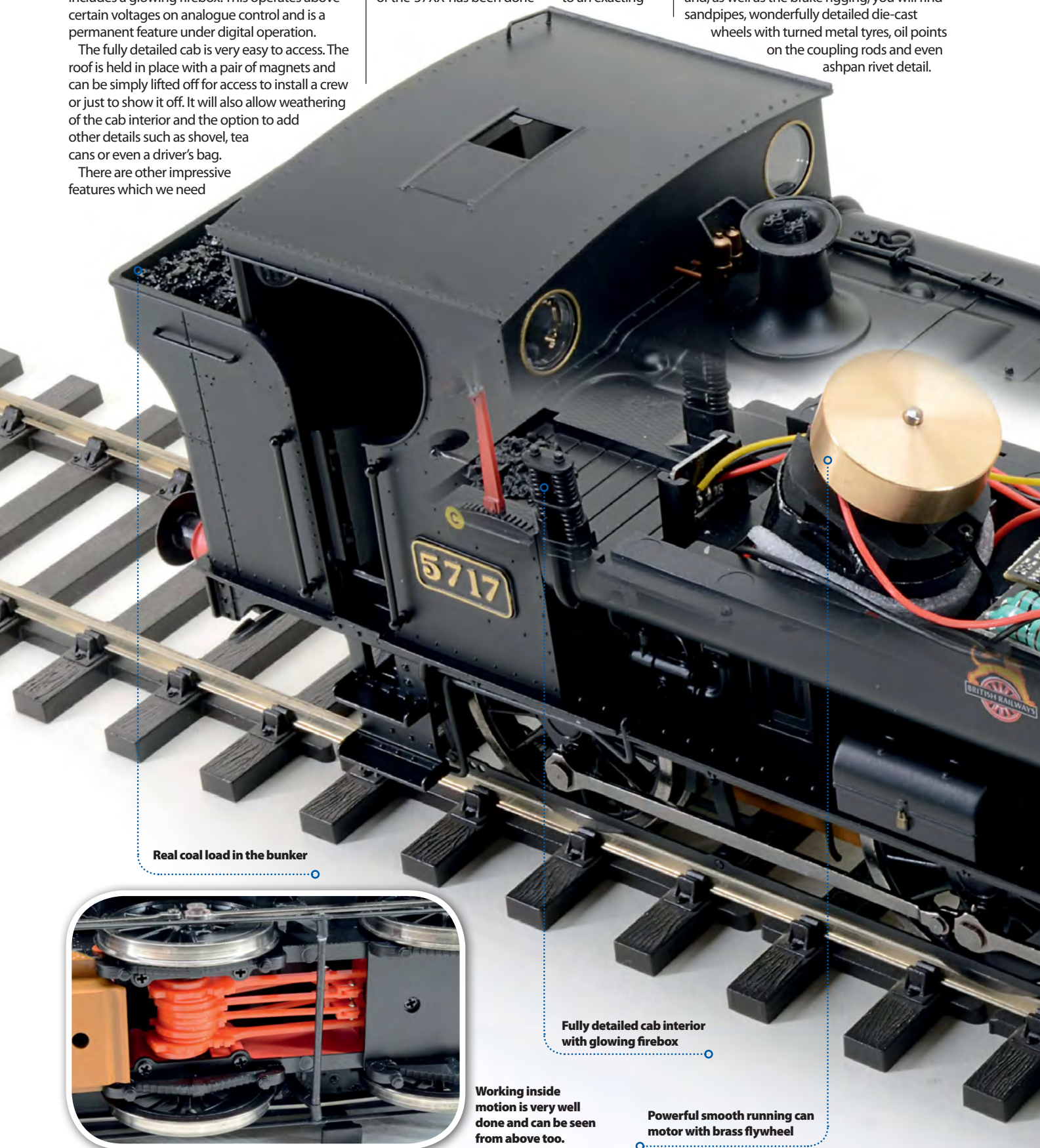
There are other impressive features which we need

to draw attention to as well. Partial operating inside valve gear is fitted as standard and while you can only glimpse this below the boiler it really does add something to the 'Pannier'. Dapol has also provided full brake rigging underneath which is made special by the fact that both the inside and outside rods at the rear around the ashpan on the 'Panniers' have been modelled.

Modelling of the distinctive and bulky shape of the '57XX' has been done to an exacting

standard. The model really captures the looks and shape of the prototype in every respect while the level of detail invested in this product is second to none. Working screw link couplings, sprung buffers, separately fitted smokebox door dart, separate pipework, tool boxes, lifting hooks, water tank fillers and handles, chimney, dome, safety valve bonnet – they are all spot on.

Beneath the running plate the detail continues and, as well as the brake rigging, you will find sandpipes, wonderfully detailed die-cast wheels with turned metal tyres, oil points on the coupling rods and even ashpan rivet detail.



Real coal load in the bunker

Fully detailed cab interior with glowing firebox

Working inside motion is very well done and can be seen from above too.

Powerful smooth running can motor with brass flywheel

PERFORMANCE

Our sample of 5717 was equipped with Dapol's Realdrive sound file for the GWR '57XX'. This is loaded onto a Zimo MX644D decoder which in turn emits its sound through a 28mm round speaker fitted inside a sound chamber at the front of the locomotive. The speaker is positioned facing down below the chimney and while it may seem like a small point, it does make a difference to have the exhaust sound emitted from the right end of a locomotive – particularly in this scale.

Straight from the box, the sample ran smoothly and quietly (without the sound on) throughout the speed range and following a period of light engine operation we subjected it to load testing on our 'O' gauge test track with digital control. The result was that the model showed itself capable of handling a 20 wagon goods train without any difficulty – more than enough for most situations that this compact locomotive will be tasked with.

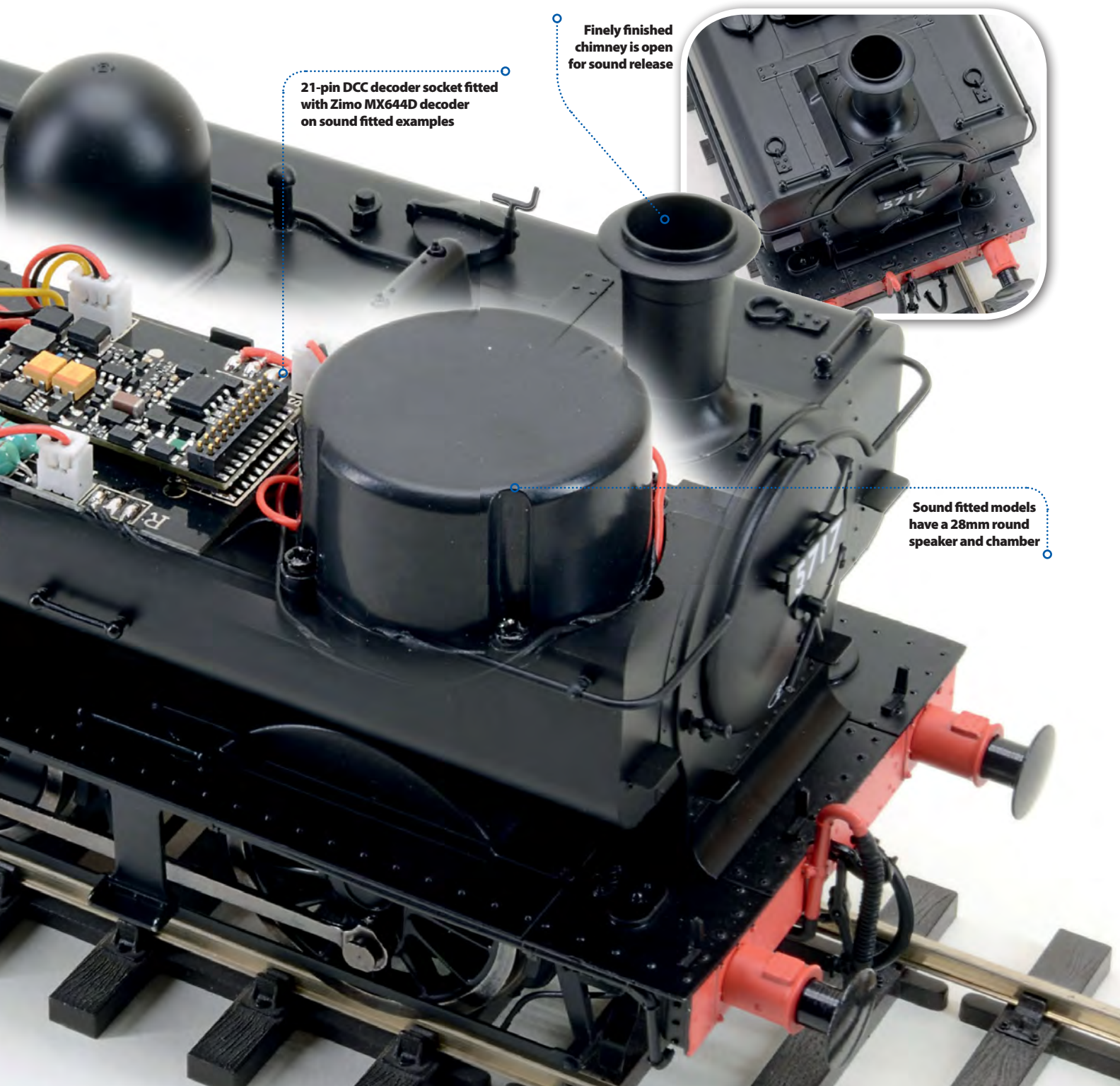
The sound decoder contains 18 sound

functions and a very realistic set of driving sounds. The exhaust sounds, turned on with Function 1, include three intensities of exhaust depending on the speed the locomotive is travelling at and how long it has been at that speed. It responds to additional acceleration like a real locomotive, with an increase in exhaust sound, settling to a quieter steam sound when cruising. Moreover, it has excellent coasting sounds too – notch back by one speed step and the exhaust cuts out to give way to motion and boiler sounds. Adjustment of the time this runs for can be made with CV285 (we set our sample to 255 to maximise the coasting sound period) which makes the locomotive highly drivable. In addition there are whistles, including a pair of effective distant whistles, coal and injector sounds, couplings, safety valve, brakes and more. It's an enthralling package which we thoroughly enjoyed operating and well worth the higher price in our view.

OVERALL

Dapol has chosen wisely with the GWR '57XX' and '8750' family. They were hard working locomotives as equally at home with a long string of goods wagons as they were with a short passenger train. They operated across the Great Western Railway and BR Western Region network from 1929 until the last was withdrawn in 1966 – 16 have been preserved – and they were even found working away from the Western at times on the Southern.

This versatility is part of the appeal of this new model, but really what makes it stand out are the new features and the sound decoder which has been produced for the locomotive. In combination the inside motion, firebox glow, real coal, stunning attention to detail and flawless performance make this new addition to the Dapol 'O' gauge portfolio a force to be reckoned with. We are wholly impressed and we are sure that you will be too. Highly recommended. (MW)



21-pin DCC decoder socket fitted with Zimo MX644D decoder on sound fitted examples

Finely finished chimney is open for sound release

Sound fitted models have a 28mm round speaker and chamber

GWR '57XX' 'Pannier'

*The 'Pannier' tank, and in particular the '57XX' class, is a design which is synonymous with the Great Western Railway but, although hundreds of them were constructed, they were never included in Churchward's master plan, as **EVAN GREEN-HUGHES** explains.*

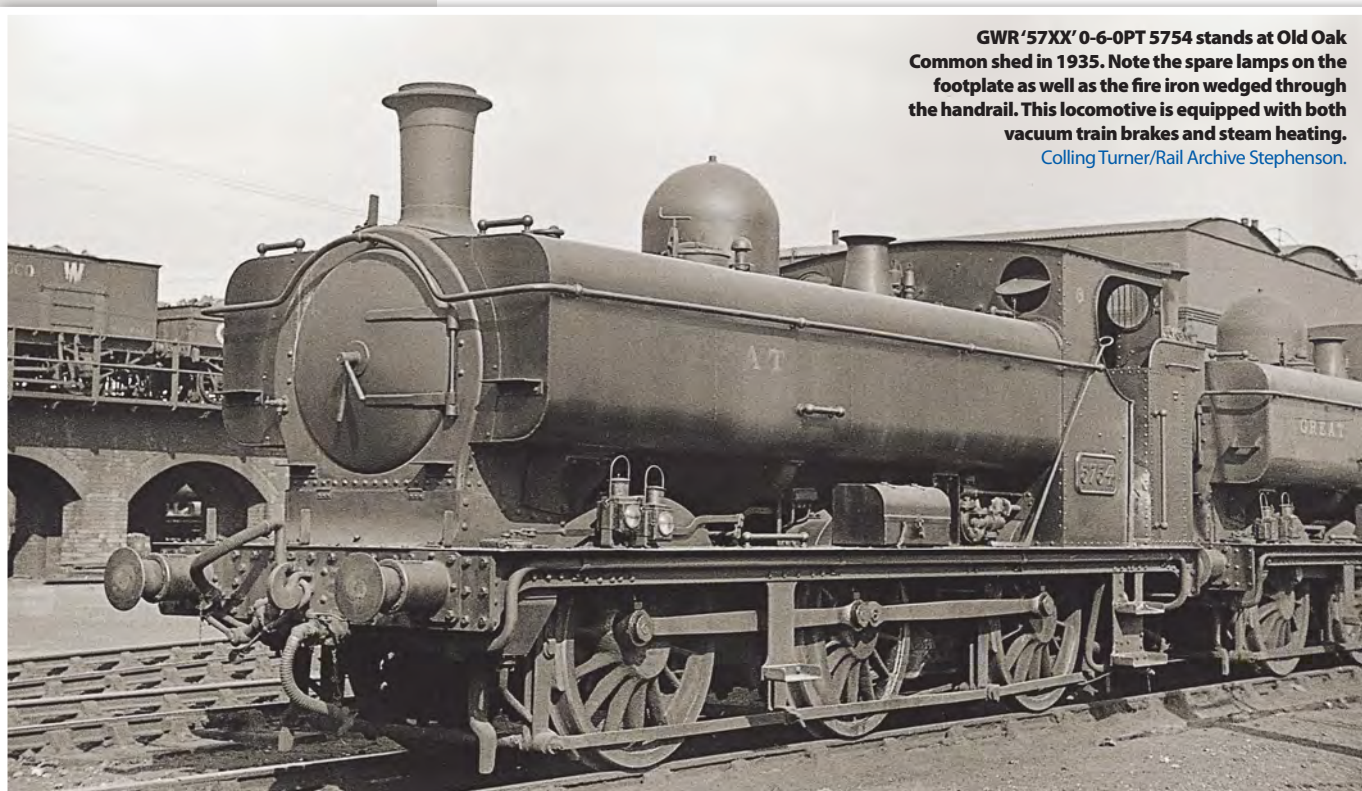
FOR MOST of the steam era the rugged and simple 0-6-0T locomotive was much favoured by railway companies for general goods work, light passenger duties and for shunting. Simple to construct and simple to maintain, this configuration had all of its weight available for adhesion and consequently thousands of engines with this wheel arrangement were produced

over a period of more than a century.

Brunel's Great Western Railway (GWR) had begun to use the type as early as 1860, with most of those that followed in the next 50 years being equipped with saddle tanks, enabling access to the motion without necessarily having to use a pit. In 1901 five of these engines were fitted with square-shaped Belpaire fireboxes and these also acquired square shaped tanks resembling panniers to go with them, in



GWR '57XX' 0-6-0PT 5754 stands at Old Oak Common shed in 1935. Note the spare lamps on the footplate as well as the fire iron wedged through the handrail. This locomotive is equipped with both vacuum train brakes and steam heating.
Colling Turner/Rail Archive Stephenson.



Capturing a classic 'Pannier' working, GWR '57XX' 0-6-0PT 9629 passes Cowley Bridge Junction with the 7.40pm Exeter St Davids to Dulverton on June 17 1959 formed of a Collett Brake Composite and a BR Mk 1 Second Corridor. *Ken Cook/Rail Archive Stephenson*



turn becoming known as 'Pannier' tanks. They made maintenance of fittings on the boiler top such as safety valves easier than saddle tanks, while leaving the inside motion relatively accessible compared with conventional side tanks – the decision to use them was practical rather than aesthetic.

By 1897 the specification for 0-6-0s had settled down to an acceptable format and therefore when, in 1901, George Jackson Churchward took over as Chief Mechanical Engineer he saw no reason to include a specification for this type in his programme for a new fleet of steam engines. This was a little surprising as even then existing designs were not very sophisticated and would have doubtless benefitted from the incorporation of some more modern parts and ideas. In fact only a handful of new 0-6-0Ts were built in this period and what developments there were came in the form of modifications to existing locomotives, including better boilers, new water tanks and improved cabs.

COLLETT STANDARDS

While Churchward took little interest in improving the humble 0-6-0T, the same was not true of his successor, Charles Collett, who came into office just before the grouping of 1923. At this time the GWR suddenly found itself the operator of a rag-bag collection of engines which it had acquired from its new constituent companies, many of which were in poor condition or unsuited for the work they were asked to perform. There was also the problem that many of the Western's own 0-6-0Ts, particularly the '1854' and '1813' classes, dated from the 1880s and were now worn out.

As a result design work commenced on what was intended to be the GWR's standard 0-6-0T for light duties with a specification based closely on the '2721'

class of 1897, updated to include a boiler with Belpaire firebox, pannier tanks and an updated cab. A major improvement was that the new boiler worked at 200psi instead of 180psi offering a considerable power improvement over the older engines.

It took some time to finalise the design, which was considered to be so similar to existing engines that no prototype would need to be constructed for evaluation purposes. It was 1929 before the GWR was ready to begin a building programme. The initial order was for 100 locomotives from Swindon Works in the '57XX' number series. This was almost immediately followed up by an order for a further 200 with the impetus for this coming from the government, which was anxious to create work to assist in getting the country out of the Great Depression.

The majority of the second batch of locomotives was built by independent contractors with the North British Locomotive Company producing 100 of them, but others came from W.G. Bagnall, Kerr Stuart, the Yorkshire Engine Company and Armstrong Whitworth. This 'job creation' scheme came to an end in 1931 and after that the remainder of the engines were built by the GWR itself at Swindon.

WIDESPREAD VARIETY

There were quite a few variations for what was supposed to be a standard class. The majority of locomotives were fitted with vacuum train brake equipment and steam heating but North British built 50 which didn't have steam heating fitted. Those in the '6700' series, which were delivered in early 1930, did not have vacuum brake equipment and had three-link instead of screw couplings, being intended for goods and shunting work. Some locomotives had Automatic Train Control equipment from >>



The Western was the primary home of the '57XX' and '8750' classes, but following nationalisation they did spread their sphere of operation to include small pockets of the Southern, including Clapham Junction-London Waterloo empty stock workings. On June 7 1962 4681 arrives at Clapham Junction with the stock from the 'Ocean Liner Express'. [Brian Stephenson](#).



Pick-up goods and trip freights were regular work for the '57XX' class. On August 29 1961 5779 departs Minehead with the branch pick-up goods returning to Taunton. [Mike Fox/Rail Archive Stephenson](#).

new, while others had it added on delivery. However, some were in service without this, with most having it added at a later date.

The class was deployed all over the Great Western system and quickly ousted the older and outdated engines. They were mainly employed on light goods work, empty stock and short-distance commuter work. Many found their way onto branch lines but the class was never fitted for autotrain work and so could never be seen at the head of a push-pull train. The '6700s', having no train brakes, were used in South Wales where they worked in the docks and marshalling yards, mainly on coal traffic. They were also used on main line duties on occasions, and had a surprising turn of speed.

Construction continued more or less on a continuous basis with various modifications as the batches were built, although it is worth noting that the numbering system used meant that newer engines were not necessarily numbered in a higher batch than older ones. An amended cab design was used from 1933, with the biggest change being the use of square instead of round front and rear windows, but there was also a change to the rear of the crew access openings, where the roof met the backplate, and this was made more stylish on later engines.

The same year also saw a requirement for replacement engines suitable for use on the Metropolitan Line in London, on which the GWR worked a considerable amount of meat traffic to Smithfield Market. However due to the numerous sections of tunnel involved, locomotives fitted with condensing equipment had to be used and this led to 9701-9710 being turned out with shorter tanks, a different and more enclosed cab and modified train control equipment allowing them to be used on lines fitted with tripcock equipment. The prototype of this batch was reconstructed from Beyer Peacock-built 8700, which was numbered 9700, with a replacement 8700 being turned out by Swindon the following year incorporating the original locomotive's cab!

A LONG BUILD

When the railways were nationalised in 1948 Swindon Works was still turning out '57XXs', so from November that year new engines were equipped with British Railways style smokebox number plates. The final locomotive to this design, 6779, was delivered in December 1950, bringing to an end continuous construction which had lasted for 21 years. With a total of 863 built, they were amongst the most numerous steam locomotives in the country, with few coming anywhere close in terms of numbers built.

British Railways brought about a change in livery with green being replaced by black as the standard colour, although there were exceptions to this rule in the early years, with some being turned out in passenger style green livery. Nationalisation also saw some interesting transfers. The Southern Region used the class at Folkestone Harbour, at Weymouth and even for working empty stock between Waterloo and Clapham Junction while the London Midland Region used them in the Wrexham area following changes to regional boundaries. However, the arrival of diesel shunters, the closure of some lines and the decline in goods work meant that work for the class declined during the 1950s, with the result that withdrawals commenced in 1956, reaching a peak in 1962 when 170 examples were stood down. The last 27 bowed out in 1966 bringing the curtain down on main line operation for the class. While many of these had had long working lives some from the last-built 6750-6779 series only lasted less than 10 years.

Although none were acquired for preservation directly from British Railways, 13 were sold on to London Transport, where they were used for engineering and ballast trains. Slight modifications to the cab and structure were required to make them fit the tunnels after which they settled down to a routine existence, painted in full London Transport livery, with some examples lasting until 1971. Five more engines passed

to the National Coal Board, where they were worked to death, while one more, 9642, was bought by Hayes scrapyard and used to shunt its internal system.

These sales enabled some of the class to survive long enough to attract enthusiasts. Two of the NCB examples, 7714 and 7754, were saved to run on the Severn Valley and the Llangollen Railway respectively, 3650 went to the Great Western Society from PD Fuels near Ammanford, 9642 was saved from its scrapyard home by the South Wales Pannier Group and six of the London Transport engines were also saved for preservation. More engines were saved from the Barry scrapyard so that today there



GWR 57XX 0-6-0PT MAJOR VARIATIONS

■ '57XX' series	Standard Locos, most with vacuum train brakes and steam heating.
■ '67XX' series	Built without vacuum brakes or steam heat.
■ '8750' series	Fitted with improved cab with higher roof and rectangular windows. Also fitted with hinged cab doors and shutters.
■ '97XX' series	Locomotives with condensing apparatus and shorter tanks and different cab.



are still 16 of the class existing, with many in working condition. One of the former London Transport engines, 5775, achieved a great deal of fame when it appeared in the 1970 film *Railway Children* filmed at the Keighley and Worth Valley Railway, and it is displayed at the Yorkshire line in the special livery that it wore for that film.

Today the remaining '57XX' and '8750' 0-6-0PTs form one of the most numerous designs in preservation where they continue to be popular, rugged and economical engines. They remain a fine testament to the work of Collett and his team, even though they do fall outside the scope of the GWR's impressive standardisation plans. [View](#)

Above: London Transport took 13 ex-GWR '57XXs' into stock following withdrawal by BR for use on engineering trains with the last being withdrawn in 1971. Former 7711, now London Transport L90, stands at Neasden Depot on October 4 1958.
[J.F. Davies/Rail Archive Stephenson.](#)

Below: At Southall shed in 1950, '57XX' 5755 brings an empty coal train from Brentford Dock towards Southall station. Even though it is two years since the formation of British Railways, 5755 still carries a hybrid livery with BR style smokebox numberplate and GWR lettering on its tanks.
[C.R.L. Coles/Rail Archive Stephenson.](#)

GWR '57XX' 0-6-0PT STATISTICS

Designer:	C.B. Collett
Built:	1929-1950
Builder:	GWR Swindon (613)
	North British Locomotive Co (100)
	Bagnall (50)
	Kerr, Stuart (25)
	Yorkshire Engine Co (25)
	Armstrong Whitworth (25)
	Beyer Peacock (25)
Number series:	3600-3799
	4600-4699
	5700-5799
	6700-6779
	7700-7799
	8700-8798
	9600-9682
	9701-9799
Number in class:	863
Purpose:	Local passenger and goods/shunting
BR power classification:	'3F'
Route availability:	Yellow (blue under GWR)
Weight:	47tons 10cwt
Length:	31ft 2in
Driving wheels:	4ft 7½in
Boiler diameter:	4ft 4in
Pressure:	200psi
Cylinders:	Two, 17½in x 24in (inside)
Tractive effort:	22,515lbs
Coal capacity:	3tons 6cwt
Water capacity:	1,200gallons
Withdrawn:	1956-1966
Number preserved:	16



BACHMANN DELIVERS NARROW GAUGE BALDWIN 10-12-D 4-6-0T

British narrow gauge modelling is coming of age, with a growing choice of models becoming available. **BEN JONES** looks at Bachmann's first 'OO9' steam locomotive – depicting an unsung hero of the First World War.

THE FIRST WORLD WAR is widely regarded as the first mechanised war, where the industrial might of nations was mobilised to produce fighting machines, ammunition and weapons on a massive scale.

Extensive use of light railways to support the military, providing lines of communication between rear bases and battlefields, started after the American Civil War, but the narrow gauge light railway really came into its own in the 1914-1918 conflict. The opposing sides faced each other for many months, fighting from extensive networks of trenches. The German and French armies anticipated this and introduced portable 600mm gauge railways to support their front lines.

From 1915 onwards, the British War Department Light Railways (WDLR) followed suit with a highly standardised system of field railways, using 4-6-0T steam locomotives

for the main lines of communication and 20hp petrol tractors in various forms for movements at the front. Standard bogie wagons – opens and vans – were built in large quantities to carry everything from munitions to food and, in the opposite direction, casualties of the fighting.

The most numerous WDLR steam locomotive was the Baldwin 10-12-D 4-6-0T, 495 of which were built in the USA in just seven months between October 1916 and April 1917. They were simple, robust, quick and cheap to build and easy to maintain in difficult conditions. Although most were deployed in north-eastern France and Belgium in 1916-1918, some found their way to the Middle East for use in Sinai and Palestine during 1917.

After November 1918, many of the Baldwins went on to work in France, Britain and India. A small number were brought back to the UK by the War Department and sold to minor railways in England and Wales.

The Welsh Highland Railway and Glyn Valley Tramway took one each, two went to Colonel Stephens' Snailbeach District Railways in Shropshire in 1923 and four more were acquired to work the newly-built Ashover Light Railway in Derbyshire from 1924.

A Next18 decoder socket is provided in the front portion of the locomotive.



THE MODEL

For its first foray into 4mm scale narrow gauge, the 10-12-D makes good sense for Bachmann. Although their origins were military, the locomotives also saw passenger, goods and industrial use in Britain and elsewhere with the final example working at Ashover until 1950. Three versions are available in the first batch; reviewed here is weathered black WDLR 778, based on the preserved example at the Leighton Buzzard Railway, and the other models are Ashover black *Bridget* and Glyn Valley Tramway No. 4 in lined black.

All feature subtle differences, including enclosed or open cabs and three designs of chimney. 778 has the original style open cab and tall, slender chimney with finely detailed



**FIRST
REVIEW**



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	391-025
Description:	Baldwin 10-12-D 4-6-0T 778, WDLR black (weathered)
Gauge:	'OO9'
Scale:	4mm to 1ft
Price:	£149.95
Era:	2-9
DCC:	DCC ready, Next18 decoder socket
Couplings:	NEM mounted hooks

“The model is a really impressive recreation of the prototype”

BEN JONES



cover flap. Unlike the other two models it also features working LED headlamps, prominently mounted on the smokebox and bunker. These work well, although don't illuminate immediately when starting at low voltages.

A coreless motor provides smooth and consistent performance. All the samples we've seen have been superb runners, happily handling five or six bogie wagons on layouts with tight curves and short radius points. Rather than having a conventional front bogie, the wheel arrangement is more like a 2-2-6-0T, with the leading axle pivoted and its neighbour fixed ahead of the three driving axles. Simple hook style couplings are mounted in NEM sockets, allowing them to be removed or exchanged quickly and easily.

Digital Command Control (DCC) users will find conversion simple too thanks to the Next18 interface at the front end of the chassis. Remarkably for a locomotive of such small stature, the Baldwin has a factory-fitted speaker as standard and conversion to DCC sound operation only requires the installation of a suitable decoder - though the space available is restrictive at 20mm x 10mm.

OVERALL

Physically, the model is a really impressive recreation of the prototype, capturing its austere American outline very effectively. The overall shape and detail is enhanced by lots of separately-fitted external pipework, neatly moulded rivet heads and exquisitely modelled valve gear/motion. On

this open-cab version, the impressive footplate and boiler backhead detail is also on display, but it really needs a crew to complete the look.

Decoration and printing is simple, but perfectly executed. Weathering is subtly applied, with a pleasing ash-grey finish and gloss representation of water overspill from the tank fillers. A set of beautifully etched numberplates and Baldwin worksplates is also supplied to finish off the model.

Despite the wartime origins of the prototype, this is a really attractive little locomotive that will doubtless persuade many people to dip a toe in the world of 'OO9' narrow gauge modelling. 778 and its sisters offer almost endless potential for interesting and compact layouts and we look forward to seeing lots of them on the exhibition circuit over the coming years. (BJ)

'OO' GAUGE

Gloss finish for GBRf Evening Star



THE ARRIVAL of the last built Class 66 for GB Railfreight (GBRf) was marked by the unveiling of 66779 in BR lined green and its naming as *Evening Star*. The locomotive was named at the National Railway Museum on May 10 2016 and it is

fitting that this gloss finished limited edition has been commissioned by Locomotion Models.

Outwardly it is a standard Bachmann Class 66 model, correctly finished to represent 66779, and it comes with a standard accessory pack to detail the bufferbeams together

with etched metal *Evening Star* nameplates and plaques as well as brass bells to fully model the locomotive as it is in service.

The gloss finish to the paintwork makes this model stand out from the crowd while the actual livery itself is superbly



'OO' GAUGE

NCB 'Trout' hopper

● Price: £22.99 ● Cat No: R6852 ● Site: www.hornby.com ● Era: 7

The BR 'Trout' ballast hopper is having a new outing with Hornby in 'OO' gauge, but this time in National Coal Board yellow from Hawthorn Colliery. The internal user wagon will make a colourful addition to an industrial railway scene, especially with its high level of detail which extends to separate handrails, steps, metal buffer heads, hopper supports and operating wheels. NEM coupling pockets, small tension locks and turned metal wheels complete the wagon. (MW)

'O' GAUGE

16ton minerals are back for 7mm scale

● Price: £45.00 ● Cat No: 7F-030-004 ● Site: www.dapol.co.uk ● Era: 5/6

A new batch of 12 BR 16-ton steel bodied mineral wagons has been released by Dapol for 'O' gauge covering Diagram 1/108 welded and 1/109 riveted wagon bodies.

They use the ex-Lionheart Trains tooling which is now part of Dapol's increasing collection of ready-to-run 7mm scale goods stock.

For review we received a sample of

late BR steam era light grey liveried wagon B266949 of Diagram 1/108. It features a neatly detailed body, sprung buffers, Instantan couplings on sprung coupling hooks, turned metal wheels and a compensated chassis. Decoration is excellent, making this £45 wagon a great buy for newcomers to 7mm scale modelling looking to extend their goods trains. (MW)



ining Star

- **Price:** £169.00
- **Cat No:** 32-983NRM
- **Site:** www.locomotionmodels.com
- **Era:** 11
- **DCC:** 21-pin socket



applied including the orange-black-orange lining, BR and GBRf logos plus GBRf white lettering over the dark green bodyside.

As a tribute to the final Class 66, this is a superb addition to the National Collection in Miniature series. (MW)

'OO' GAUGE

British Petroleum 'Janus' shunter

- **Price:** £99.95
- **Cat No:** GV2014
- **Site:** www.goldenvalleyhobbies.com
- **Era:** 8-9
- **DCC:** 8-pin socket



The latest livery to adorn Golden Valley Hobbies' (GVH) Yorkshire Engine Co 'Janus' diesel shunter is the vibrant scheme of British Petroleum (BP), as carried by the locomotive in the 1980s at Portsmouth and Southampton oil terminals. This model uses GVH's standard tooling for the 0-6-0 shunter including separately fitted plastic handrails, cab interior detail, open exhaust

stacks and metal buffers. The 'Janus' also features an 8-pin decoder socket located in one of the bonnets together with a flywheel driven motor and small tension locks in NEM coupling pockets. With the popularity of industrial shunting locomotives blossoming, this is sure to be a popular addition and its striking livery will make it stand out wherever it goes. (MW)

'OO' GAUGE

Bauxite coke hopper triple pack

- **Price:** £50.99
- **Cat No:** R6830
- **Site:** www.hornby.com
- **Era:** 5/6



Hornby's popular 'OO' gauge BR 20ton coke hopper is back with this new triple pack featuring three individually numbered bauxite examples suitable for the late BR steam era and pre-TOPS diesel period. All three wagons are neatly assembled and

decorated with each equipped with turned metal wheels, small tension lock couplings in NEM coupling pockets and full underframe detail. The triple pack is the ideal starting point to assemble a bulk train of coke wagons to run in the final years of steam. (MW)

'OO' GAUGE

The ultimate rerailer?

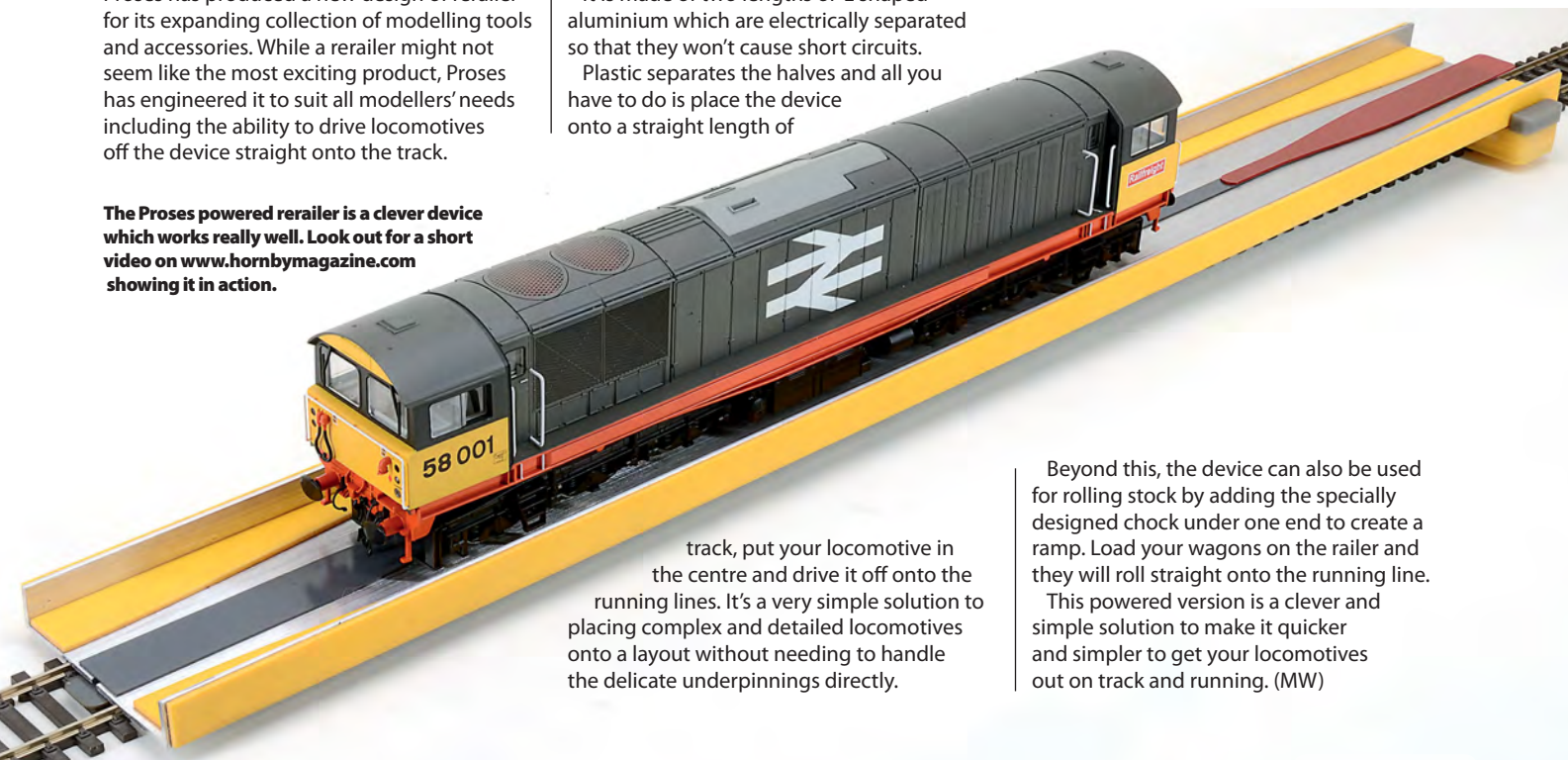
Proses has produced a new design of rerailer for its expanding collection of modelling tools and accessories. While a rerailer might not seem like the most exciting product, Proses has engineered it to suit all modellers' needs including the ability to drive locomotives off the device straight onto the track.

It is made of two lengths of 'L' shaped aluminium which are electrically separated so that they won't cause short circuits.

Plastic separates the halves and all you have to do is place the device onto a straight length of

The Proses powered rerailer is a clever device which works really well. Look out for a short video on www.hornbymagazine.com showing it in action.

- **Price:** £41.95
- **Cat No:** RLR-01
- **Site:** www.bachmann.co.uk



track, put your locomotive in the centre and drive it off onto the running lines. It's a very simple solution to placing complex and detailed locomotives onto a layout without needing to handle the delicate underpinnings directly.

Beyond this, the device can also be used for rolling stock by adding the specially designed chock under one end to create a ramp. Load your wagons on the railer and they will roll straight onto the running line.

This powered version is a clever and simple solution to make it quicker and simpler to get your locomotives out on track and running. (MW)

Locoman introduces new **GRESLEY** **'A4'** **SOUND**

STEAM SOUND producer Locoman Sounds has released a brand new sound file for the Gresley 'A4' 4-6-2 which is available on both ESU and Zimo sound decoders to suit 'OO' gauge and 'O' gauge models.

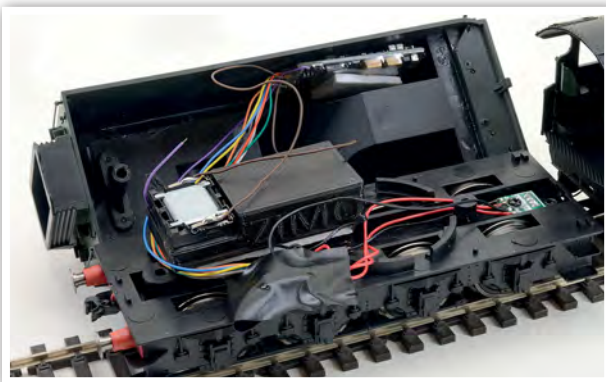
For review we received a sample of an 8-pin ESU LokSound V4.0 decoder coupled to a standard ESU 40mm x 20mm speaker. The audio quality emitted from this standard speaker was good, but we found it could be enhanced (as Locoman Sounds suggests) by fitting an alternative design – in this case a Zimo single driver 40mm x 20mm x 9mm boxed speaker. The overall difference in the quality was instantly noticeable, with the model having a more rounded sound.

However, this decoder offers much more driving character than many readily available sound files – Locoman Sounds has gone to great lengths to introduce a number of features which allow a highly realistic and enthralling sound experience. The main exhaust sounds operate as you would expect, but they can be knocked back to coast by reducing speed or, our preferred method, by

using one of two manual controls added by Locoman – F8 and F9. In combination these two function buttons can create brilliant effects. Starting with F9, once engaged it sets the locomotive into coasting mode emitting the sounds of rods clanking. Large movements in the throttle will make the locomotive accelerate with the exhaust for a brief period until they reach that speed, after which they reduce back to coasting – a really neat touch. Introducing F8, a heavy exhaust sound can be simulated and this can be used after F9 or during acceleration away from a station to simulate the driver opening the regulator.

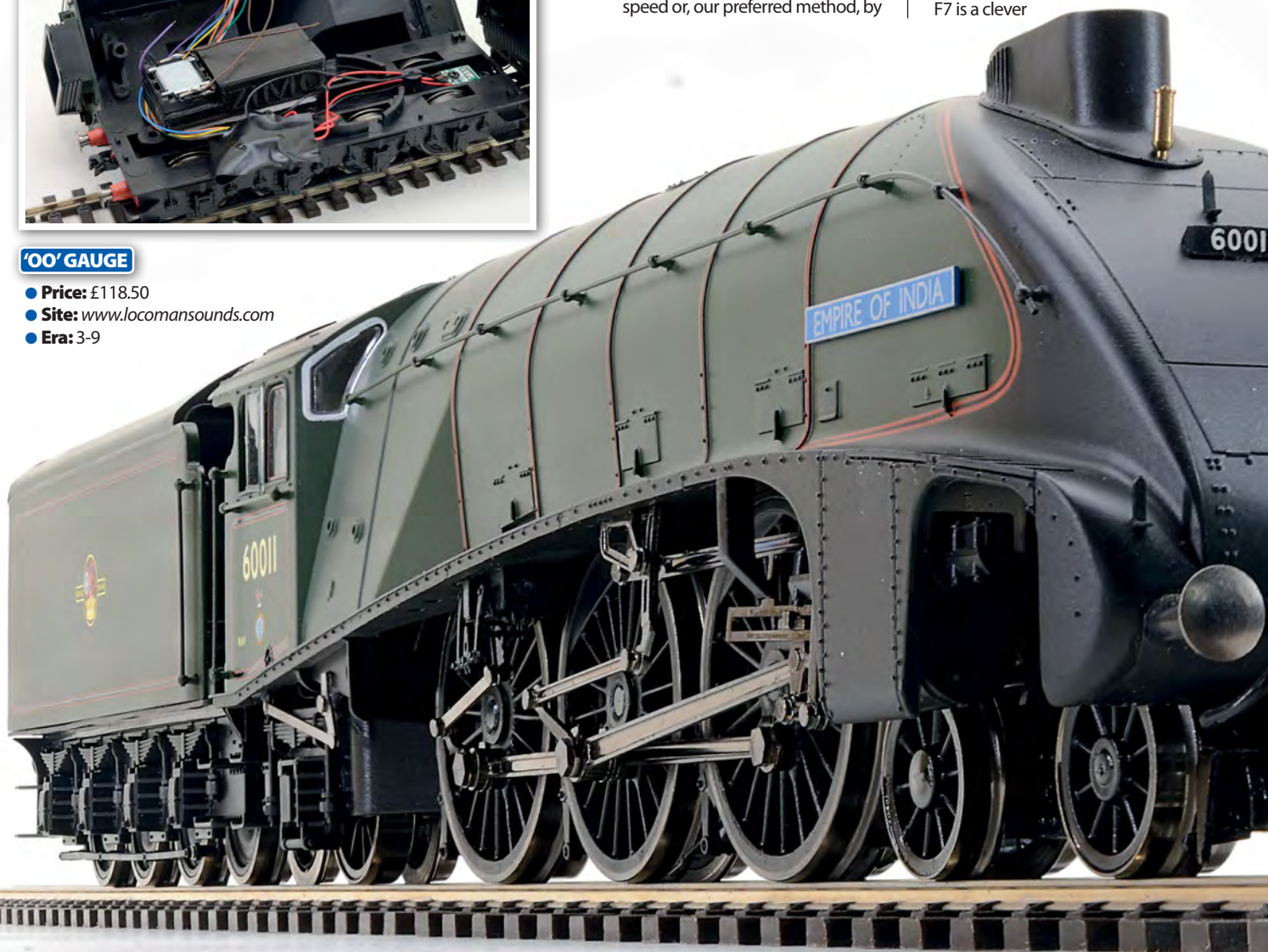
That isn't all though. F2 is a playable main line whistle, F3 offers different tones depending upon how long it is left on for and it also changes depending if the locomotive is stationary or on the move. F4 reduces the braking distance (great for bringing a train to a stop in a storage yard safely) while F5 turns coal shovelling sounds on and off. If you toggle this on and off, the decoder decides how long this sound function is on for.

F7 is a clever



'OO' GAUGE

- **Price:** £118.50
- **Site:** www.locomansounds.com
- **Era:** 3-9



dual function. When stationary it sounds a guard's whistle while when the 'A4' is moving it offers flange squeal. F12 is similarly multi-talented – when in shunting mode (F17) it opens and closes the cab door, while in train mode (F17 off) it plays coach door closing sounds which also vary with how long F12 is left switched on. Also included are coal tower (F15) and water tower (F16) sound effects, so you can even simulate your locomotive being replenished at the depot.

And there is more – Locoman has also built in different driver experience levels including normal and expert. These can be switched between simply and adjust the braking time and acceleration characteristics for more realism.

All in all, the new Gresley 'A4' sound project from Locoman Sounds is a thoroughly enthralling locomotive decoder package which brings with it tremendous operational value. This is the kind of sound project we like and we can see it being very well received by modellers looking to equip Hornby or Bachmann 'A4s' with a high value sound project. Nothing short of excellent and available for ESU and Zimo decoders. (MW)

'OO' GAUGE

Weathered 'Seacows'

● Price: £54.95 ● Cat No: 38-131Z/38-132Z ● Site: www.kernowmodelrailcentre.com ● Era: 9/10

Kernow Model Rail Centre's (KMRC) range of limited edition models is boosted with the arrival of these 'OO' gauge YGB 40ton 'Seacow' bogie ballast hoppers.

Manufactured by Bachmann exclusively for KMRC, the models represent hopper wagons DB982608 in civil engineers 'Dutch'

grey and yellow and DB982790 in EWS' grey and maroon colour schemes. Detailing maintains the finesse of previous issues.

Limited to just 512 models, each bears a weathered paint finish with rust patches and neatly printed small details, including data panels, builder's plates and

revised style of overhead line electrification (OLE) warning stickers. Close inspection of the EWS example also reveals Bachmann's attention to detail in replicating a slightly peeled OLE sticker at one end, revealing the older style beneath – and matching well with prototype photographs. (MC)

Albion Alloys sheet metal

● Price: £5.75
● Cat No: SM9M/SM10M
● Size: 100mm x 250mm
● Site: www.albionhobbies.com

Recently added to Albion Alloys' range of sheet metals are these packs of 0.15mm (Cat No. SM9M) and 0.276mm aluminium sheet (SM10M). Offering great potential for modelling projects, each pack contains two 100mm x 250mm sheets of material. Easy to cut, the aluminium sheets could be used to represent slab or rolled metal wagon loads too. (MC)



'OO' GAUGE

Natural Scenics cork underlay

● Price: from £1.85 ● Cat No: Various ● Site: www.naturalscenicsonline.co.uk

New to Natural Scenics' range of modelling accessories are these pre-cut cork underlay sheets for 'OO' gauge sectional track and turnouts.

Amongst those received for review were a left-hand standard turnout (Cat No: CTPC-NSL8072-1), short straight (CTPC-NSL600-1), single first radius curve (CTPC-NSL604-1) and single fourth radius curve (CTPC-NSL8261-).

Each is cut from 3mm cork sheet and matches Hornby sectional track well, with catalogue numbers also resembling Hornby's own 'R' prefixed product codes, for ease of reference.

Ideal as a noise reducer whilst also providing a ballast shoulder too, they are available now. (MC)



DAPOL CLASS 68 IMPRESSES IN 'N'

The newest mainline diesels in Britain are proving popular with enthusiasts – but will Dapol's 2mm scale model? **MARK CHIVERS** runs the rule over this latest release.



DAPOL'S eagerly awaited 'N' gauge Class 68 Bo-Bo diesel touched down in the *Hornby Magazine* office in March, with the arrival of 68001 *Evolution* in Direct Rail Services (DRS) 'Compass' livery.

Intended for mixed traffic use, 34 locomotives have been built for DRS at Vossloh Rail Vehicles/Stadler Rail's Spanish manufacturing facility in Valencia with the last examples arriving in the UK during July 2017.

Weighing in at 85tonnes, each features a Caterpillar C175-16 prime mover delivering a power output of 3,800hp. Top speed is 100mph. As well as freight duties, they are diagrammed for regular passenger use with Abellio ScotRail on Fife Circle commuter services and with Chiltern Railways on push-pull duties between London Marylebone and Oxford/Banbury/Birmingham Moor Street and Kidderminster.

TransPennine Express passenger services with new Mk 5a coaching stock are due to start later this year. As a result, some class members have been modified for their push-pull passenger roles including 68008-68015 for Chiltern operations and 68019-68034 for TransPennine Express.

More on the story of the Class 68s can be found

in HM118 in Reality Check alongside our review of Dapol's 'OO' gauge version of the locomotive.

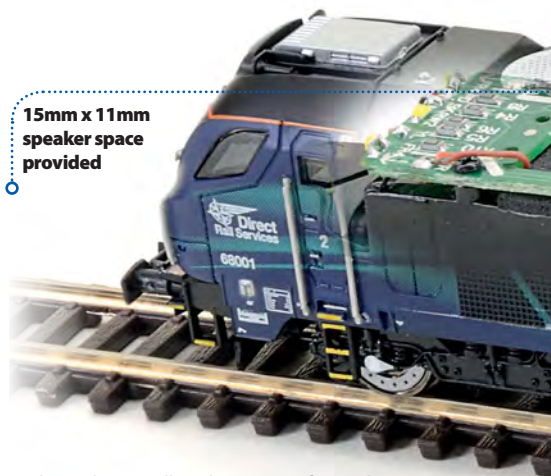
THE MODEL

Straight from the box, Dapol's new 'N' gauge model exudes quality, capturing the curves and sleek elegant lines of the prototype. Detailing is well crafted with finely moulded bodyside and roof fan grilles, roof pods and exhaust silencer together with plenty of separately fitted components including exquisite windscreen wipers, cab door and cab front handrails, jumper sockets, bogie frame steps, bufferbeam detailing, distinctive buffers and more.

Closer inspection reveals two forms of pre-painted bufferbeam pipework, with a full set of pipes at one end and shortened versions at the other to ensure the pipes don't foul the coupling mechanism. In addition, the coupling hook at the front features a moulded interpretation of the coupling, while the bufferbeam at the rear has a plain hook. Extra pipework and coupling hooks are also included separately if you wish to change one end.

Application of the complicated DRS blue and turquoise 'Compass' colour scheme is impressive,

15mm x 11mm speaker space provided



and stands up well under a magnifying glass too, with neatly printed *Evolution* nameplates, Vossloh branding (even on the bogie frames), DRS lettering, underframe component and bufferbeam stickers, Overhead Line Electrification (OLE) warning flashes, data panels, cab end door numbers and, of course, the compass logo itself. As with the most recent releases of its 'OO' gauge counterpart, the DRS livery elements match the prototype well, while small yellow warning panels are neatly applied to

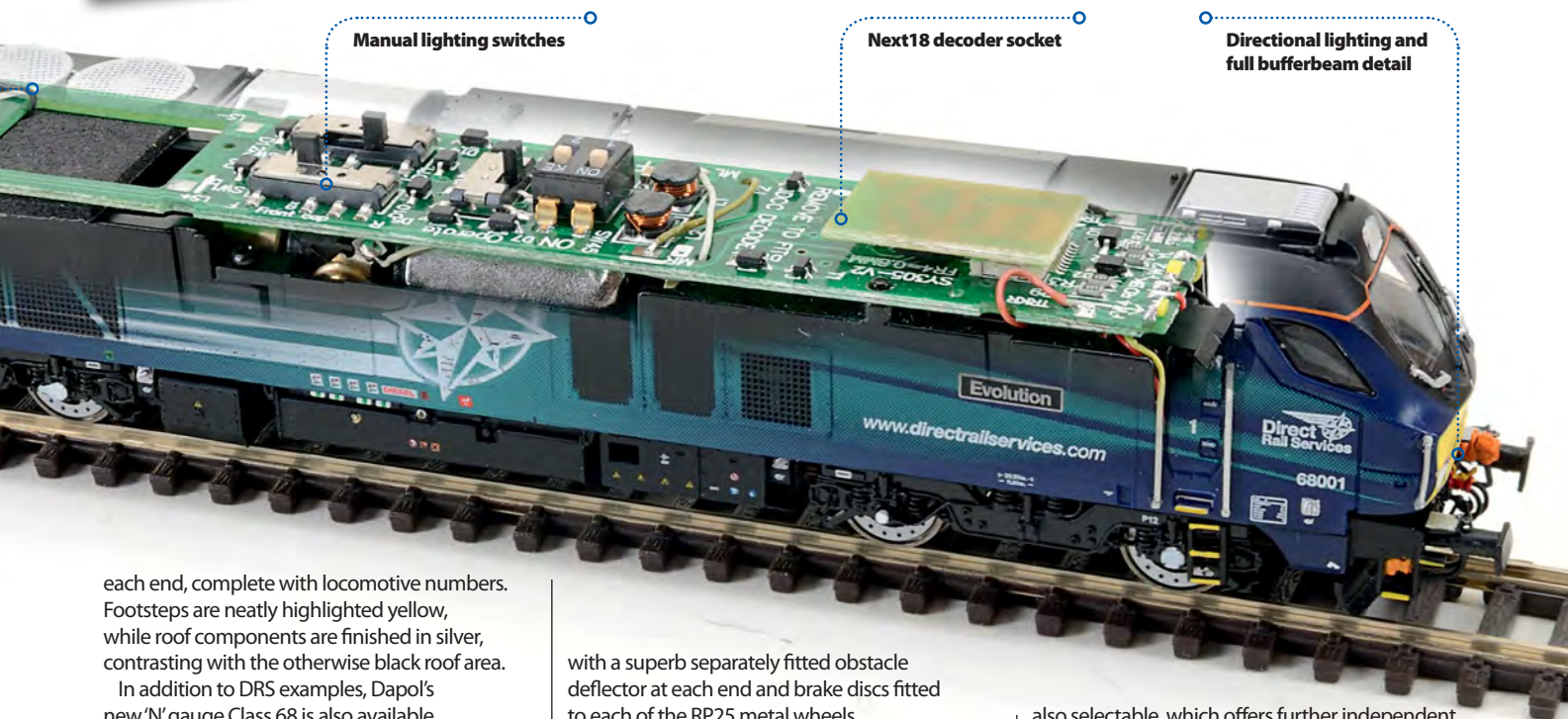
The new Dapol Class 68 has stunning level of detail throughout.





TECHNICAL DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2D-022-007
Description:	Class 68 68001 Evolution, DRS livery
Gauge:	'N', 9mm
Scale:	2mm to 1ft
Length (over buffers):	139mm
Price:	£141 (DCC ready), £168.55 (DCC fitted), £285.55 (DCC sound)
Era:	11
Couplings:	Rapido in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker space:	15.5mm x 11.25mm
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Motor type:	Five-pole
Flywheel:	Two
BR power classification:	Type 5
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic
Haulage capacity (expected):	15-20 vehicles
Haulage capacity (actual):	23 carriages with capacity for more



each end, complete with locomotive numbers. Footsteps are neatly highlighted yellow, while roof components are finished in silver, contrasting with the otherwise black roof area.

In addition to DRS examples, Dapol's new 'N' gauge Class 68 is also available in ScotRail's blue Saltire colour scheme and Chiltern Railways' grey and silver.

Detailing is equally impressive underneath, with bogie frames, underframe tanks and equipment boxes all nicely captured, together

with a superb separately fitted obstacle deflector at each end and brake discs fitted to each of the RP25 metal wheels.

PERFORMANCE

On test, our review sample ran very well, operating smoothly and quietly thanks to Dapol's new generation five-pole motor, twin flywheels and cardan shafts connected to each bogie tower for all-wheel drive, while electrical continuity is aided through brass pick-up wipers to all wheels.

Access to the model's die-cast metal chassis is simply a case of unclipping the bodyshell from its locating lugs on each side. The body will then slide off to reveal the model's internal circuitry, which includes five separate switches for altering lighting characteristics, a Next18 digital decoder interface and a 15.5mm x 11.25mm pre-cut rectangular speaker space, to aid digital sound installations, suitable for a cube style example. A foam pad is also included here to help fix it in place. Each of the five lighting switches enables you to select cab illumination and directional lighting options in analogue and digital modes with two, four and six function digital options

also selectable, which offers further independent lighting control for prototypical push-pull operation. A comprehensive 24-page colour booklet is included with further instructions, diagrams, explanation of switch settings and a handy spare parts list with exploded diagrams.

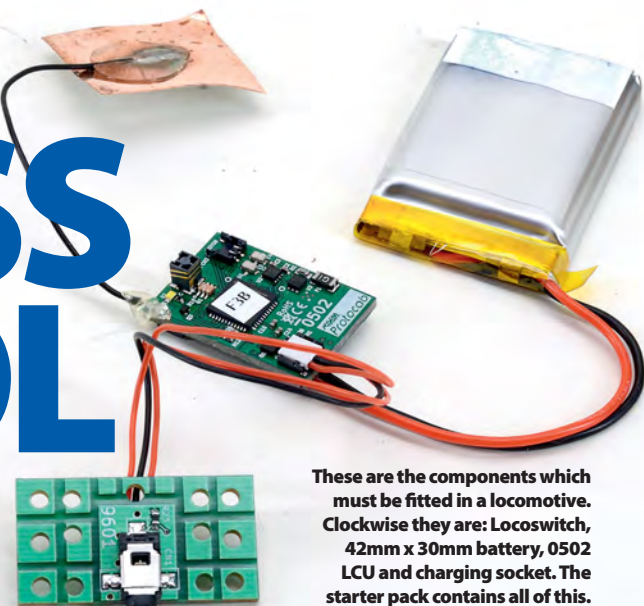
Given that a typical load for the prototype may include six Mk 3 carriages plus a Driving Van Trailer or 20 IKA Megafret intermodal flat wagons and containers, the model acquitted itself well, proving sure-footed over the gradients on *Hornby Magazine's* 'N' gauge test layout, hauling 23 Mk 1 carriages with ease on the level as well as on the 1-in-68 and 1-in-30 inclines with capacity for more.

OVERALL

Demonstrating amply what can be achieved in the scale, the level of detail, finesse and onboard circuitry within Dapol's Class 68 raises the bar yet again for 'N' gauge. As a true mixed-traffic locomotive that is likely to be around for many years, this model is a must-have for modellers of the contemporary scene and is sure to prove extremely popular. (MC)



Acc+Ess Protocab WIRELESS CONTROL SYSTEM



These are the components which must be fitted in a locomotive. Clockwise they are: Locoswitch, 42mm x 30mm battery, 0502 LCU and charging socket. The starter pack contains all of this.

A new control option is available from Acc+Ess Protocab which offers wireless battery powered operation for 'OO' gauge and small 'O' gauge locomotives. **MIKE WILD** investigates.

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PROTCAB IS A WIRELESS CONTROL system pitched, initially, at 'OO' gauge locomotives. Its biggest selling point is that locomotives will carry their own power supply, so there is no need for complex wiring underneath a layout to make it operate.

Battery operation of locomotives means no track power supply which is great news for garden layout builders where providing a consistent source of electricity can be a tricky prospect. For indoor model railways, Protocab has stiff competition from mainstream digital and analogue control systems which, in the case of Digital Command Control particularly, offer greater functionality than what is currently available from Protocab.

For this review we are working with Acc+Ess Protocab's 0001L Starter Pack which contains all the components you need to get started. This consists of a Protocab handset, mains socket, Locomotive Control Unit (LCU), large battery, charging socket for the locomotive, connecting leads and full instructions.

STARTING OUT

The Protocab handset can control up to nine locomotives, all of which can be independently communicated with via the handset. This recognises when locomotives are in range including a rotary control to adjust the speed of the model, either forwards or reverse. The characteristics of individual locomotives can also be managed by the handset which is wireless too and capable of several weeks of layout operation with regular half hour charges after a full charge according to the manufacturer. A computer based management programme is also available which can change the allocation of LCUs between positions and handsets.

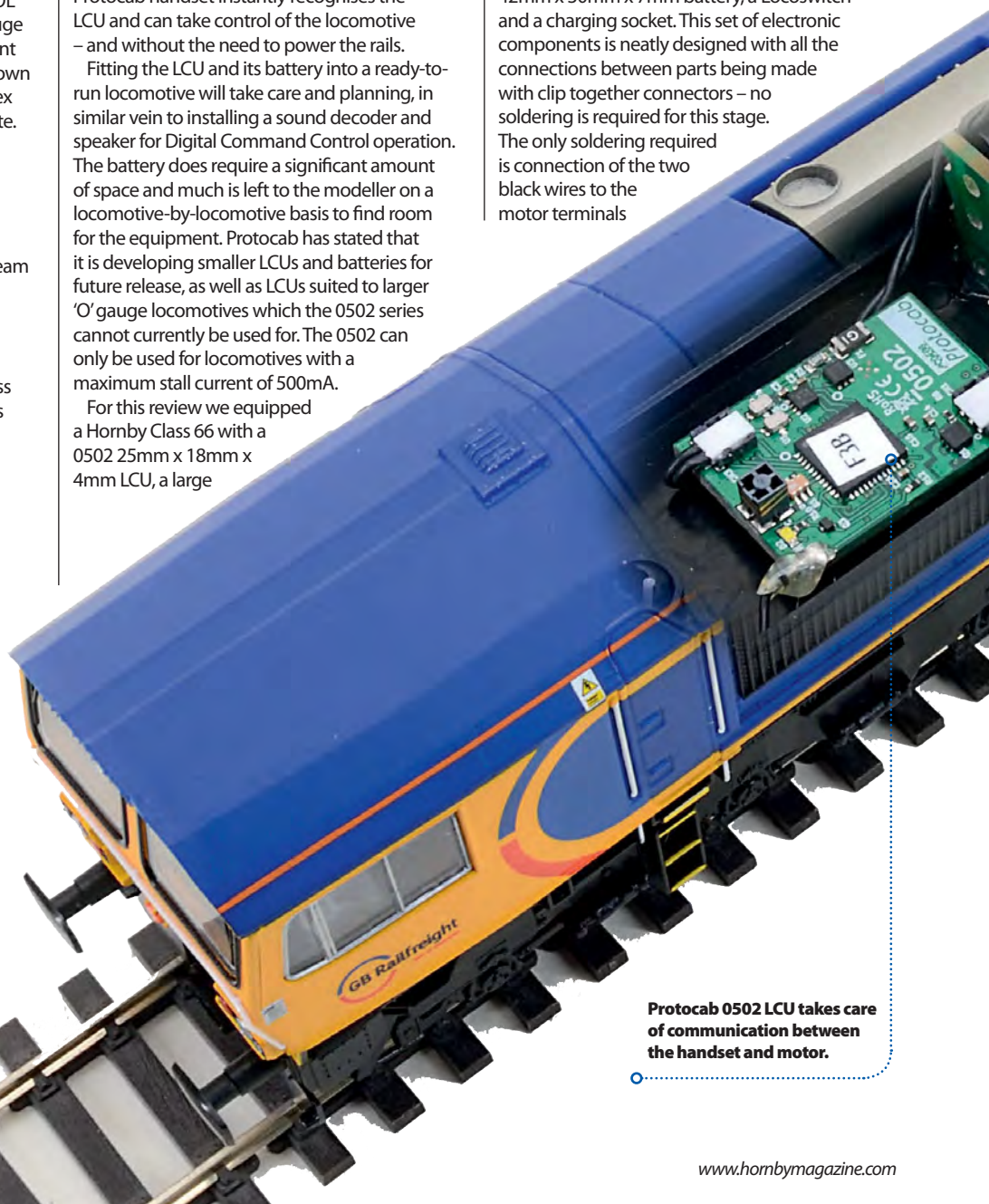
The main job involved in getting Protocab up and running is installation of the LCU, battery and their associated connections in a locomotive. Once this is done, the

Protocab handset instantly recognises the LCU and can take control of the locomotive – and without the need to power the rails.

Fitting the LCU and its battery into a ready-to-run locomotive will take care and planning, in similar vein to installing a sound decoder and speaker for Digital Command Control operation. The battery does require a significant amount of space and much is left to the modeller on a locomotive-by-locomotive basis to find room for the equipment. Protocab has stated that it is developing smaller LCUs and batteries for future release, as well as LCUs suited to larger 'O' gauge locomotives which the 0502 series cannot currently be used for. The 0502 can only be used for locomotives with a maximum stall current of 500mA.

For this review we equipped a Hornby Class 66 with a 0502 25mm x 18mm x 4mm LCU, a large

42mm x 30mm x 7mm battery, a Locoswitch and a charging socket. This set of electronic components is neatly designed with all the connections between parts being made with clip together connectors – no soldering is required for this stage. The only soldering required is connection of the two black wires to the motor terminals



Protocab 0502 LCU takes care of communication between the handset and motor.

THE DETAILS

Manufacturer:	www.protocab.com
Cat No:	0001L
Description:	Acc+Ess Protocab starter pack
Gauge:	'OO'/O' (small locomotives only)
Price:	£240 (starter pack) £82.50 (additional 0502 LCUs) £8.95 (additional large batteries)



The starter pack contains everything you need to get one locomotive up and running

This is the larger 42mm x 30mm x 7mm battery supplied by Protocab.

A battery charging socket is provided in the starter pack for installation in a locomotive. A 5mm hole is required for power to be connected.

All of the wires apart from the motor connections were removed from the Class 66 to connect Protocab's LCU.

components took under 45 minutes and a similar time would be possible with all of Hornby's larger RailRoad diesel locomotives which have ample internal space for the components. Lighting control is currently in development too.

INSTALLED

With the LCU installed Protocab comes into its own. We were able to place the Class 66 on our test track without power to the track and operate it as we would an analogue locomotive. The speed control is responsive and there was no need to have clean track in order for

the locomotive to operate smoothly and consistently throughout its speed range. Battery life is good with a fully charged battery being capable of a two hours of continuous running according to Protocab. A full charge for the battery from empty takes around four hours.

The advent of battery powered wireless control is an attractive concept for model railways, but at present there are limitations to what it can do. Protocab is developing more equipment and we are eager to see the next steps become available for testing which could open up a world of possibilities.

With the promise of future growth and new products we can see this being a real winner with garden railway modellers - and having trialled the system, we are eager to see what Protocab will offer next. (MW)

on a locomotive. We selected the Hornby

Class 66 for the simplicity of its internal wiring, and we would recommend similarly internally equipped locomotives as a starting point for newcomers to Protocab. Another reason for this is that the Class 66 has ample internal space to house the control and battery components.

The process started by cutting the connections for the track pick-ups from both bogies, but leaving the cables from the motor terminals. In addition, having cut the wires from the 8-pin decoder socket for the motor, we removed all of the other wiring. The motor wires were then connected to the LCU by soldering them together and covering with the supplied heatshrink tubing.

Another step towards preparing the model was drilling a hole for the charging socket. A 5mm hole was made through the Class 66 chassis behind the trailing bogie for simple connection of the charging lead without the need to remove the body.

Equipping the locomotive with the new



The starter pack comes with a Protocab handset which can control up to nine locomotives once an LCU is installed in each.



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ASPINALL APPEAL

Bachmann's Aspinall '1008' 2-4-2T first arrived in 2013. **MIKE WILD** explores the potential to further enhance the Midland Region tank engine with detailing, digital conversion and sound.



TANK ENGINES can be tricky for sound installation. Limited space for decoders and speakers and the need to hide additional equipment are a great challenge which sometimes requires a little lateral thinking to come up with a workable solution.

For this step by step guide we are working on a Bachmann Aspinall '1008' 2-4-2T in 'OO' gauge. The model first appeared in winter 2013 (HM79) and a number of versions have been released covering Lancashire and Yorkshire Railway (LYR), London Midland and Scottish Railway (LMS) and British Railways (BR) colour schemes. Our candidate is BR lined black liveried 50725, renumbered from 50705, with early crests on the side tanks.

To show the full potential of the locomotive, we are illustrating how a standard motor control decoder can be installed as well as going to the lengths of installing sound. Adding a motor control chip to convert this

locomotive for Digital Command Control (DCC) operation is straightforward – the challenge comes when introducing sound due to the limited internal spaces in the 2-4-2T.

Our choice of decoder for the sound installation is a Zimo MX648R which we have hardwired into the locomotive in place of the original socket. A Zimo 15mm x 11mm x 12mm cube speaker emits the sound while the sound file selected is Digitrains latest for the LMS Fowler 'Jinty' 0-6-0T. This new sound file includes manual reverser settings for a more direct driving experience, but as you might expect, using it for the 2-4-2T means a couple of small adjustments.

To prepare this locomotive for service, we gave it a four-digit address – 0725 – using the last four digits of its number and then adjusted the exhaust beat in CV267 to 125 to match the wheel revolutions. We also adjusted the coasting time by setting CV285 to 255 – this extends the period which the coasting sounds play to

their maximum on decreasing of the speed by one speed step. This adds a great deal of operational value to the model, as it can coast for greater distances (25.5 seconds to be exact) without a need to keep reducing the speed.

The process of installing the MX648R decoder takes care and a steady hand and it should be noted that the work we have carried out will void warranties on both the locomotive and decoder. We recommend you read the full guide before committing to any modifications to understand what is involved. If you haven't already, you will need a fine nib for your soldering iron to allow access to the tiny solder pads on the MX648 decoder board.

The end result though is a superb sounding tank engine which is perfect at the head of a short passenger train or on duty as station pilot. [View](#)

● Visit www.hornbymagazine.com to hear and see this model in action with its new sound decoder.

TOOLS

- » Soldering iron with 1mm nib
- » Solder
- » Wire strippers
- » Small crosshead screwdriver
- » Craft knife
- » Sanding pad
- » Superglue
- » Insulation tape



The Bachmann '1008' 2-4-2T is a simple conversion to digital control, but more complex to introduce sound into. However, by using the cab space and a crew to disguise the location of the speaker, it is perfectly possible.

STEP BY STEP INSTALLING A DECODER AND SOUND IN A BACHMANN 2-4-2T

Beginner **SKILL LEVEL** Intermediate Advanced

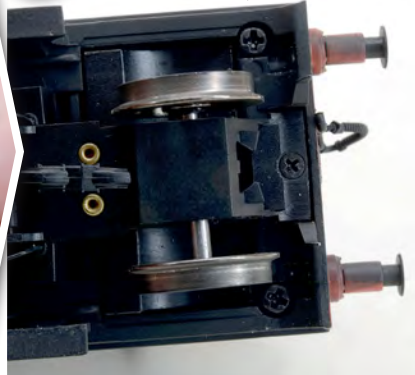
1

To begin we need to dismantle the locomotive for access to the chassis and decoder socket. Start by removing both couplings and their respective pockets using tweezers to allow access to the screw heads underneath.



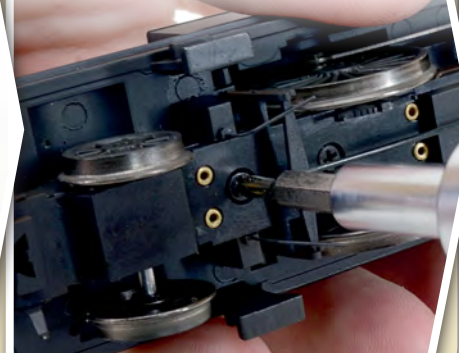
2

The first screw we need to remove is located at the centre rear of the chassis. Remove it and keep it safe for reassembly.

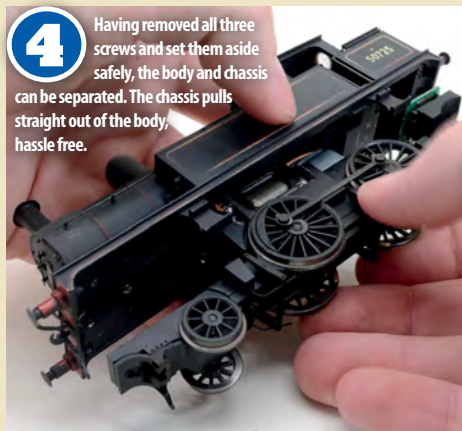


3

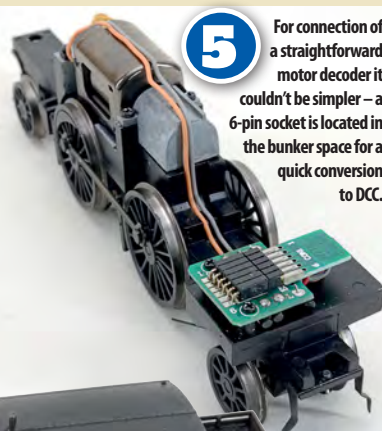
At the front are two screws to separate the body and chassis – one above the coupling mount right at the front and the other behind the leading pony truck where our screwdriver is located.



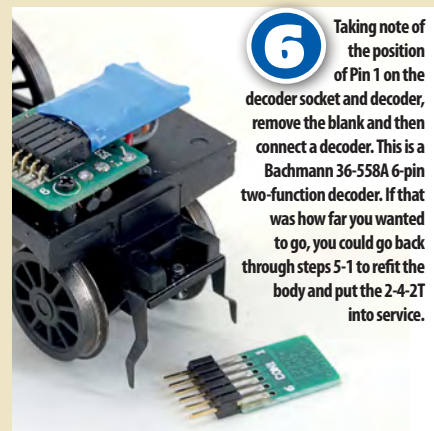
STEP BY STEP INSTALLING A DECODER AND SOUND IN A BACHMANN 2-4-2T



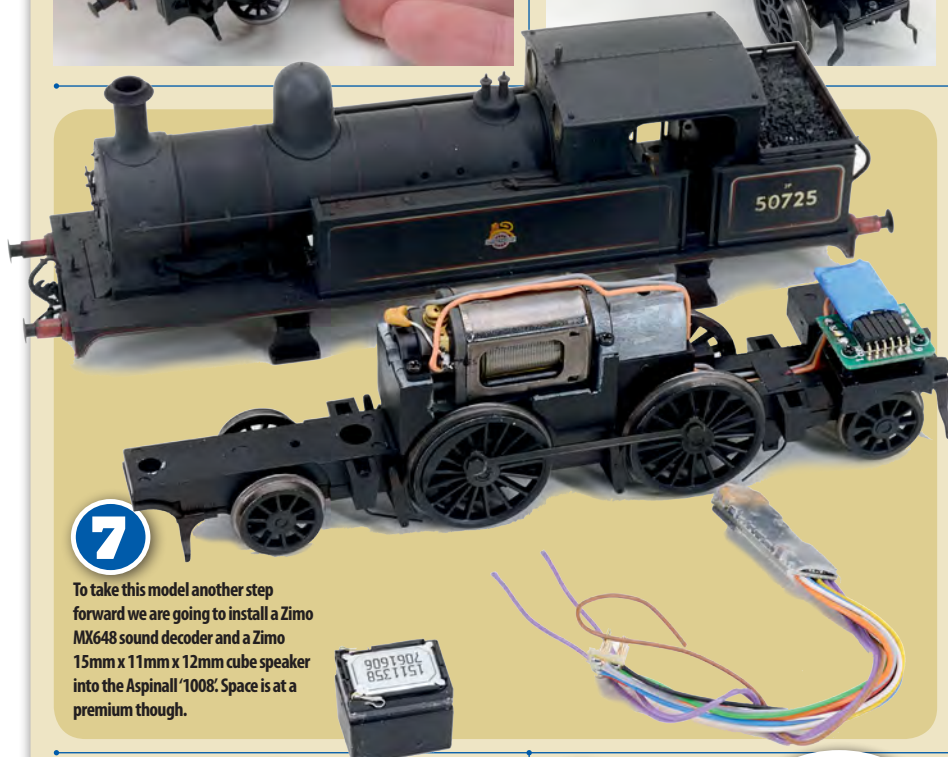
4 Having removed all three screws and set them aside safely, the body and chassis can be separated. The chassis pulls straight out of the body, hassle free.



5 For connection of a straightforward motor decoder it couldn't be simpler – a 6-pin socket is located in the bunker space for a quick conversion to DCC.



6 Taking note of the position of Pin 1 on the decoder socket and decoder, remove the blank and then connect a decoder. This is a Bachmann 36-558A 6-pin two-function decoder. If that was how far you wanted to go, you could go back through steps 5-1 to refit the body and put the 2-4-2T into service.



7 To take this model another step forward we are going to install a Zimo MX648 sound decoder and a Zimo 15mm x 11mm x 12mm cube speaker into the Aspinall '1008'. Space is at a premium though.

SOUND FUNCTIONS – ZS026A

FUNCTION	SOUND EFFECT
0	Short whistle
1	Sound on
2	Brake key
3	Long whistle
4	Double short whistle
5	Reverser position one
6	Reverser position two
7	Reverser position three
8	Blower
9	Flange squeal
10	Live steam injector
11	Hand brake
12	Coal shovelling
13	Wagon snatching
14	Buffering up
15	Cylinder drain cocks open
16	Coupling
17	Heavy train/light engine modes
18	Guard's whistle
19	Fade all sounds
20	Shunt mode
21	Safety valves
22	Water filling

8 However, the 2-4-2T has a secret weapon – a removable cab and bunker. To do this, release the two screws at the rear corners which hold the assembly in place.

9 With the cab removed, and the chassis temporarily relocated in the body, we can see how much space is available. Even our cube speaker needs modifying to fit in the cab as we planned.

10 Right: Modifying the speaker baffle is a simple process, but one which needs to be done with care. First, separate the speaker top from the plastic box – being careful not to damage the seal. With this removed (top left), the baffle can be cut down in size with a craft knife. We reduced its depth by half.

11 Having retained the original seal intact during dismantling, we were able to stick the speaker components back together, making for a quick adjustment to its depth.



12 Having rechecked that it would fit, we found it was more comfortable to install the speaker standing up in the centre of the cab. To disguise its appearance a pair of crew figures from Masterpiece Models were selected from our spares box. All the parts are dry fitted here, not glued.



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Zimo MX648 20mm x 11mm x 4mm sound decoder	www.digitrains.co.uk	MX648R
LMS 'Jinty' sound file for Zimo decoders	www.digitrains.co.uk	ZS026A
Zimo 15mm x 11mm x 12mm cube speaker	www.digitrains.co.uk	LS15x11x12

13 Now we move on to the tricky bit – replacing the 6-pin socket with the MX648R decoder. First, release the decoder socket from its mount by undoing the two securing screws.



14 Next cut the wires from the back of the decoder socket – make the cut as close as possible to the PCB so that you have the maximum length of wire. Bachmann's 2-4-2T has correctly colour coded wires for DCC motor (orange and grey) and track (red and black) feeds.

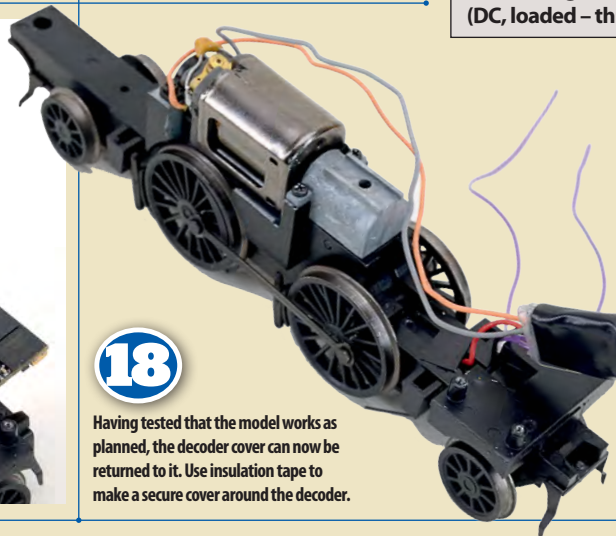
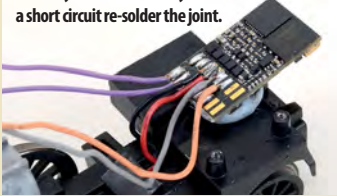


15 The decoder needs to have its cover cut open so that we can make the most space efficient connections between the locomotive and the chip. Carefully score down one edge of the cover with a craft knife and peel it open. Keep it safe for reuse later in this guide.



16 Here we have removed all the surplus wires for this installation (brown, blue, white, green and yellow) leaving stubs of the orange, grey, black and red wires as a note of their location. The purple speaker wires are left in full.

17 Working carefully to ensure you connect the right wires to the right positions on the decoder board, the original decoder wires are replaced with those from the locomotive. To solder at such a small size use a 1mm nib on a soldering iron and a quick action to minimise the chances of damaging the decoder board. Check all your connections carefully and if there is any chance of a short circuit re-solder the joint.

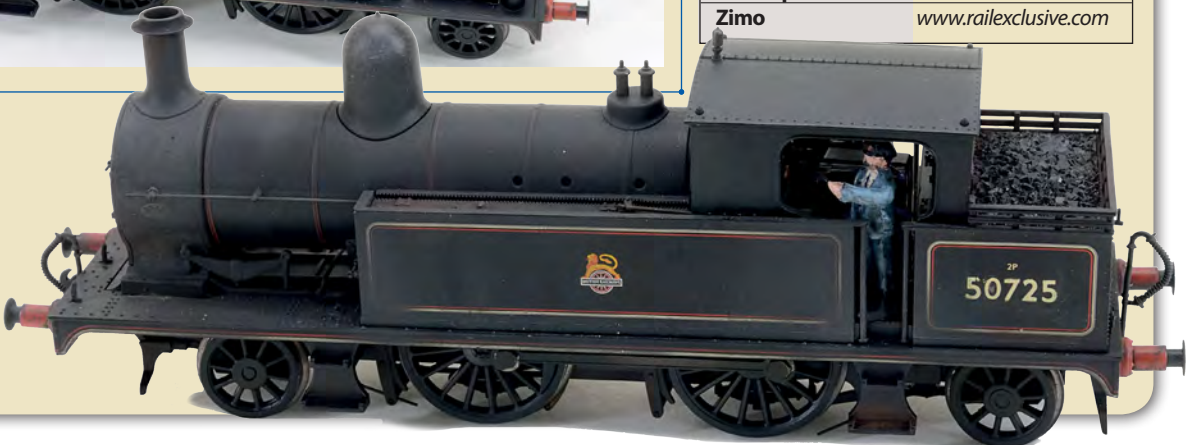


18 Having tested that the model works as planned, the decoder cover can now be returned to it. Use insulation tape to make a secure cover around the decoder.

19 Next we reunited the chassis with the main bulk of the body, leaving the cab and bunker off, using the reverse process of its removal, to allow connection of the speaker to complete the installation. The driver has been glued in place as a marker for the position of the speaker.



22 Finally, the speaker wires are fed back into the bunker and the cab assembly is clipped back into place at the front and secured at the rear with its original screws. As you can see, the speaker is difficult to see inside the cab with the addition of a crew. The 2-4-2T is now ready to enter service.



TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-169
Description:	LYR Aspinall '1008' 2-4-2T
Gauge:	'OO'/16.5mm
Scale:	4mm to 1ft
Length (over buffers):	147mm
Price:	£114.95
Era:	4
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 6-pin socket
Speaker space:	None provided
Exterior lights:	None
Interior lights:	None
Motor type:	Five pole, open frame
Flywheel:	One
BR power classification:	2P
Wheel arrangement:	2-4-2T
Purpose:	Light passenger and station pilot
Haulage capacity (expected):	Two-three carriages
Haulage capacity (actual):	Five Bachmann Mk 1 carriages
Start voltage (DC, light engine):	1.2volts
Start voltage (DC, loaded – three carriages):	1.3volts

20 Make two 1mm diameter holes through the bunker front so that the speaker wires can pass from the bunker into the cab to meet the speaker.



21 Solder the bare ends of the speaker wires to the speaker and add black insulation tape over the top to disguise their appearance. We also painted the purple wires black at the top and glued the fireman in place to further disguise the speaker. Superglue has been used to fix the crew and speaker in place.



USEFUL LINKS

Digitrains	www.digitrains.co.uk
Masterpiece Models	01428 727341
Zimo	www.railexclusive.com

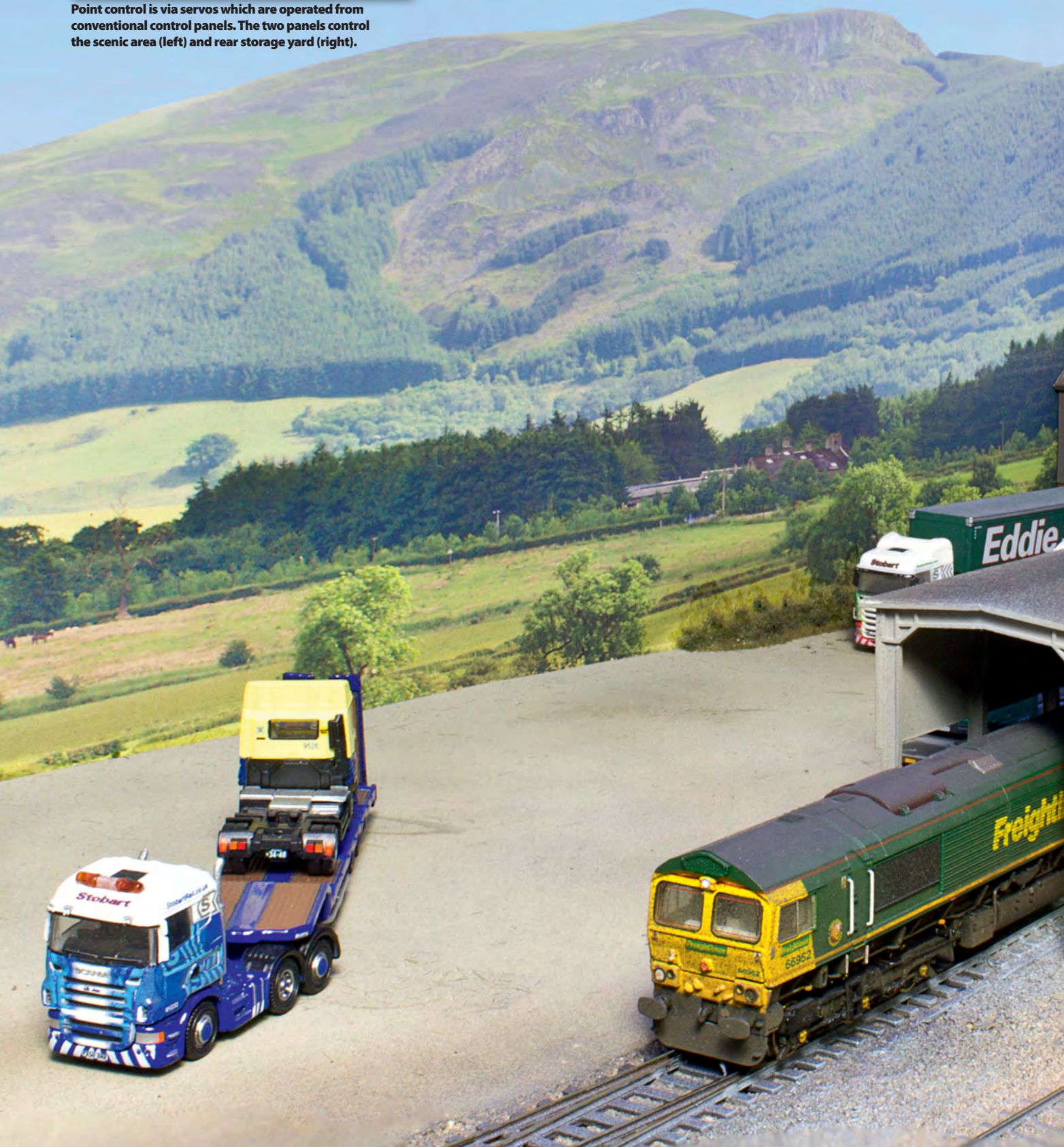
Ketton Cement



Point control is via servos which are operated from conventional control panels. The two panels control the scenic area (left) and rear storage yard (right).

*The idea of modelling modern cement operations took a giant leap forward for **MARTIN STEWART** when he received a set of inspirational photographs. Here he explains this 2mm scale layout's development from start to finish.*

PHOTOGRAPHY, NIGEL BURKIN





The cement works has been built using prototype photographs for guidance. A Freightliner Class 66 moves through the loading point.

KETTON CEMENT is very loosely based on the real Ketton Cement Works in Rutland. The idea came about by chance after I purchased a boxload of the then-new Graham Farish Metalair PCA wagons – and as soon as I got them I knew I wanted to build a layout based around modern cement operations.

Soon after this, I was clearing through some boxes of modelling magazines when I found an old issue of the Diesel and Electric Modellers United (DEMU) Compendium which briefly discussed an idea for a small 4mm scale layout based on the trackplan at Ketton Cement Works. Upon further research using satellite images and internet searches I drew several versions of the desired trackplan out on two 1,300mm x 340mm baseboards I already had from an abandoned project until I ended up with something I was happy with.

After publishing my progress so far on the DEMU forum, a fellow member contacted me to say he had written the original article which inspired me and sent me around 100 high resolution photographs he had taken in and around Ketton Cement Works during an open day. These were just what I needed to be able to model some of the real buildings on the site and I can't thank him enough for the help he's provided the project.

Real life operations at Ketton would make for a fairly uninteresting model railway (in my opinion) so I thought I would use some modeller's licence to change this. The real location is worked by small shunters with short wheelbase wagons due to the tight curves on site, but I decided to model this as a through freight line to allow longer trains hauled by main line diesels to increase operational interest. It would also allow me to run specials or engineering trains if I felt like it, further expanding its potential.

The basic train types represent full coal loads coming in delivering coal to fire the kilns with empties travelling in the opposite direction. There are empty and full Cargowaggons used to represent freight for the bagging plant off scene. The main attraction is the silo structure which is used to load powdered cement into tanker wagons. Each of these trains is made up of a few different types of cement wagon which makes for an interesting variation in stock movements.

SETTING THE SCENE

From the outset, I had the idea of framing the scenic area to make it more immersive to the viewer. I believe I have achieved this with the combination of several factors. The first was to have a tall backscene with integrated lighting pelmet so that no outside light can enter from above. This also removes any distractions from behind the layout. The second was to build a contoured fascia painted a dark grey to draw the viewer's eye into the scene. The third was ►►



**A Class 60 and 66 pass
in front of the lorry loading
point at Ketton Cement. Oxford Diecast
vehicles populate the hardstanding behind.**

to install an effective LED lighting system with diffuser to ensure an even light which represents mid-afternoon sunlight in late summer. Lastly, I have created a forced perspective in the shallow baseboard by constructing a cutting with trees which blends into the backscene. The purpose of this is to draw the viewer's eyes through the trees and down the embankment to view the approaching trains running under the bridge and, in turn, creating an effective scenic break. Viewers are also encouraged to look through the silo building to see what is happening behind. The whole layout sits at a height suitable for adults to look into the scene instead of 'down on' it.

WHY 2MM FINESCALE?

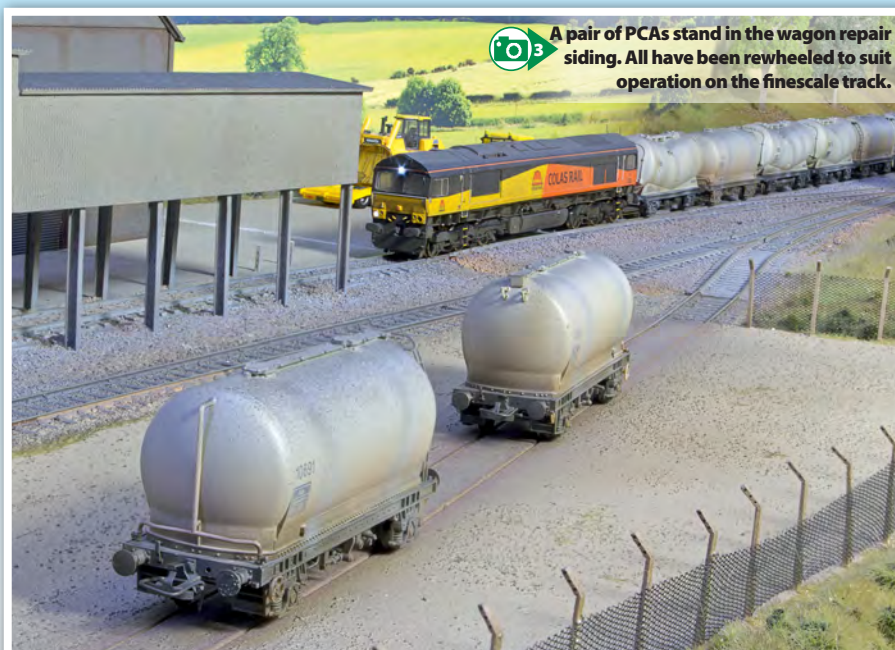
I've been a 2mm modeller for many years now after downsizing from 4mm scale. I always liked the idea of having longer trains in the same space as 4mm or being able to create a more realistic 'railway in a landscape' but always felt the scale was let down by off-the-



shelf track products. I was bitten by the 2mm finescale bug several years ago at a model railway exhibition where I could immediately see the visual and running differences when compared to proprietary 'N' gauge track so I quickly joined the 2mm Scale Association and haven't looked back since. I found a lot of enjoyment (and frustration) from building my own trackwork to 9.42mm gauge and using the correct British sleeper spacing. There are a few different disciplines within the 2mm Scale Association, but I have chosen to utilise 1:148 scale models, rewheeled to run on finescale track. I feel the extra effort to build the track and rewheel rolling stock is worth it and you are rewarded by smoother running and a finer appearance.

TRACK AND POINTS

All the straight track on Ketton Cement is the excellent Easitrac sleeper bases with code 40 flat bottom rail available from the 2mm Scale Association. The turnouts are a completely different story. The



A pair of PCAs stand in the wagon repair siding. All have been rewheeled to suit operation on the finescale track.



A Colas Rail operated Class 66 arrives at Ketton Cement with a block working of PCA cement tankers. All of the track has been built to 2mm finescale standards, 9.42mm gauge, and consists of Easitrac sleepers for the plain line and handbuilt turnouts.

Easitrac range contains some excellent components for modelling bullhead trackwork but I wanted to go a step further and build everything in flat bottom rail.

This idea started well before the layout was conceived and a few failed attempts with copper-clad sleepers later led me down the path of designing custom jigs in which to construct a number of different turnouts. Basically, these jigs work the same as the fantastic FastTracks products but have been designed for 9.42mm gauge and British sleeper spacing. A single aluminium jig will allow me to build either a left or right-hand turnout from scratch in around an hour. The jig has slots machined to accept all the rail and pockets machined to accept copper-clad sleepers at key intervals. I use the FastTracks PointForm tools to file parts to create the crossing Vee and switch rails. I also use the StockAid tool to file away the foot of the flat bottom rail where the switch rail meets the stock rail. Once all the rails have been filed and soldered to the key copper-clad sleepers, the whole 'skeleton' of a turnout is pulled from the jig and is fully operational, if a little flexible. It's at this point I've used my original drawings to create a negative of the jigs to create a laser cut fret of sleepers to fill in the gaps. This has been cut from 0.8mm plywood to match the thickness of Easitrac sleepers and is glued to the underside of the rails using a rubber-based contact adhesive. Once this has been left to cure, I simply snap off the plywood sprue and file the tabs off the end of the sleepers. The turnout is now ready to paint and lay on the layout.

The advantage of this system is that you can get consistent results every time and all the turnouts required for a layout can be constructed on the workbench well in advance and laid later. The lack of plastic rail chairs wasn't too important to me as any moulded plastic chair would be overscale anyway and look out of place. Once the track has been laid, painted, ballasted and weathered, I think the result is far superior to commercially available 'N' gauge track and rolling stock actually runs more smoothly. >>



With the cement silos dominating the skyline, a Loadhaul liveried Class 60 passes through the works with a rake of Cargowaggons conveying bagged cement as a Freightliner Class 66 moves slowly through the loading point.





Network Rail is out surveying the line to the cement works on the dirt track road over the approach.

LAYOUT CONTROL

Ketton Cement has been split into two different control types. All the rolling stock is controlled using Lenz Digital Command Control (DCC) as I feel it was much easier to wire the layout this way and it is what I'm used to. The turnouts are operated using traditional DC but I have gone down the route of using small servos to move the turnouts. A 12V bus runs around the layout where each of the servos has a small control board which feeds off this. These boards are constructed from a MERG PocketMoney Kit which allows a highly controllable slow action motion to switch turnouts. This is all wired back to a custom control panel where turnout direction is indicated by the direction of the toggle switches and blue LEDs. The frog polarity for each of the turnouts is automatically controlled by the excellent Gaugemaster Autofrogs which massively cuts down on the wiring.

BUILDINGS

All the buildings on the layout are based on photographs of real structures within Ketton Cement Works but I've used some flexibility when it comes to location. The buildings along the backscene have been built with a 3mm plywood frame which was then clad in Evergreen sheets of appropriate type. The silos have been created with some cheap gutter downpipe bought from my local DIY store which have then had various bits of plasticard and Evergreen sheet glued on to create a representation of the real thing. The silo extensions have been created from Plastruct I section to create the structural frame and then clad with Evergreen sheet again. There are still many details to be added to these buildings along with a few smaller buildings in between to build up the industrial look of the place.

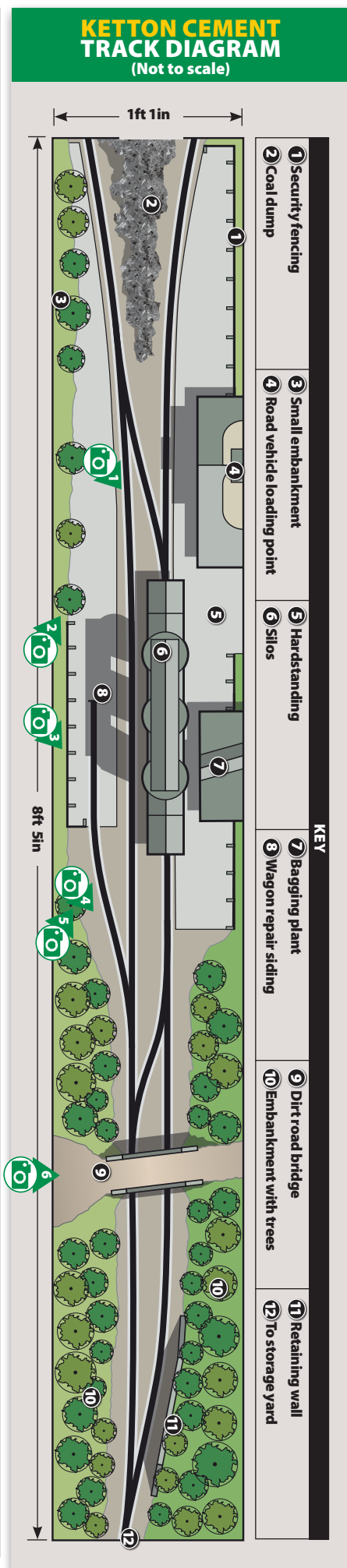
Ketton Cement has been a testing ground for me to try new scenic techniques and products. I've learned from multiple sources that the trick is to build up layers over time to create the desired effect. From the beginning, I wanted there to be some sort of scenic break to the right-hand side of the layout where spectators could look through the trees and down the cutting

to watch the tops of the trains pass by and into the cement plant. The backscene dictated the palette of colours I had to work with, so I set about using a selection of earth and green scatters to create a base coat then followed that up with a mixture of static grass colours. The overgrown areas have been achieved by then adding small sections of clump foliage and completely covering in a diluted PVA mixture before covering in a second layer of mixed static grass. The effect I aimed to create was a sort of late summertime where the trees are still green, but the grass has started to change colour and I've tried to blend everything into the backscene to create a sense of perspective. Lastly, I attempted to further blend the scenery together with an airbrush and a small palette of acrylic colours. The ballast and track were weathered first to set the tones then the grass areas were tackled.

FUTURE DEVELOPMENT

Ketton Cement is nowhere near what I would call finished as the structures all need some degree of finishing and there are still lots of details to add all over the layout. I have also built up a large collection of suitable rolling stock for what is a relatively small layout and all this still needs to be rewheeled, detailed, have new couplings fitted and be weathered. On top of all of that, I have been looking into the possibility of a new kit for Ketton's signature wagon, the CFMF PCA.

The layout has been exhibited at a few shows now and has so far been well received including two awards, so the plan is to introduce new items to the layout for every show it attends until I feel I can add no more. This layout has been a great learning experience and my first ever built to an exhibition standard, so it has given me the confidence to progress with research for my next long-term project while being able to experiment with new techniques. I may have built Ketton Cement in my spare time, but I couldn't have done it without the advice and ideas from my friends in DEMU and Scottish Modellers as well as their help and support at exhibitions. [Hobby](#)



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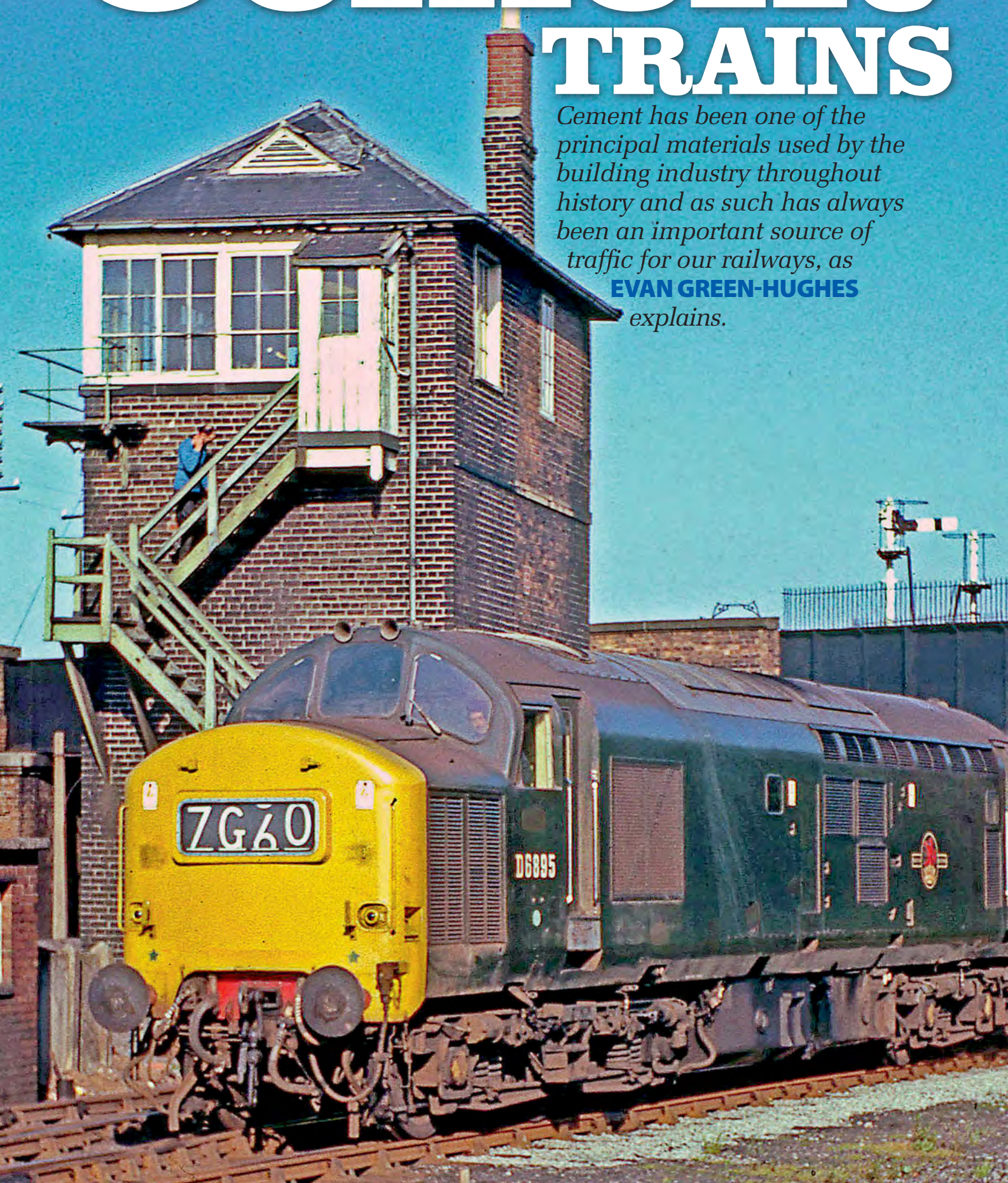


Cement TRAINS

Cement has been one of the principal materials used by the building industry throughout history and as such has always been an important source of traffic for our railways, as

EVAN GREEN-HUGHES

explains.





Above: Class 66 66144 runs downgrade from Ais Gill Summit with 6S00 the 5.05pm Clitheroe-Mossend loaded cement tanks on August 28 2009. The train is formed of the latest high capacity bogie wagons for cement transport – the VTG owned JPA tankers. John Chalcraft/Railphotoprints.uk.

Below: English Electric Type 3 D6895, now carrying a full yellow front, passes Redmarshall with a cement train on June 10 1967. The train is formed of Presflo four-wheel wagons. Chris Davies/Railphotoprints.uk.



CONSTRUCTION IS BIG business in the UK. Many cities are seeing an unprecedented number of new buildings being built with some, such as

Birmingham, having whole sections of their centres renewed. There is also massive investment in new transport systems, with schemes such as High Speed 2 and London's Crossrail involving construction projects on a scale not seen since Victorian times.

Projects of this nature swallow up vast quantities of raw materials, with one of the most important being cement, a material which is provided by an industry with an annual turnover of around £800m and employing around 2,500 people.

Cement is a binder that can be used to bond building materials such as bricks together and it can also be used alongside aggregates to form concrete, one of the most widely-used materials in construction today. It is made by heating a mixture of limestone or chalk with shale or clay to a very high temperature at which point it forms a calcium silicate which is then ground with gypsum into a fine powder. Forms of cement have existed for thousands of years and it is likely that the substance reached Britain with the Romans, who originally used ground pottery or volcanic ash rather than limestone or chalk as a base.

Improvements in the techniques used for manufacturing cement in the 18th century included the invention of 'Roman Cement' which contained clay materials and calcium carbonate. It was capable of setting in around 15 minutes, something that was of great value to early lighthouse, sewer and tunnel builders. In 1824 Joseph Aspdin invented Portland cement, so called because it had a similar colour to Portland stone when used as a render. His son William introduced »



RSH 0-4-0ST No 4 heads a train of Blue Circle cement products on the last day of steam at Swanscombe Cement Works on September 18 1971. Many cement works had their own internal railway systems for the transport of bagged products as well as raw materials. Brian Stephenson.

further improvements which slashed the cost of the finished product, enabling a dramatic increase in building activity as the Industrial Revolution progressed.

Cement was ideal for railway transport. It was used in bulk, it was heavy and it had to be manufactured near to the sites where raw material was available, which were almost never near the major centres of population. Production centres grew up in places with considerable limestone deposits, such as Derbyshire, and finished product was taken to where it was needed, and such were the quantities involved that even from the start dedicated trains were often required.

“Cement was ideal for railway transport as it was used in bulk.”

EVAN GREEN-HUGHES

BAGGED PRODUCE

In these early years, and indeed right through to the first quarter of the last century, cement was almost always dispatched from the manufacturers in bags. These were loaded manually into standard closed box vans and stacked until the van was about half full, at which point its maximum payload was reached.

Handling cement in this way was laborious and dirty work for inevitably one or more bags would split open, allowing dust to settle in the wagon and around the loading area. However, this method did have its advantages in that it enabled small shipments to be dispatched to distribution points that were often set up in a corner of a goods yard and which often comprised of no more than a couple of grounded goods van bodies or a small warehouse from which cement was sold on to local builders and contractors.

Production of cement rose dramatically with the more widespread use of concrete after the First World War and the 1920s saw a number of very large plants constructed, some of which are still in operation today.

A typical example of this is the Hope Cement Works in Derbyshire which was established in 1929 by G&T Earle, and which was deliberately sited near to the former Midland Railway Sheffield to Manchester line. A two-mile private branch was built to connect the works with the main line and so large did the operation become that a fleet of locomotives was operated to trip wagons down to the exchange sidings. This very large plant still produces some 1.5m tons of cement

a year, and it still has its branch line with its own locomotives, including a hired-in former BR Class 20.

Another centre for cement production was North Kent, which had suitable natural deposits of chalk and clay. Several companies had set up in business around Cliffe and there the Alpha Cement Works was founded in 1910 as part of the Thames Portland Cement Company. When joined with the Francis works it had a considerable railway system and was a major producer until it ran out of raw materials around 1970.

AUTOMATED HANDLING

During the early 1950s it was realised that manual methods of handling were inefficient and wasteful and consequently efforts were made to modernise the way that cement was handled. This led to the introduction of the L Type container, which was a cube-shaped object that could be loaded at the top and unloaded at the bottom and carried four tons of cement. Carried three to a Conflat wagon, these were immortalised by Triang's popular model in the 1960s.

Successful as the L Type container was, it did not provide a complete answer to the problem of moving larger quantities of cement so in 1954 British Railways Shildon

wagon works produced a 20ton capacity wagon known as the Pressure Discharge Bulk Powder Wagon, or 'Presflo' for short. These distinctive vehicles were loaded by gravity from above but could be pressurised so that they could be emptied through flexible pipes attached at the side. Vacuum brakes and roller bearings were provided to enable high-speed running. A total of 1,891 'Presflos' were built between 1955 and 1963, with use of the type later spreading to salt and other powder traffic. Many wagons were finished in bright company liveries and consequently this design captured the imagination of modellers with many of us building one from the Airfix, now Dapol, kit while those with a bit more money bought one ready made from Hornby Dublo.

In 1958 there was a change to wagon design as it had been found that cement was reluctant to slide out of the shallow-sided 'Presflo' and product often became stuck in the corners of the tanks. As a result the 'Prestwin' was designed, which had two cylindrical silos which were circular and a baseplate through which air could be pumped to agitate the cargo when unloading. Again this wagon attracted the attention of the model manufacturers with Airfix producing a kit and Hornby Dublo the completed model.

The next step forward came from Associated Portland cement, which was seeking a lightweight high-speed four-wheel wagon to carry its Blue Circle cement products from Cliffe in Kent to

Later design Presflo wagons featured a depressed centre tank design to assist in unloading bulk powder. In March 1984 25244 waits for the road at Ashburys while heading cement empties for Earles sidings. Colin Whitfield/Railphotoprints.uk.



Uddingston near Glasgow. These new tankers, known as 'Cemflo' appeared to the casual observer to be large tankers but were actually quite revolutionary, being largely made of aluminium alloy, and having a 12ft wheelbase to allow higher speeds. Their use attracted a lot of attention from enthusiasts, mainly because trains of these wagons were worked up the East Coast Main Line as far as York by Class 33s but also because it was a train of such 'Cemflos' that derailed near York in July 1967 causing the early demise of Class 50 prototype DP2, which ran into the wreckage.

Similar wagons were produced by a number of other manufacturers but all shared the same problem and that was that they were difficult to discharge. In an effort to combat this, 'depressed centre' style wagons, also named 'Presflos' came to be more common. In this style there are two tank sections, one for each half of the wagon, which are welded together so the centre is lower than the edges, using gravity to assist with unloading by a centrally placed valve. By this time air brakes had become standard. Many of these wagons also appeared in colourful company liveries.

MODERN TRANSPORT

As with many other forms of traffic cement has moved into bogie wagons but the basic concept has remained the same, with depressed centre designs provided with aeration and pressure discharge. Amongst the latest to be delivered are a fleet of 48



The Class 17 Bo-Bo diesels may not have been a great success on the main line, but Ribble Cement's use of D8568 following withdrawal ensured one of the class survived long enough to enter preservation. In 1978 D8568 stands at Clitheroe cement works while engaged on shunting duties for the cement plant.
Colin Whitefield/Railphotoprints.uk

bogie vehicles built by Feldbinder for Hope Construction which have a capacity of 80tons - more than twice that of the four-wheelers they are replacing. Each train of these wagons has a payload of 1,850tons, an increase of 500tons over the old type.

While wagon development continued unabated throughout the last half of the 20th century concerns were being raised by railway management about the profitability of some of the traffic carried. The remote location of some of the manufacturing plants led to high operating costs; for instance, the Eastgate Cement works in Weardale, County Durham, which dispatched two trains a day, was served by an 18-mile long branch

line which had no other traffic. When, in the run-up to privatisation, the Government decreed that all freight traffic had to make a minimum return of 8% on capital invested, much of the cement traffic failed to meet this target, with the result that much of it was merely handed over to road transport, even though it was actually making a profit!

However, despite the loss of smaller flows over the last 20 years, cement remains today a significant source of income for the freight companies, and is set to be so for many years in the future. With everything from major production works, colourful company trains and tiny distribution centres, cement traffic offers endless modelling possibilities. [Felm](#)



STAFF PROJECTS

PROGRESS

The 'OO' gauge test track design is going from strength to strength. A month on from the last update, **MIKE WILD** brings you the latest from behind the scenes in the *Hornby Magazine* workshop.

IT'S BEEN AN INTENSIVE MONTH in the *Hornby Magazine* workshop. Not only have we taken Twelve Trees Junction out to the Basingstoke Model Railway Exhibition, but we have also been developing the test tracks and making progress with the extensive job list following relocation of the layouts at the beginning of the year.

Top of the priority list is Topley Dale which we had to have up and running by the beginning of March for use in video footage. Followers of our

online content will have spotted videos of the 'OO' layout on the *Hornby Magazine* website giving a brief view of what we have been doing. But there is much more to report than what you first see.

For starters we now have layouts in three scales fully assembled and working again. The 'N' gauge layout, Barrenthorpe, is now back in one piece after a period in store and ready to serve its purpose. The 'O' gauge layout has seen a number of items resolved with all but one loop now powered, a couple of yards of track replaced and

a decision made on which way round the scenery should face on the junction boards. We've also installed a full set of independent lighting for the 'O' gauge layout so it doesn't rely on the room lights in its position underneath the 'OO' gauge and installed the first of two new backdrops.

We plan to go into more detail on the 'O' gauge section in a future issue and what we have been doing in that scale, but for now we will concentrate on development of the 'OO' top deck.

Topley Dale is up and running again and while we have no plans for overhead electrification, discovery of a pair of Class 76s saw one pressed into service on a coal train. The junction to the left will lead around to the second junction at the other end of the storage yard providing a bypass route.



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



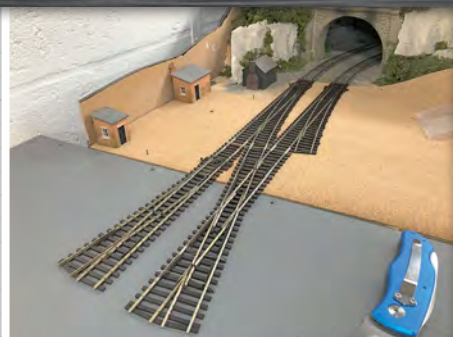
MIKE WILD

The 'O' gauge lower level has kept Mike busy as well this month with cleaning and wiring to bring it back into full service as well as installing independent lighting.

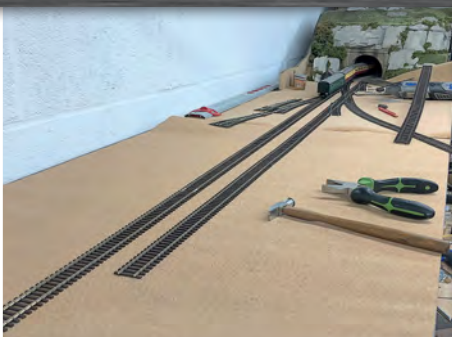


MARK CHIVERS

Mark has been working his enlarged fleet of 'OO' gauge ScotRail Class 47/7s following arrival of 47708 and 47712 including fitting detailing parts.



Construction of the new storage yard started with the junction pointwork. The original curves were cut back to have a pair of large radius left points installed and a diamond crossing. Here we are setting out the position of the pointwork.



Installing the first of the new storage yard lines is a simple case of joining yard lengths of track together. We drilled 8mm holes for point motors under each point during installation for the future addition of motors.



With such long lengths of straight track we used a metre long straight edge to assist in lining each track up. Two more loops are to be added to the outer circuit at this point and four for the inner.

TRACK LAYING

First on the job list was painting of all the baseboard surfaces in grey to seal the wood. The colour choice isn't particularly important, but for some reason we find that grey looks smart and retains its quality appearance over a longer period.

The most obvious, and necessary, addition this month is track. Continuing the theme of the original layout, Peco code 75 flexible track and points have been used to build the new formation which involves 24 points, two diamond crossings and around 30 yards of track so far.

The starting point, as always for our designs, is the most complex junctions. Get those right and the rest of the railway will start to flow and fall into place. The initial phase of work was centred around the access to the storage yard next to the original tunnel. This began with removal of the last 400mm of the curves exiting the tunnel from Topley Dale station to create a straight joint to connect to a pair of large radius left-hand points. In turn these were joined to a diamond crossing to introduce a secondary route to the layout – a new part of the plan, see track diagram overleaf – which will further increase the range of pointwork that models have to negotiate during their tests.

Together these three pieces of track create the

starting point for the storage yard access at the rear of the layout. This will consist of 10 tracks, five in each direction, and with six laid so far we are pleased to say that all are capable of holding an eight-coach train on the outer circuit. To assist in this, one end uses a ladder of medium radius points while the other uses large radius curved right-hand points to make the most of the space available. It has worked well and with 1/16in cork laid underneath the storage yard is smooth and quiet running.

As this is a permanent layout, we are able to hold off on some elements of the layout build in pursuit of getting trains running. This really relates to baseboard joints where, for now, we have simply cut the sleepers away where replacement copper-clad board will be inserted so that we can come back to this part of the build at a later date.

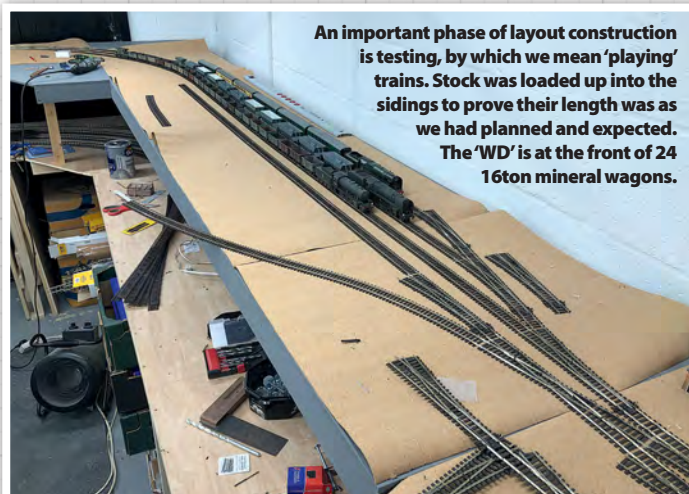
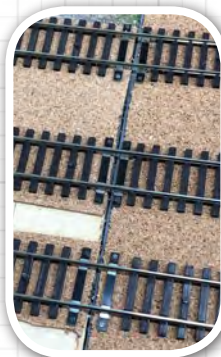
Moving to the front of the layout, we concentrated on the outer circuit first. With the

new trackplan the outer has become the simplest to lay. It will now be the circuit which is capable of being controlled by analogue or digital, rather than the inner as we had first proposed.

The scenic section required copper-clad sleepers to be installed at the baseboard joint to allow wiring and track weathering to take place. These are DCC Concepts' pre-etched sleepers which have solder pads on them providing a quick and simple means of installing at baseboard joints instead of copper clad board (Cat No. ESP-TRACK1.0).

Progress started by positioning the three-arch bridge on the scenic section to gauge where the line would run. The bridge has been reclaimed from the original corner board of Topley Dale and will still accommodate four tracks running through it. The main lines will take the centre full opening with the goods loops using the outer arches.

The outer main line and goods loop were laid together which involved taking up part of the old formation to straighten it out next to the goods yard and then introducing the second double junction to create the exit route from that at the start of the storage yard. The main line was soon completed and then in an evening we started on the wiring by installing the first of two power buses – one for the outer circuit >>

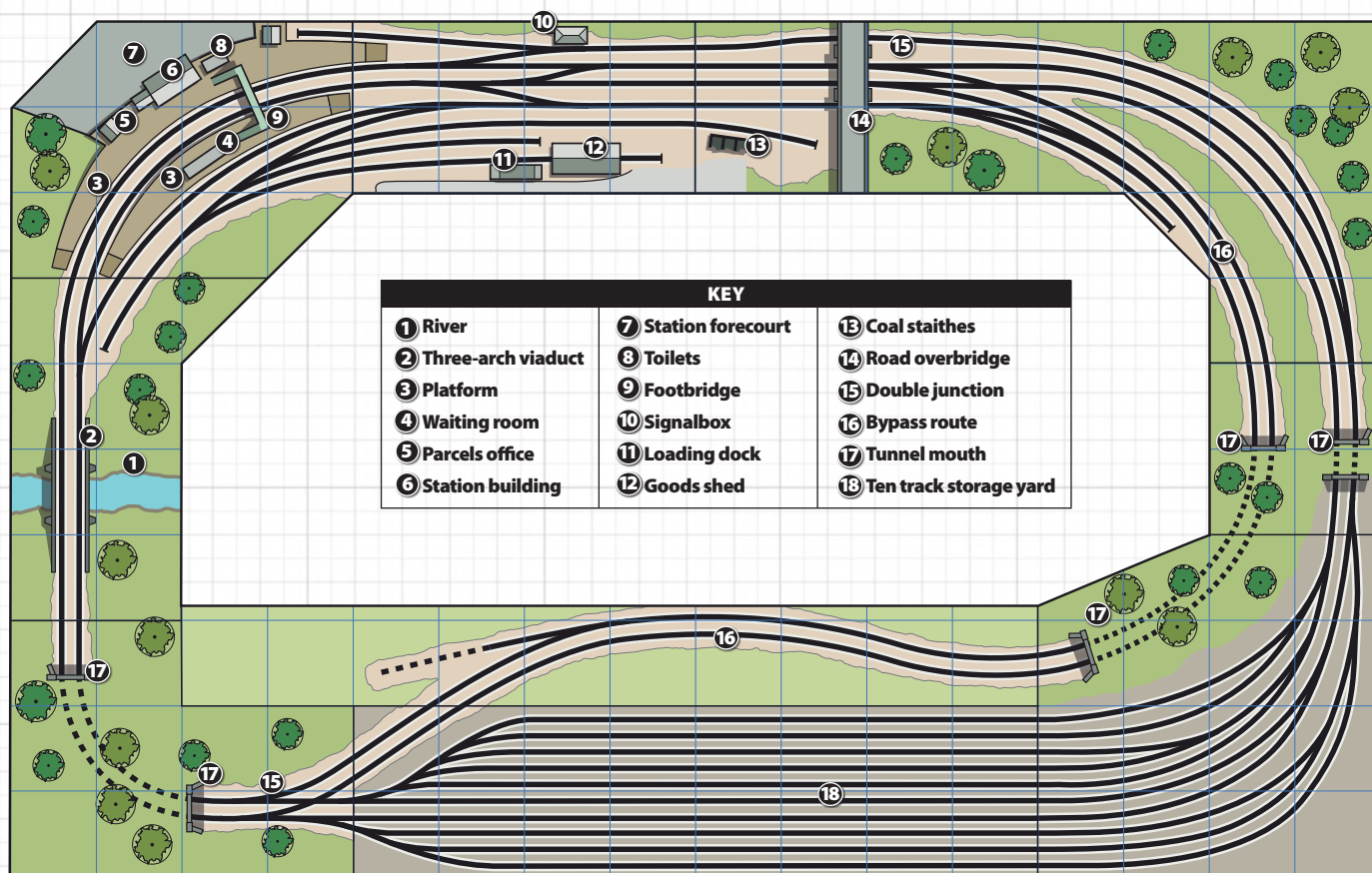


An important phase of layout construction is testing, by which we mean 'playing' trains. Stock was loaded up into the sidings to prove their length as we had planned and expected. The 'WD' is at the front of 24 16ton mineral wagons.



On the scenic section the original three-arch bridge was the starting point for track positioning. A second double junction was positioned to one side of it to create the bypass round the storage yard.

TOPLEY DALE TRACK DIAGRAM (Not to scale)



and one for the point motors and accessories. A third followed for the inner circuit once the track work had been completed for this section.

Throughout the building process we were checking clearances and making adjustments to the track to ensure that trains would run comfortably through the bridge and past one another on the curves. One small adjustment may still be needed on the goods loop to accommodate the signal when it is installed, but that will be simple enough to do.

At the end of March we had completed the inner circuit – although four of the storage yard loops remained to be done. Being purely digital, it is being wired up to be live throughout which means a few extra connections in the storage yard to ensure there are no dead spots. In addition, we installed a pair of Tam Valley Depot Dual Frog Juicers to power the

frogs on the diamond crossings. These are solid state electronics which will give us the reliability required for a layout which is in almost daily use – and sometimes with trains running for up to eight hours at a time.

The third power bus accommodates all of these extras and with the installation of the new wiring we have also begun the complex process of rewiring the original boards to bring them up to our current standard. That will take some time, but ultimately we will have much neater under board electrics as well as an even more reliable layout.

NEXT STEPS

The plan to reach the stage of scenery during March hasn't quite been achieved, but we have made great progress on Topley Dale. The track plan has been finalised

THE DETAILS

Layout name:	Topley Dale
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Size:	16ft x 10ft
Track:	Peco code 75
Control:	Analogue and digital

(apart from another potential addition, which I will come to later) and with trains running it is already proving its worth.

On the project list are gradients, open frame scenery, full signalling, potential expansion of the goods yard and a refresh of the original scenery to bring the whole layout up to a higher standard. We'll be keeping you updated on progress in Staff Projects, but keep an eye on our online videos to see trains running through the new trackwork. [Hobby](#)



Left: Underneath the boards three new power buses have been installed. From left they are for the inner circuit, accessories and outer circuit. This is during the process of installing the inner circuit bus.

Right: At the end of March both goods loops and all the pointwork on the scenic section had also been completed. The next stage is to move on to completing the inner circuit storage yard followed by the bypass route.



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RAILEX 2018

MODEL RAILWAY EXHIBITION

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SATURDAY 26th & SUNDAY 27th MAY**

Layouts include: The Summit - Draper's Sidings, Hornsey Broadway, Burntisland 1883, Ellesmere, Hewisbridge & Herstmonceux, plus others.



The Summit - Draper's Sidings
Exhibited by Yeovil Model Railway Group
Photograph by Steve Flint, Courtesy of Railway Modeller



Burntisland 1883
Exhibited by East of Scotland 4mm Group
Photograph by Arran Aird, Courtesy of Railway Modeller



Hornsey Broadway
Exhibited by Kier Hardy

Traders include: 247 Developments, Alan Gibson, ALL Components, AMBIS Engineering, Bill Hudson Transport Books, C&L Finescale Track Building Systems, Ceynix Railway Trees, Cheltenham Model Centre, D&E Videos – Realtrack Models – Legomanbiffo, Dart Casting, Eileen's Emporium, Golden Arrow, Gramodels, Green Scene, High Level Kits, Hobby Holidays, Ian's Trains, Isinglass Models, Judith Edge Kits, London Road Models, M.A.R.C. Models – Electrifying Trains, Minerva Model Railways, Model Railways Development, Modelu, N Brass Locos, PenBits Model Railways, Plus Daughters, Radley Models, Replica Railways, Road Transport Images, Roger Carpenter Photographs, Roxey Mouldings, Rumney Models, Severn Models, Shawplan Model Products, South Eastern Finecast, Sunningwell Command Control Ltd, Taff Vale – Dragon Models, Tim Horn Lasercut Baseboards, Tools 2000, Wild Swan Books Ltd and Wizard Models Ltd.

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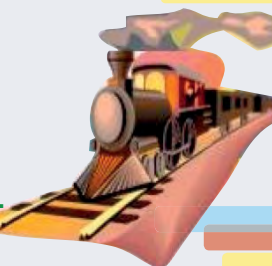
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OUR PICK!

▼ Bob Chalmers has created a busy dockside railway scene in his Portsea Harbour 'OO' gauge layout. It is an end to end railway with storage yards at both ends.



▼ Modern traction takes priority on David Harlow's busy main line 'OO' gauge layout, Ince Moss Junction, including this Bachmann ScotRail liveried Class 47/7 seen emerging from the tunnel.



▲ Superb atmospheric modelling by Rob Warren in 'OO' gauge on his Penmoor layout.



▲ Robert Frowen has introduced Hornby's new Class 800 five-car unit to service on his 'OO' gauge layout (HM129).



▲ Matt Cooke has a festival of Southern Railway liveried tank engines in service on his 'OO' gauge layout including Hornby 'H' 0-4-4T 1324 and Bachmann 'E4' 0-6-2T 2517.



▼ John Millard's retirement hobby has been to develop this Western/Southern region theme 'OO' gauge layout. It is controlled by a Gaugemaster Prodigy system and uses a range of buildings including Metcalfe kits, ready made resin models and scratchbuilt items.



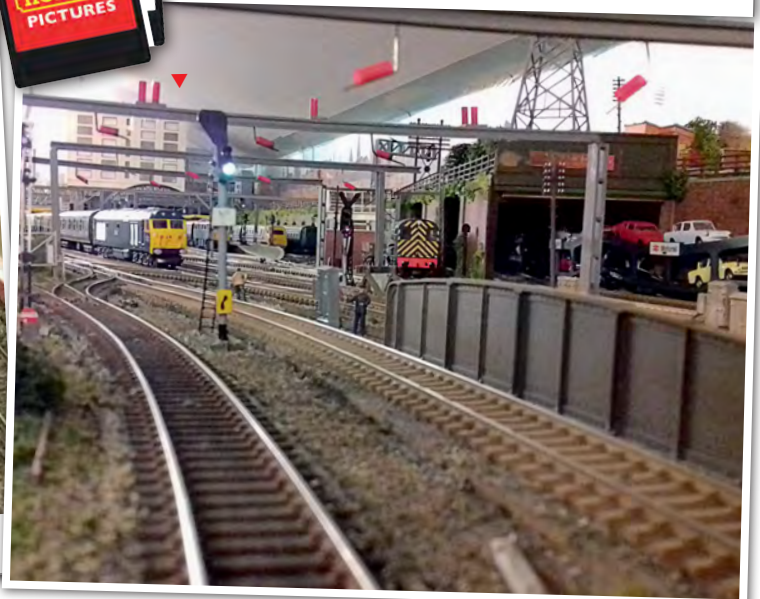
▲ Hornby Gresley 'A3' 4-6-2s line up at the shed on Roger Brown's 'OO' gauge layout including models of old and new of the National Railway Museum's flagship engine 60103 Flying Scotsman.



▲ A Class 37/4 ticks over in the company of a 'Royal Scot' 4-6-0 and a Class 108 DMU on Anthony Cooke's 'OO' gauge layout.



▼ The West Coast Main Line in the 1970s is the setting for Ray Leamey's extensive 'OO' gauge layout. BR blue diesel and electric locomotives rule the rails.



▼ Stanier 'Duchess' 4-6-2 46235 City of Birmingham is the latest addition of David Izzard's growing collection. In the distance we spotted a new Class 800 unit in service too behind the engine shed.



SHOW GUIDE

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

APRIL

14 BASINGSTOKE AND NORTH HAMPSHIRE MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Basingstoke and North Hampshire Model Railway Group
Location: Stratton Park Scout Hut, Basingstoke, RG22 5HN
Times: 10.30am-3.30pm
Prices: Free
Website: www.basingstokemrs.org
Features: Society layouts, trade support, refreshments, parking and disabled access.

14 CAMBRIDGE MODEL RAILWAY EXHIBITION

Hosts: 31A (Cambridge) Model Railway Club
Location: Sawston Village College, New Road, Sawston, Cambridge CB22 3BP
Times: 10am-4pm
Prices: Adults £4.50, concessions £3.50, accompanied children £2
Website: www.cambridge31a-mrc.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

14 EAST SURREY N GAUGE SHOW

Hosts: East Surrey N Gauge
Location: St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1EA
Times: 10am-4pm
Prices: Adults £5, children £2, family £12
Website: www.esng.club
Features: Ten layouts, trade support, refreshments, parking and disabled access.

14 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

14 LUTON MODEL RAILWAY CLUB EXHIBITION

Hosts: Luton Model Railway Club
Location: Stopsley High School, St Thomas' Road, Luton, Bedfordshire LU2 7UX
Times: 10.30am-5pm
Prices: TBC
Website: www.lutonmodelrailwayclub.org.uk
Features: Layouts, trade support, societies, refreshments and parking.

14 NEWGOG 2018 – SOUTH WALES 'O' GAUGE SHOW

Hosts: NEWGOG team
Location: Lysaght Institute, Orb Drive, Newport, South Wales NP19 0RA
Times: 10am-4.30pm
Prices: Adults £6, concessions £5, Gauge O Guild members £5
Website: www.newgog.wordpress.com
Contact: 07896 967526
Features: Nine layouts, trade support, demonstrations, refreshments, parking and disabled access.

14/15 CRAWLEY MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Crawley Model Railway Society
Location: Tanbridge House School, Guildford Road, Horsham, West Sussex RH12 1SR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £4, family (2+2) £17
Website: www.crawleymrs.org.uk
Contact: 07411 353757
Features: 19 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14/15 MARYPORT MODEL SHOW

Hosts: Maryport Model Club
Location: Netherhall School Hall, Maryport, Cumbria CA15 6NT

Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £2, family £12
Contact: 01900 813661
Features: Layouts, model planes, boats, road transport, trade support, demonstrations, parking and disabled access.

14/15 RAIL ROAD 2018

Hosts: Tame Valley Scout Council
Location: Astley High Sports College, Yew Tree Lane, Dukinfield, Greater Manchester SK16 5BL
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3, children £1.50, family (2+2) £9.50
Contact: 07719 259638
Features: 25 layouts, trade support, model road transport displays, live steam, vintage vehicles and refreshments.

14/15 SCALEFOUR NORTH 2018

Hosts: Scalefour Society
Location: Queen Elizabeth Grammar School, 154 Northgate, Wakefield, WF1 3QX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, members £6, partners and accompanied children free
Website: www.scalefour.org
Features: Layouts, trade support, demonstrations, societies, refreshments and parking.

14/15 SOUTH NOTTS MODEL RAILWAY SHOW

Hosts: Bingham Model Railway Club
Location: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family £12
Website: www.bingham-model-rail.co.uk
Features: 16 layouts, trade support, demonstrations, refreshments and parking.

14/15 TRAINWEST 2018

Hosts: Bentley Model Railway Group
Location: Springfield Community Campus, Beechfield Road, Corsham, Wiltshire SN13 9DN
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, children £5. Sunday after 1pm Adults £5, children £2
Website: www.trainwest.org.uk
Contact: 01249 654417
Features: 20 layouts, trade support, refreshments and parking.

21 DE HAVILAND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: De Haviland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
Times: 10am-5pm
Prices: Adults £5, children £2
Contact: 01707 267541
Features: 12 layouts, trade support, refreshments, parking and disabled access.

21 PONTYPRIDD MODEL RAILWAY CLUB EXHIBITION

Hosts: Pontypridd Model Railway Club
Location: Crown Hill Community Centre, Llantwit Fardre CF38 2NA
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01443 217511
Features: 10 layouts, trade support, refreshments, parking and disabled access.

21 THE SMALL (LAYOUTS) MODEL RAILWAY EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St Augustine Church, North Springfield, Chelmsford, Essex CM1 6GX
Times: 11am-4.30pm
Prices: Adults £3, children £1
Contact: 01245 264028
Features: Layouts and trade support.

21 TWICKENHAM AND DISTRICT MODEL RAILWAY CLUB POP-UP EXHIBITION

Hosts: Twickenham and District Model Railway Club
Location: Twickenham Library, Garfield Road, Twickenham TW2 3JT
Times: 10am-3.30pm
Prices: Free (donations welcome)
Website: www.tdmrc.org.uk
Contact: 07702 375397
Features: Three layouts, displays and club stand.

21/22 FESTIVAL OF MODEL TRAMWAYS 2018

Hosts: Manchester Museum of Transport
Location: Boyle Street, Cheetham, Manchester M8 8UW
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £7.50, concessions £6.50
Website: www.tramwayinfo.com
Features: Tram layouts, displays, demonstrations and trade support. Free heritage bus operating to/from venue.

21/22 HAMPTON AND KEMPTON WATERWORKS RAILWAY OPEN DAY

Hosts: Hampton and District Model Railway Society
Location: Kempton Park Waterworks, Snakey Lane, Hanworth TW13 7ND
Times: Sat 10.30am-4pm, Sun 10.30am-4pm
Prices: Adults £7, children £3, family (2+2) £10
Website: www.hamptonkemptonrailway.org.uk
Features: Layouts, displays, societies, guided tours, refreshments and parking.

21/22 HELSTON SPRING MODEL RAILWAY EXHIBITION

Hosts: Helston and Falmouth Model Railway Club
Location: Helston Community College, Church Hill, Helston TR13 8NR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3, family (2+2) £10
Website: www.hfmrc.com
Features: 15 layouts, trade support, refreshments, parking and disabled access.

21/22 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool L23 0QP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £2, family £12
Website: www.lmrs.org.uk
Contact: 07764 942031

Features: 19 layouts, trade support, demonstrations, outdoor rides, refreshments and parking.

21/22 NORTH DOWN MODEL RAILWAY SOCIETY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £5, children £4, family (2+2) £15
Website: www.ndmrs.co.uk
Contact: 02891 450833
Features: 20 layouts, trade support, refreshments, parking and disabled access.

22 BLYTHE AND TYNE MODEL RAILWAY SOCIETY SKILLS DAY

Hosts: Blythe and Tyne Model Railway Society
Location: 40 Saville Street, North Shields, Tyne and Wear NE30 1NT
Times: 10am-4pm
Prices: Free
Website: www.btms.co.uk
Features: Demos to include locomotive and wagon building, Digital Command Control (DCC).

22 STOWMARKET MODEL RAILWAY EXHIBITION

Hosts: Stowmarket Railway Club
Location: Mid Suffolk Leisure Centre, Gainsborough Road, Stowmarket IP14 1LH

Times: 10.30am-5pm
Prices: Adults £4, accompanied children free
Website: www.stowrailclub.org.uk
Contact: 01449 672698
Features: Layouts, trade support, refreshments, parking and disabled access.

28 COVENTRY AND WARWICKSHIRE 'O' GAUGE MODELLERS OPEN DAY

Hosts: Coventry and Warwickshire 'O' Gauge Modellers
Location: Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE
Times: 10am-3pm
Prices: Free
Website: www.covgog.org
Features: Test tracks, demonstrations, trade support, refreshments and parking.

28 ROTARAIL 2018 - FAREHAM MODEL RAILWAY EXHIBITION

Hosts: Rotary Club of Fareham
Location: Fareham College, Bishopfield Road, Fareham PO14 1NH
Times: 10.30am-5pm
Prices: Adults £6, children £2
Website: www.rotarail.webs.com
Contact: 01329 663685
Features: 21 layouts, trade support, refreshments, parking and disabled access.

28 RYE MODEL RAILWAY SHOW

Hosts: Dakota Dibben
Location: Rye College, The Grove, Rye, East Sussex TN31 7NQ
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Website: info@dakotadibben.co.uk
Features: Layouts, trade support and refreshments.

28 ST MARY'S MODEL RAILWAY CLUB EXHIBITION

Hosts: St Mary's Model Railway Club
Location: St Mary's Church Hall, High Road, Benfleet, Essex SS7 5HL
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01277 225206
Features: Eight layouts, trade support and refreshments.

28/29 BONNYBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Bonnybridge Model Railway Club/Scottish Diesel and Electric Group
Location: Bonnybridge Community Centre, Bridge Street, Bonnybridge FK4 1AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2, family £12
Website: www.facebook.com/BonnybridgeMRC
Features: 15 layouts, trade support, demonstrations, displays and refreshments.

28/29 THE EPSOM SHOW

Hosts: Epsom and Ewell Model Railway Club
Location: North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £7, children free
Website: www.eemrc.org.uk
Contact: 01483 576274
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

28/29 NEEPSSEND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Neepsend Model Railway Society
Location: Park Centre, Samson Street, Sheffield S2 5QT
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2
Website: www.neepsendmrs.weebly.com
Features: 14 layouts, trade support, refreshments and disabled access.

28/29 SUTTON COLDFIELD MODEL RAILWAY EXHIBITION

Hosts: Sutton Coldfield Railway Society
Location: Bishop Walsh School, Wyld Green Road, Sutton Coldfield, West Midlands B76 1QT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.scrs.club
Features: 16 layouts, trade support, presentations, societies, refreshments and parking.

28/29 WEST ESSEX MODEL RAIL 2018

Hosts: Ilford and West Essex Model Railway Club
Location: St Edwards School, London Road, Romford RM7 9NX
Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £6, concessions £5, children £3, family (2+2) £15
Website: www.iwemrc.org.uk
Features: 25 layouts, trade support, societies, refreshments, parking and disabled access.

29 CLEVELAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.cmrc.club
Features: Eight layouts, displays, demonstrations, refreshments, parking and disabled access.

29 GLOBALRAIL 2018

Hosts: German Railway Society
Location: Didcot Civic Centre, Britwell Road, Didcot, Oxfordshire OX11 7JN
Times: 10.30am-4.30pm
Prices: Adults £5, children £3, family £12
Website: www.grs-uk.org
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

29 FRENCH RAILWAYS SOCIETY MIDLANDS MODEL SHOW AND REUNION

Hosts: The French Railways Society
Location: Aston Court Hotel, Midland Road, Derby DE1 2SL
Times: 10.30am-4.45pm
Prices: Adults £3.50
Website: www.frenchrailwaysociety.org
Features: Layouts, trade support, societies, displays, talks, slideshows, refreshments, parking and disabled access.

29 KEIGHLEY MODEL RAILWAY CLUB SPRING OPEN DAY

Hosts: Keighley Model Railway Club
Location: Clubrooms, Knowle Mills, South Street, Keighley, West Yorkshire BD21 1SY
Times: 10am-4.30pm
Prices: Adults £3.50, children £2.50
Website: www.keighley-mrc.org.uk
Features: Club layouts, test track, refreshments, parking and disabled access.

29 RUSPER MODEL RAILWAY CLUB RUNNING DAY

Hosts: Rusper Model Railway Club
Location: Pickhurst, Bromley, Kent – contact club for directions
Times: 11am-3pm
Prices: Initial visit free
Website: www.ruspermrc.co.uk
Features: Large outdoor model railway running through six garden sheds, with ten stations and various engine sheds, goods yards and carriage sidings.

MAY

4-6 BRISTOL MODEL RAILWAY EXHIBITION

Hosts: Association of Model Railway Clubs, Wales and West of England
Location: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB
Times: Fri 1pm-7pm, Sat 10am-6.30pm, Sun 10am-5pm
Prices: Adults £7.50, 12-16yrs £6, accompanied children free (advanced ticket prices)
Website: www.bristolmodrail.co.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

5 BILLERICAY MODEL RAILWAY GROUP EXHIBITION

Hosts: Billericay Model Railway Group
Location: Galleywood Heritage Centre, The Common, Galleywood, Chelmsford CM2 8TR
Times: 10am-5pm
Prices: Adults £5, concessions £4.50, under 18s £3, children under 13 free
Website: www.billericaymrg.org
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

5 BIRMINGHAM MODEL RAILWAY CLUB OPEN DAY

Hosts: Birmingham Model Railway Club
Location: Brueton Hall, Cadbury Drive, Castle Vale, Birmingham B35 7JE
Times: 11am-4pm
Prices: Adults £1, children 50p
Contact: 07954 390144
Features: Club layouts, refreshments and disabled access.

5 CRAVEN ARMS MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4pm
Prices: Adults £3, children £2
Contact: 01588 672145
Features: 12 layouts, trade support, displays, refreshments, parking and disabled access.

5 EPSOM AND EWELL MODEL RAILWAY CLUB OPEN DAY

Hosts: Epsom and Ewell Model Railway Club
Location: Ruxley Church, Ruxley Lane, West Ewell, Surrey KT19 0JG
Times: 11am-5pm
Prices: Free
Website: www.eemrc.org.uk
Contact: 01483 576274
Features: Club layouts, demonstrations and refreshments.

5 RICKINGHALL MODEL RAILWAY SHOW

Hosts: Diss and District Model Railway Society/
 Rickinghall Village Hall
Location: Rickinghall Village Hall, Hinderclay Road, Rickinghall, Diss IP22 1HD
Times: 10am-4pm
Prices: Adults £5, children £1
Website: www.rickinghallvh.onesuffolk.net
Contact: 07930 188472
Features: 17 layouts, trade support, demonstrations, model traction engine rides, refreshments, parking and disabled access.

5 SCARBOROUGH MODEL RAILWAY SHOW

Hosts: Scarborough Model Railway Show
Location: Westborough Methodist Church, Westborough, Scarborough YO13 1TS
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Contact: martin4d@btinternet.com
Features: 11 layouts, trade support, refreshments and parking.

5/6 BRADFORD MODEL RAILWAY CLUB SHOW

Hosts: Bradford Model Railway Club
Location: Sedbergh Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, children £1.50, family (2+2) £10
Website: www.bradfordmrc.org.uk
Contact: 07941 553307
Features: Layouts, trade support, refreshments and disabled access.

5/6 WOODGREEN CHARITY MODEL STEAM RALLY AND MODEL RAILWAY SHOW

Hosts: Charlie Warne and Mary Hunt
Location: Woodgreen Village Hall, Woodgreen, Fordingbridge, Hampshire SP6 2AQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £2, concessions £1.50, children 80p
Contact: 01725 511977
Features: Seven layouts, trade support, model traction engines, live steam, refreshments, parking and disabled access.

6 BREDGAR MODEL RAILWAY SHOW

Hosts: Bredgar and Wormshill Light Railway (BWLRL)/Invicta Model Rail
Location: BWLRL, The Warren, Swanton Street, Bredgar, Sittingbourne, Kent ME9 8AT
Times: 10.30am-4.30pm
Prices: Adults £10, children £4, family (2+3) £25
Website: www.bwlr.co.uk
Features: 13 layouts, trade support, train and tractor rides, refreshments and parking.

6 BROXBORNE MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: Club Site, The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.org.uk
Contact: 01707 898420
Features: Layouts, radio-controlled models, fairground models, children's rides, refreshments, parking and disabled access.

6/7 BUCKINGHAMSHIRE RAILWAY CENTRE STEAM GALA AND MODEL RAILWAY EXHIBITION

Hosts: Buckinghamshire Railway Centre
Location: Quainton Road Railway Station, Quainton Road, Aylesbury, Buckinghamshire HP22 4BY

Times: Sun 10.30am-5pm, Mon 10.30am-5pm
Prices: Adults £12, concessions £11, children £9, family £37
Website: www.bucksrailcentre.org
Contact: 01296 655720
Features: Layouts, trade support, five full-size locomotives in steam, brake van rides, 'driver-for-a-fiver', refreshments and parking. Diesel shuttle to/from Aylesbury railway station (Monday only).

12 BLOXWICH (ST JOHN'S) MODEL RAILWAY EXHIBITION

Hosts: Bloxwich (St John's) Model Railway Club
Location: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall WS3 3HS
Times: 10am-4.30pm
Prices: Adults £4, children £2
Contact: 07970 390258
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

12 HEXHAM MODEL RAILWAY SHOW

Hosts: Tynedale Trains
Location: Hexham Auction Marts, Tyne Green, Hexham, Northumberland NE46 3SG
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 07919 368418
Features: Layouts, trade support, refreshments, parking and disabled access.

12 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: Swallowfield Parish Hall, Swallowfield Street, Swallowfield, Reading, Berkshire RG7 1QX
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £9
Website: www.lvrmc.co.uk
Contact: 07917 669235
Features: Layouts, trade support, refreshments and parking.

12 PORTSMOUTH MODEL RAILWAY EXHIBITION

Hosts: Victory Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: 07979 594926
Features: 16 layouts, trade support, refreshments, parking and disabled access.

12 SOUTH WEST HERTS MODEL RAILWAY SOCIETY EXHIBITION

Hosts: South West Herts Model Railway Society
Location: Queens School, Aldenham Road, Bushey, Hertfordshire WD23 2TY
Times: 10am-4.30pm
Prices: Adults £6, children £3
Website: www.southwesthertsmrs.org.uk
Contact: 07783 823457
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

12 STAMFORD MODEL RAILWAY SHOW

Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford PE9 1HE
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.mdmrc.org
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

12 STOURPORT MODEL RAILWAY EXHIBITION

Hosts: Wyre Forest Model Railway Club
Location: Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire DY13 8RW
Times: 10am-4pm
Prices: Adults £2, children under 12 free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Seven layouts, trade support, refreshments, parking and disabled access.

12/13 DERBY MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: The Roundhouse, Roundhouse Road, Pride Park, Derby DE24 8JE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, children free
Website: www.mmrg.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

12/13 GLENROTHES MODEL RAILWAY EXHIBITION

Hosts: Glenrothes Model Railway Club
Location: Lomond Centre, Woodside Way, Glenrothes KY7 5RA
Times: Sat 10am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £11
Contact: 01334 475311
Features: Layouts, trade support, refreshments, parking and disabled access.

12/13 SCUNTHORPE MODERN IMAGE RAILWAY GROUP SHOW

Hosts: Scunthorpe Modern Image Railway Group
Location: St Paul's Church Hall, Ashby High Street, Scunthorpe, North Lincolnshire DN16 2JR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £3, children £2, family (2+3) £9
Website: www.smirg.co.uk
Features: 11 layouts, trade support, demonstrations, refreshments and parking.

12/13 SOMPTING AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Sompting and District Model Railway Club
Location: Sompting Village Hall, West Street, Sompting, West Sussex BN15 0BE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, children £1.50
Website: www.somptingdistrictmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

12/13 YEOVIL RAILWAY CENTRE MODEL RAILWAY SHOW

Hosts: Yeovil Railway Centre
Location: Yeovil Railway Centre, Yeovil Junction Station, Stoford, Yeovil BA22 9UU
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £3, children £1
Website: www.yeovilrailway.freesevers.com
Contact: 01935 410420
Features: Layouts, trade support, refreshments and parking. Diesel brake van rides along former GWR Clifton Maybank branch (additional fee).

19 ELY MODEL RAILWAY EXHIBITION

Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely CB6 2SH
Times: 10.30am-4.30pm
Prices: Adults £5, children £3
Website: www.elymrc.org.uk
Contact: 01353 721280
Features: 15 layouts, trade support, societies, demos, live steam rides, refreshments and parking.

19 LUTTERWORTH MODEL RAILWAY EXHIBITION

Hosts: Lutterworth Railway Society
Location: Wycliffe Rooms, George Street, Lutterworth, Leicestershire LE17 4ED
Times: 10am-4.30pm
Prices: Adults £4, children £2, family £8
Website: www.lutterworthrailwaysociety.co.uk
Contact: 01788 310354
Features: Layouts, trade support, societies, refreshments and disabled access.

19 MIRFIELD MODEL RAILWAY EXHIBITION

Hosts: Mirfield Team Parish Music Guild
Location: St Mary's Community Centre, Church Lane, Mirfield, West Yorkshire WF19 9HU
Times: 10am-4pm
Prices: Adults £4, children £2
Contact: 01924 495929
Features: 20 layouts, trade, refreshments and parking.

19 ST PETER'S MODEL RAILWAY SHOW

Hosts: Dave Bysouth/Burnham and District Model Railway Club
Location: St Peter's Church Hall, Eastwick Road, Taunton, Somerset TA2 7HD
Times: 10am-4pm
Prices: Adults £2.50, concessions £2, accompanied children free
Contact: 07780 796741
Features: Ten layouts, trade support, refreshments, parking and disabled access.

19 SWING 2018 MODEL RAILWAY EXHIBITION

Hosts: South Downs Group of the 7mm Narrow Gauge Association
Location: New Venue Littlehampton Academy, Fitzalan Road, Littlehampton, West Sussex BN17 6FE

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FOR MORE SHOWS AND THE VERY LATEST LISTINGS VISIT

WWW.HORNBYSMAGAZINE.COM
 FOR OUR ONLINE SHOW GUIDE

Times: 10am-4.30pm
Prices: Adults £6, members £5, accompanied children free
Contact: 07970 556651
Features: 20 layouts, trade support, demo, societies, refreshments, parking and disabled access.

19 TUNBRIDGE WELLS MODEL RAILWAY SHOW

Hosts: Dakota Dibben
Location: Southborough Primary School, Broomhill Park Road, Southborough, Royal Tunbridge Wells, Kent TN4 0JY
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

19/20 EXPO EM SPRING 2018

Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £9, members £7, accompanied children £2, family £16
Website: www.emgs.org
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

19/20 IMMINGHAM MODEL RAIL SHOW

Hosts: Immingham Museum
Location: Civic Centre, Pelham Road, Immingham DN40 1QF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1, family £7
Website: www.imminghammuseum.org
Features: 12 layouts, trade support, societies, refreshments, parking and disabled access.

19/20 KYLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Kyle Model Railway Club
Location: Walker Hall, Municipal Buildings, South Beach, Troon, South Ayrshire KA10 6EF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Contact: 07751 044984
Features: Ten layouts, trade support, demonstrations, parking and disabled access.

19/20 MIDDLESBROUGH MODEL RAILWAY CLUB EXHIBITION

Hosts: Middlesbrough Model Railway Club
Location: Newport Settlement Community Centre, Union Street, Middlesbrough TS1 5NQ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £12
Contact: 01642 584800
Features: Ten layouts, trade support, refreshments, parking and disabled access.

19/20 SALISBURY MODEL RAILWAY EXHIBITION

Hosts: Salisbury and South Wiltshire Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £5, children £2
Website: www.sswrs.org.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access. Garden railway short walk from venue.

PLANNING AN EXHIBITION?

● Hornby Magazine's Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact Hornby Magazine by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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Track & Accessories



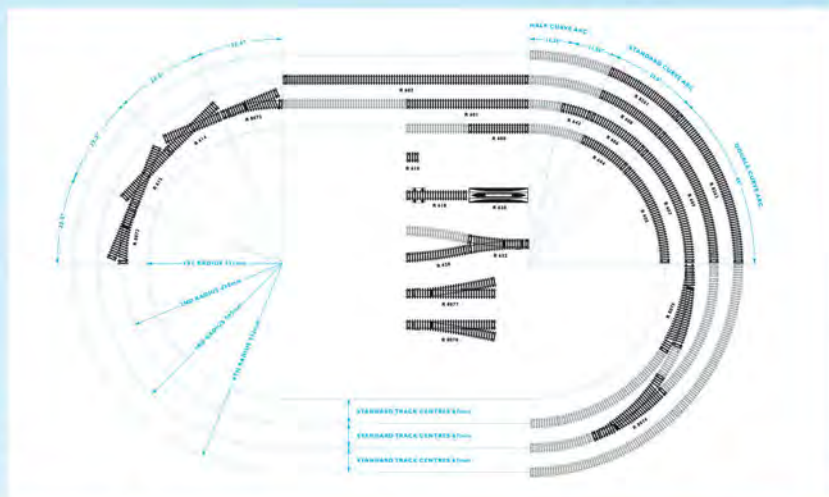
Straight Track

R600	Standard Straight	£2.19	£1.76
R601	Double Straight	£2.59	£2.08
R603	Long Straight	£4.99	£4.00
R610	Short Straight	£1.59	£1.28
R618	Isolating Track	£9.99	£8.00
R620	Re-railer & Uncoupler	£6.99	£5.60



Power

R602	Power Connecting Clip	£2.79	£2.38
R8242	Digital Connecting Kit	£5.99	£5.10
R8201	Track Link Wire Pack	£8.99	£7.65
R8206	Power Track	£8.99	£7.20
R8241	Digital Power Track	£8.99	£7.20



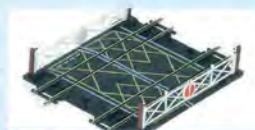
Curved Track

R604	1st Radius Curve	£2.59	£2.08
R605	1st Radius Double Curve	£3.29	£2.64
R606	2nd Radius Curve	£2.19	£1.76
R607	2nd Radius Double Curve	£3.29	£2.64
R643	2nd Radius Half Curve	£2.29	£1.84
R608	3rd Radius Curve	£2.59	£2.08
R609	3rd Radius Double Curve	£3.29	£2.64
R8261	4th Radius Curve	£2.79	£2.24
R8262	4th Radius Double Curve	£3.99	£3.20
R628	Curve for use with Y Point	£2.79	£2.24



Track Accessories

R207	Track Pins	£3.29	£2.64
R617	Uncoupling Ramp	£3.99	£3.20
R8244	Uncoupler Unit	£3.99	£3.20
R910	Fishplates (12)	£3.29	£2.64
R920	Insulated Fishplates (12)	£2.29	£1.84



Level Crossings

R636	Double Level Crossing	£28.99	£23.20
R645	Single Level Crossing	£18.99	£15.20



Underlay

R626	Point Underlay Sheets (4)	£6.99	£5.60
R638	Underlay Roll (5m)	£15.99	£12.80



Hornby R8223
Track Extension Pack C
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Accessories

R083	Buffer Stop	£2.59	£2.08
R574	Trackside Accessories	£17.99	£14.40



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R8073	Right Hand Point	£11.99	£9.60
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R8075	Right Hand Curved Point	£18.99	£15.20
R8076	Y Point	£13.99	£11.20
R8077	Left Hand Express Point	£18.99	£15.20
R8078	Right Hand Express Point	£18.99	£15.20
R614	Left Hand Diamond Crossing	£13.99	£11.20
R615	Right Hand Diamond Crossing	£13.99	£11.20



Flexible Track

R621	Flexible Track	£4.99	£4.00
R8090	Semi-Flexible Track	£4.99	£4.00



Signals

R169	Home Junction Signal	£16.99	£13.60
R170	Distant Junction Signal	£16.99	£13.60
R171	Home Single Signal	£12.99	£10.40
R172	Distant Single Signal	£12.99	£10.40
R406	Colour Light Signal	£30.99	£24.80



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Track Extension Pack A
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Hornby R8225
Track Extension Pack E
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Turntable

R070	Electrically Operated Turntable	£74.99	£60.00
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Hornby R8222
Track Extension Pack B
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Hornby R8226
Track Extension Pack F
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H4-P-006 - 1558 in SE black with sunshine lettering

H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

H4-P-011 - 27 "Primrose" in Bluebell Railway lined black 1960s

H4-P-012 - 323 "Bluebell" in Bluebell Railway lined blue (2010s)



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H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2043 'No.6' in NCB green

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H4-BH-001 ADB965576 in BR yellow

H4-BH-002 ADB965577 in BR yellow

H4-BH-003 ADB965578 in BR yellow

H4-BH-004 ADB965579 in BR yellow "Stratford Shark"

H4-BH-007 ADB965580 in Railtrack Black

H4-BH-008 ADB965581 in Railtrack Black

H4-BH-009 ADB965578 in Network Rail black

H4-BH-010 ADB965579 in Network Rail black

ex Class 45 bogies

H4-BH-005 ADB966098 in BR yellow with NSE Branding

H4-BH-006 ADB966099 in BR yellow with NSE Branding

H4-BH-011 ADB966098 in Network Rail black

H4-BH-012 ADB966099 in Network Rail black



Hatton's New Rolling Stock Announcements in OO

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Water Tank Module Water Jetting Module Sandite Module



Pristine

H4-RHTT-001 'Sandite' with 2 wagons and sandite modules

H4-RHTT-002 'Water Jet' with 2 wagons and water jetting modules

H4-RHTT-003 Additional 'Water' wagon with 3 water modules



Weathered

H4-RHTT-004 'Sandite' with 2 wagons and sandite modules - weathered

H4-RHTT-005 'Water Jet' with 2 wagons and water jetting modules - weathered

H4-RHTT-006 Additional 'Water' wagon with 3 water modules

FEA Intermodal Wagon

Due in Stock: November 2018

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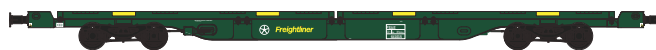


H4-FEAE-001 6410xx in Freightliner green

H4-FEAE-002 6410xx in Freightliner green

H4-FEAE-003 6410xx in Freightliner green

H4-FEAE-004 6410xx in Freightliner green



H4-FEAE-005 641015 in Freightliner green with track panel carriers



H4-FEAS-001 6406xx in GBRf blue

H4-FEAS-002 6406xx in GBRf blue

H4-FEAS-003 6406xx in GBRf blue

H4-FEAS-004 6406xx in GBRf blue



H4-FEAS-005 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FEAS-006 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FEAS-007 640931xx in TransPlant yellow

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R3603TTS 30850 "Lord Nelson" in BR green with late crest - TTS sound fitted

R3634 851 "Sir Francis Drake" in Southern Railway olive green

R3635 30863 "Lord Rodney" in BR green with early emblem

Class J36 0-6-0

Pre-order from £112. TTS-fitted £132

Due in Stock: August 2018



R3600TTS 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted

R3621 851 722 in LNER black

R3622 65311 "Haig" in BR black with early emblem

Class 8P Streamlined Princess

Coronation 4-6-2

Pre-order for £152

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R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

Maunsell Kitchen & Dining car

Pre-order for £40

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R4816 7869 in SR olive green

R4817 S7946S in BR green

Class 87

Pre-order from £136

Due in Stock: April 2018



R3580 87035 "Robert Burns" in BR Blue

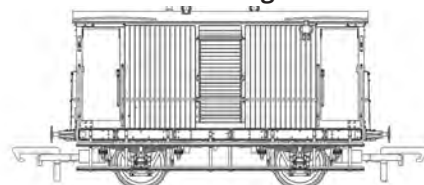
R3582 87010 "King Arthur" in Intercity Swallow livery

R3656 87019 "Sir Winston Churchill" in Virgin Trains red and black

LNER 20-ton Toad Brake van

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R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)



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Class 90

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Due in Stock: March/April 2019



32-610 90005 "Financial Times" in Intercity Swallow livery

32-611 90037 in Railfreight Distribution sector triple grey

32-612 90042 in Freightliner Powerhaul livery

Ransomes & Rapier 45T Breakdown Crane

Pre-order for £212.46

Due in Stock: March/April 2019



© Andy York / RMweb

38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

'Turbostar' DMUs

Pre-order from £199 (Estimated)

Due in Stock: TBC



35-560 Class 168/3 2-car DMU 168327 in Chiltern Railways livery

35-580 Class 171 2-car DMU 171122 in Southern Railway livery

35-625 Class 170/1 3-car DMU 170104 in Cross Country livery

35-626 Class 170/4 2-car DMU 170453 in Scotrail Saltire livery

OO9 Quarry Hunslet 0-4-0ST

Pre-order from £114 (Estimated)

Due in Stock: TBC



391-050 "Alice" in Dinworic Quarry red

391-051 "Britomart" in Pen-yr-Orsedd Quarry blue

391-052 "Nesta" in Penrhyn Quarry lined black

391-053 "Dorothea" in Dorothea Quarry lined green



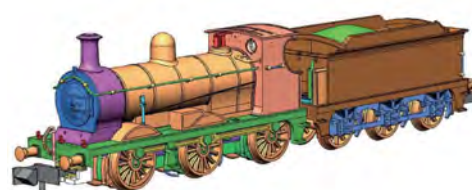
2017/18

Announcements

Class C Wainwright 0-6-0

Pre-order from £114.71

Due in Stock: TBC



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 450 4-car EMU

Pre-order for £240 (Estimated)

Due in Stock: TBC



371-725 450073 in South West Trains livery

www.hattons.co.uk/preorder

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer RRP.

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655

**17 Montague Road,
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 26th 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
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							

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

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 20/03/18.

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

Est. 1946

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 "Drysilyn 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

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

32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR
green Churchward tender (Bac) **NEW** £97.71

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

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

31-126 Class 30xx 2-8-0 ROD 3036 in BR black early
emblem - weathered (Bac) (RRP £142.95) **BARGAIN** £72
31-728 Class 3700 City 4-4-0 3708 "Kilmarney" Great Western green (Bac) £123.21

32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR
black late crest - weathered (Bac) £93.46
R3455 Class 4000 Star 4-6-0 4013 "Knight of St Patrick" GWR Green (Hor) £127

R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black
early emblem (Hor) (RRP £119.99) £82
R3422 Class 415 Adams Radial 4-4-2T 3125 in Southern Railway
wartime black (Hor) (RRP £140.99) **BARGAIN** £101

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

R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green
late crest - Railroad range (Hor) (RRP £95.99) **BARGAIN** £57

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

R3547 Class 4MT 4-6-0 75008 in BR green late crest (Hor)
(RRP £170.99) **BARGAIN** £119

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

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

31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR
lined green late crest - weathered (Bac) £127.46

R3516 Class 6000 'King' 4-6-0 6004 'King George III' in post-war
GWR green - 'The Final Day' special edition (Hor) **NEW** £161

R3534 Class 6000 'King' 4-6-0 6023 'King Edward II' in
GWR green garter crest (Hor) **NEW** £157

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

NEW
R3452 Class 6800 'Grange' 4-6-0 6825 'Llanfair Grange' in
BR lined green late crest (Hor) **NEW** £132

NEW
R3552 Class 6800 'Grange' 4-6-0 6860 'Aberporth Grange' in
GWR green shirtbutton emblem (Hor) **NEW** £132

31-204 Class 6P Patriot 4-6-0 5530 'Sir Frank Ree' in LMS
crimson (Bac) (RRP £164.95) **BARGAIN** £104

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

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

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

R3520 Class 7MT 4-6-2 Britannia 70007 'Coeur-de-Lion'
in BR green late crest (Hor) £153
R3558 Class 7P 'Royal Scot' 4-6-0 46165 'The Ranger' BR green late
crest (Hor) £144

R3517 Class 7P 'Royal Scot' 4-6-0 6108 'Seaforth Highlander' in
LMS black - 'The Final Day' special edition (Hor) £161

R3564 Class 8F 2-8-0 48045 in BR black late crest -
Fowler tender (Hor) £123

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

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

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

R3518 Class A3 4-6-2 108 'Gay Crusader' in LNER apple green -
'The Final Day' special edition (Hor) (RRP £189.99) **BARGAIN** £129

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

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
R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) £136

R3588 Class B17 4-6-0 2864 'Liverpool' in LNER apple
green - Railroad Range (Hor) **NEW** £76.50

R3004 Class B17 4-6-0 61631 'Seriby 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

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

R3414 Class J15 0-6-0 5444 in LNER Black (Hor)
(RRP £127.99) **BARGAIN** £79

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

R3380 Class J15 0-6-0 7510 in LNER Black (Hor)
(RRP £109.99) **BARGAIN** £76
R3407 Class J50 0-6-0T 68959 BR Black early emblem (Hor)
(RRP £93.99) **BARGAIN** £69

R3466 Class J94 0-6-0ST 22 in United Steel
Company (Hor) £76.50

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



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



R3243B Class K1 2-6-0 62064 in BR black late crest (Hor) (RRP £129.99) **BARGAIN** £82
 R3461 Class L1 Thompson 2-6-4T 67702 LNER apple green BR number (Hor) £125
 R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor) £131



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) £100
 35-050 LNWR 0-6-2T Webb Coal tank 1054 LNWR plain black - as preserved (Bac) £101.96
 35-052 LNWR 0-6-2T Webb Coal tank 58900 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



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F 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



R9291 Thomas and Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) £88



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) £144.46

Diesel train packs



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

Diesel locos



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



R3577 4-wheel Sentinel 0-4-0 "Graham" in red (Hor) **NEW** £58



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



32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) £114.71
 1409 Class 14 D9531 in BR green - as preserved (Hel) **NEW** £110



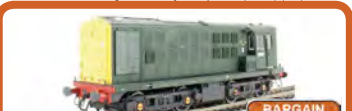
1410 Class 14 D9537 in BR desert sand - as preserved (Hel) **NEW** £110



1408 Class 14 D9555 in BR green - last loco built at Swindon works (Hel) **NEW** £110



1411 Class 14 National Coal Board Ashington No.4 in NCB blue (Hel) **NEW** £110
 1511 Class 15 D8234 in green small yellow panels (Gloss) (Hel) £94



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



32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) £104
 2658 Class 26/0 26014 in BR blue (Hel) £104



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2614 Class 26/1 26026 in BR blue (Hel) £104
 2640 Class 26/1 26040 in BR railfreight grey red stripe (Hel) £104



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



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) £110
 R3275 Class 31 31144 Civil engineers 'Dutch' grey and yellow - Railroad Range (Hor) £59
 3357 Class 33/1 33116 in BR engineers grey (Hel) £94



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) £101



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



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) £117.26
 32-389 Class 37/4 37421 in Colas Rail (Bac) £135.96



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



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



31-659 Class 47/0 47001 in BR blue - weathered (Bac) £144.46



31-663 Class 47/0 47209 "Herbert Austin" in Railfreight Distribution Sector (Bac) **NEW** £135.96



31-656 Class 47/0 47256 in BR Green Full Yellow Ends - weathered (Bac) £144.46



31-662 Class 47/3 47359 in BR Railfreight Metals sector triple grey (Bac) £118.96



31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac) **NEW** £135.96



32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) **NEW** £135.96



5310 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125) **BARGAIN** £94



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



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



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) £131.71
 4D-022-008S Class 68 68003 "Astute" in Direct Rail Services compass - DCC sound fitted (Dap) £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) £151.16
 4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) £254.96
 4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap) £131.71



OLIV003 Class 73/1 73141 "Charlotte" in First GBRf purple - Olivias Trains limited edition (Dap) £99



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) **BARGAIN** £129



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

Electric locos

4D-006-008 Class 73 E6001 in BR Green SYP (Exclusive to Dapol Collectors Club) (Dap) **NEW** £130



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £59
 7603 Class 76 EM1 Woodhead electric 76014 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) (RRP £160) **BARGAIN** £124



7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel) (RRP £160) **BARGAIN** £119



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR blue single pantograph. (Bac) (RRP £139.95) **BARGAIN** £79

Visit

www.hattons.co.uk/new

for all new releases



Coaches

NEW



R4717A 58' Maunsell Rebuilt (Ex LSWR 48') eight compartment brake third 2636 in SR olive green (Hor) NEW £40

NEW



R4720A 58' Maunsell Rebuilt (Ex LSWR 48') nine compartment third 364 in SR olive green (Hor) NEW £40
R4719A 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake composite 6401 in SR olive green (Hor) NEW £40
R4718A 58' Maunsell Rebuilt (Ex LSWR 48') six compartment brake third 2625 in SR olive green (Hor) NEW £40



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



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



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



R4832 GWR A30 autococh W193W in BR maroon (Hor) NEW £34



R4802 LMS 68' 12-wheel restaurant car 238 in LMS crimson (Hor) NEW £43.50



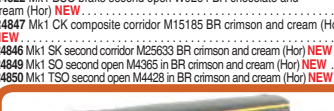
R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) £73
R4845 Mk1 BG full brake M8034 in BR crimson and cream (Hor) NEW £34



R4848 Mk1 BSK brake second corridor M34466 in BR crimson and cream (Hor) NEW £34
R4823 Mk1 BSO brake second open E9248 BR crimson and cream (Hor) NEW £34
R4822 Mk1 BSO brake second open W9264 BR chocolate and cream (Hor) NEW £34
R4847 Mk1 CK composite corridor M15165 BR crimson and cream (Hor) NEW £34
R4849 Mk1 SO second open M4365 in BR crimson and cream (Hor) NEW £34
R4850 Mk1 TSO second open M4428 in BR crimson and cream (Hor) NEW £34



R4848 Mk1 BSK brake second corridor M34466 in BR crimson and cream (Hor) NEW £34
R4823 Mk1 BSO brake second open E9248 BR crimson and cream (Hor) NEW £34
R4822 Mk1 BSO brake second open W9264 BR chocolate and cream (Hor) NEW £34
R4847 Mk1 CK composite corridor M15165 BR crimson and cream (Hor) NEW £34
R4849 Mk1 SO second open M4365 in BR crimson and cream (Hor) NEW £34
R4850 Mk1 TSO second open M4428 in BR crimson and cream (Hor) NEW £34



R4848 Mk1 BSK brake second corridor M34466 in BR crimson and cream (Hor) NEW £34
R4823 Mk1 BSO brake second open E9248 BR crimson and cream (Hor) NEW £34
R4822 Mk1 BSO brake second open W9264 BR chocolate and cream (Hor) NEW £34
R4847 Mk1 CK composite corridor M15165 BR crimson and cream (Hor) NEW £34
R4849 Mk1 SO second open M4365 in BR crimson and cream (Hor) NEW £34
R4850 Mk1 TSO second open M4428 in BR crimson and cream (Hor) NEW £34



R4617A Mk2E FO first open 3221 in BR intercity (Hor) (RRP £24.99) BARGAIN £17



R4614A Mk2E FO first open W3231 in BR Blue & Grey (Hor) (RRP £29.95) BARGAIN £17
R4622 Mk2E TSO second open W3680 BR blue & grey - Railroad range (Hor) £23

NEW



34-385 Thompson 3rd class corridor in LNER Teak (Bac) NEW £46.71

NEW



34-485 Thompson first Corridor in LNER Teak (Bac) NEW £46.71

Wagons

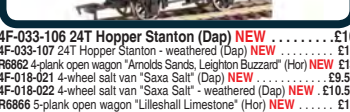
4F-011-012 12-ton ventilated egg van 511282 LMS grey - weathered (Dap) NEW £10.50



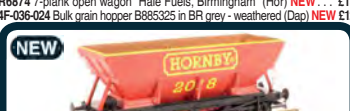
37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04
37-238 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £16.96



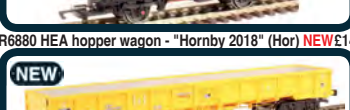
4F-033-106 24T Hopper Stanton (Dap) NEW £10
4F-033-107 24T Hopper Stanton - weathered (Dap) NEW £11
R6882 4-plank open wagon 'Arnolds Sands, Leighton Buzzard' (Hor) NEW £13
4F-018-021 4-wheel salt van 'Saxa Salt' (Dap) NEW £9.50
4F-018-022 4-wheel salt van 'Saxa Salt' - weathered (Dap) NEW £10.50
R6886 5-plank open wagon 'Llithell Limestone' (Hor) NEW £13
4F-031-041 6-wheel milk tanker 'Unigate Creameries' (Dap) £13
R6874 7-plank open wagon 'Hale Fuels, Birmingham' (Hor) NEW £13
4F-036-024 Bulk grain hopper B885325 in BR grey - weathered (Dap) NEW £12



R6880 HEA hopper wagon - "Hornby 2018" (Hor) NEW £14



4F-010-005 JNA "Falcon" bogie ballast wagon NLU29001 in Network Rail yellow (Dap) NEW £22.07
4F-010-006 JNA "Falcon" bogie ballast wagon NLU29021 in Network Rail yellow (Dap) NEW £22.07
4F-010-007 JNA "Falcon" bogie ballast wagon NLU29046 in Network Rail yellow (Dap) NEW £22.07
4F-010-008 JNA "Falcon" bogie ballast wagon NLU29198 in Network Rail yellow (Dap) NEW £22.07



R6849 KFA container wagon in Tiphook Rail "DAL" and "Genstar" containers (Hor) NEW £29.50
38-302 OTA (ex VDA) timber carrier wagon Kronospan blue lumber load (Bac) £25.46



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



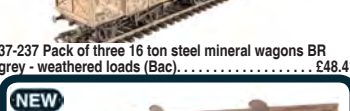
R6883 Pack of three GWR horse boxes in GWR brown (Hor) NEW £52
R6882 Pack of three Private Owner open wagons - "B.Q.C." "L.W. Baldwin" and "F.H. Silvey" (Hor) NEW £36
4F-028-102 Pair of 40-foot containers - "Mitsui Lines" (Dap) NEW £11
4F-028-103 Pair of 40-foot containers - "Mitsui Lines" - weathered (Dap) NEW £12



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



R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) BARGAIN £49



R3480 Class 92 92016 "Brahm's" in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) BARGAIN £52



9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (Hel) £108

HSTs



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) £246

DMUs



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) BARGAIN £94



32-912A Class 108 3 Car DMU in BR blue yellow ends (Bac) £152.96



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



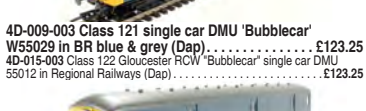
4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) £129.95



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



4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) £123.25
4D-015-003 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55012 in Regional Railways (Dap) £123.25



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



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



4D-011-001 Streamlined railcar 12 in GWR lined chocolate and cream shirtbutton emblem (Dap) £123.25

EMUs



30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac) £178.46



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

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



R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £150

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



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

Prices valid until 09/05/18

All prices correct
when going to press.
Errors excepted.

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap)	£25
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)	£25

Buildings - general

R8666 AA Telephone kiosk (Hor) NEW	£8
44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac)	£12.71



44-0079 Grain Warehouse (Bac)	£63.71
44-265 Low Relief Block of flats (Bac) (RRP £62.95) BARGAIN	£11
PO274 Low relief terrace house fronts - red brick - card kit (Met)	£36

Man-made scenic structure - non-railway

44-016 Fuel Storage Tanks (Bac)	£38.21
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Bridges, Tunnels & Walls

R8006 Grand suspension bridge (Hor)	£39
44-225 Low Relief Retaining Walls (162 x 10 x 65mm) (Bac)	£14.41
PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met)	£12
PO245 Retaining wall in stone - 4 sections per pack - card kit (Met)	£12

People - civil

36-408 12 x Seated Coach Passengers (Bac)	£11.50
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Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor)	£3.50
R8090 Pack of 24 (Hor)	£79
R607 2nd radius double curve track (8 make a circle) (Hor)	£2.50
R607 Circle of 8 (Hor)	£18
R609 3rd radius double curve track (8 make a circle) (Hor)	£2.60
R609 Circle of 8 (Hor)	£20
R601 Double Straight (Hor)	£2.10
R601 Box of 24 (Hor)	£47
R8072 Left Hand Standard Point (Hor)	£9.50
R603 Long Straight - 670mm (Hor)	£3.70
R8078 Right hand Express point (Hor)	£14.50



R8073 Right Hand Standard Point (Hor)	£9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec)	£14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec)	£14.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec)	£9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec)	£9
ST-204 Setrack Quad Straight (670mm) (Pec)	£3.50
ST-204 Box of 24 (Pec)	£76
ST-100 Setrack Starter Track Set - Second Radius (Pec)	£58
R621 Single 970mm length of flexible track (Hor)	£3
R621 Pack of 24 (Hor)	£66
R600 Standard Straight (Hor)	£1.50
R600 Box of 24 (Hor)	£34

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)	£66
SL-100 Single (Pec)	£3



SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)	£70
SL-102 Single (Pec)	£3



SL-E99 3 way medium radius point - electrofrog (Pec)	£27
SL-99 3 way medium radius point - insulfrog (Pec)	£27



SL-90 Double slip - insulfrog (Pec)	£33
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SL-E87 Left hand curved point - electrofrog (Pec)	£12.50
SL-87 Left hand curved point - insulfrog (Pec)	£12.50



SL-E89 Left hand large point - electrofrog (Pec)	£12
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SL-89 Left hand large point - insulfrog (Pec)	£12
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SL-E96 Left hand medium point - electrofrog (Pec)	£10.50
SL-96 Left hand medium point - insulfrog (Pec)	£10.50



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-E88 Right hand large point - electrofrog (Pec)	£12
SL-88 Right hand large point - insulfrog (Pec)	£12



SL-E95 Right hand medium point - electrofrog (Pec)	£10.50
SL-95 Right hand medium point - insulfrog (Pec)	£10.50



SL-E91 Right hand small point - electrofrog (Pec)	£9.50
SL-91 Right hand small point - insulfrog (Pec)	£9.50

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec)	£4
SL-108F Box of 25 (Pec)	£100



SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec)	£82
SL-102F Single (Pec)	£3.30



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)	£72
SL-100F Single (Pec)	£3



SL-E199 3 way finescale medium radius point - electrofrog (Pec)	£29
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SL-E190 Finescale double slip - electrofrog (Pec)	£38
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SL-E187 Finescale left hand curved point - electrofrog (Pec)	£13
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SL-E189 Finescale left hand large point electrofrog (Pec)	£12.50
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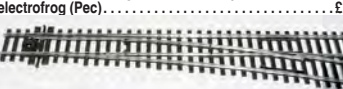
SL-E196 Finescale left hand medium point - electrofrog (Pec)	£11.50
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SL-E192 Finescale left hand small point - electrofrog (Pec)	£10.50
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SL-E186 Finescale right hand curved point - electrofrog (Pec)	£13
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SL-E188 Finescale right hand large point - electrofrog (Pec)	£12.50
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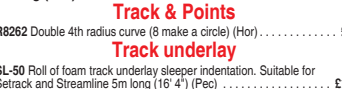
SL-E195 Finescale right hand medium point - electrofrog (Pec)	£11.50
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SL-E191 Finescale right hand small point - electrofrog (Pec)	£10.50
SL-E180 Finescale single slip - electrofrog (Pec)	£35
SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec)	£26



SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec)	£26
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SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec)	£10
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36-2018 Bachmann Branchline 2018 Catalogue (Bac)	£7.61
R8155 Hornby 2018 Catalogue - 64th Edition (Hor)	£8

Buses	
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76B1003 Beadle Integral coach - "East Yorkshire" (Oxf) NEW	£16.50
76B1002 Beadle Integral Maidstone & District (Oxf)	£15.50
76IR6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition (Oxf)	£23



76IR6003 Irizar i6 coach - "The Kings Ferry" (Oxf) NEW	£20.50
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Cars	
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76ZEP010 Ford Zephyr purple grey (Oxf) NEW	£5
76MCS006 Mini Cooper - Pink (Oxf) NEW	£4.50
76TRA003 Triumph TR4 new white (Oxf) NEW	£15.50
76W0005 Wolseley 18/85 black / ivory (Oxf) NEW	£4.50

Commercial vehicles	
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76SCT005 Eddie Stobart Car Transporter - Christina Frances (Oxf)	£27
76FT029 Ford Transit Mk5 LWB High - Docklands Light Railway (Oxf) NEW	£5



76MB010 Mercedes Actros Semi Low Loader JCB (Oxf) NEW	£21
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76SLH01ST Scania Highline Nootboom 3 Axle Semi Low Loader Stobart Rail (Oxf)	£21.50
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76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerral & Co Ltd (Oxf)	£21
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Farming & Construction	
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76LDL001 JCB 531 70 Loadall JCB (Oxf) NEW	£16
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76JS001 JCB JS220 Tracked Excavator JCB (Oxf) NEW	£19.50
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Military ground vehicles	
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76CHT003 Churchill Tank 142 RAC Tunisia 1943 (Oxf) NEW	£11
76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 (Oxf)	£21
76SHP005 Leyland Sherpa van - "RAF Royal Air Force" (Oxf) NEW	£5.50



76SM001 Sherman Mk3 Tank - 10th Armoured division, 1942 (Oxf) NEW	£11
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Public Service vehicles	
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76BED007 Bedford J1 ambulance - "Dundak Fire Service" (Oxf) NEW	£5.50
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N Gauge	
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Steam locos	
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372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) (RRP £169.95) BARGAIN	£119
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372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) (RRP £169.95) BARGAIN	£119
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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



R6827 SR Dia 1530 Cattle Wagon '53767' (Hor)	£19
37-716 Triple Pack of 8 Ton Cattle Wagons BR Bauxite - Weathered (Bac)	£53.51



R6852 ZFP 'Trout' ballast hopper in National Coal Board yellow (Hor) NEW	£20
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Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply, (Hor)	£87
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Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor)	£40
PC2 One Touch DCC Quad Point Controller x 4 (Tra)	£32

Digital controllers

R8214 DCC Elite unit digital controller (Hor)	£210
R8213 DCC Select unit (boxed) (Hor)	£98

Digital control accessories

R8238 DCC reverse loop control module (Hor) (RRP £39.99) BARGAIN	£12
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Point motors

R8243 Surface Mounted point motor (Hor)	£8.50
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Lighting equipment

WJP5675 Modern UK working metal station lamps - Pack of 3 - Just Plug lighting system (Woo)	£20
CL2 Standard Coach Lighting Strips - Warm White (Tra)	£17

Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec)	£2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec)	£2
SL-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). For OO, HO & O gauge - Pack of 24 (Pec)	£2.20
36-030 Pack of ten NEM long straight couplings pocket (Bac)	£8.46

Wheel sets

R8097 Metal 3 hole disc wagon wheels on axles (10 axles) 12.6mm diameter (Hor)	£13
36-010 Pair of Collett bogies (Bac)	£7.50

Man-made scenic structure - railway-related

89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel)	£199
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LK-55 76ft Well type turntable (Pec)	£41
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R083 Box of 6 Buffer Stop (Hor)	£9.50
R083 Single (Hor)	£1.80

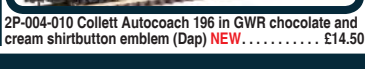
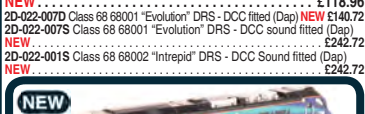
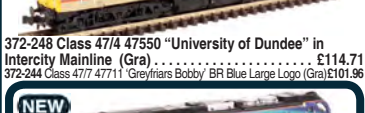
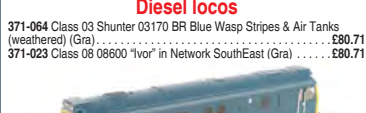
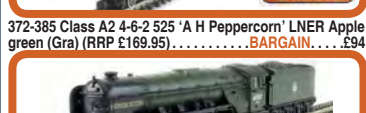


R070 Electrically Operated Turntable (Hor).....	£64
R537 Line-side Fencing (Hor).....	2

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



2P-004-012 Collett Autocoach W169W BR crimson and cream (Dap) NEW £14.50
2P-004-013 Collett Autocoach W194W in BR maroon (Dap) NEW £14.50



2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap) £116

Wagons

373-657 14 Ton Tank Wagon 'Ronuk' (Gra) NEW £16.11



2F-036-037 4-wheel bulk grain hopper "Scottish Grain Distillers" (Dap) NEW £13
2F-036-038 4-wheel bulk grain hopper "Scottish Grain Distillers" weathered (Dap) NEW £14
2F-071-024 7-plank open wagon - "Bairds and Dalmeilong Ltd" (Dap) NEW £8

Lighting equipment



NC040b Light Bar coach lighting unit for older coaches (Yellow) (Dap) £8

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

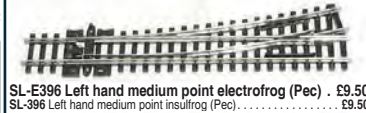
ST-11 Double straight track (Pec) £1.60
ST-17 N Setrack No3 radius double curve (8 form a circle). £2
ST-12 No.1 radius double curve (Pec) £1.60
ST-15 No.2 radius double curve (Pec) £1.80
ST-6 Setrack left hand point insulfrog (Pec) £8.50



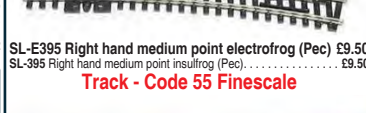
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-1 Standard straight track (Pec) £1.25
ST-300 Starter Track Set (Pec) £49

Track - Code 80 Streamline

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



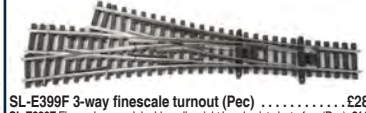
SL-E396 Left hand medium point electrofrog (Pec) £9.50
SL-396 Left hand medium point insulfrog (Pec) £9.50



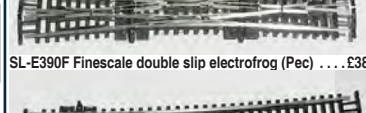
SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale

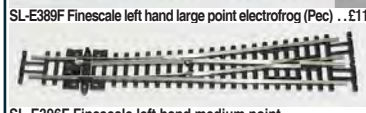
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
SL-302F Pack of 30 (Pec) £91



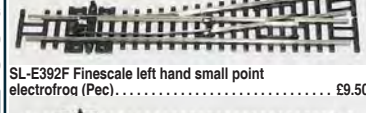
SL-E399F 3-way finescale turnout (Pec) £28
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £38



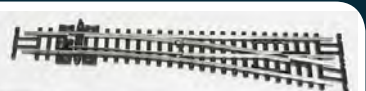
SL-E389F Finescale left hand large point electrofrog (Pec) £11



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



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



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



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

O Gauge (1:43 Scale)

Steam locos



7S-026-003 Class 3F 'Jinty' 0-6-0T 23 in S&DJR prussian blue (Dap) £191.25



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



7S-024-001 Class 64xx 0-6-0PT pannier 6412 in Great Western green (Dap) NEW £340



7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shirtbutton emblem (Dap) NEW £340



7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem (Dap) NEW £340



7S-024-004 Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest (Dap) NEW £340



7S-025-001 Class 74xx 0-6-0PT pannier 7411 in GWR green (Dap) NEW £340

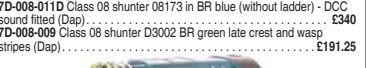


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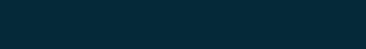
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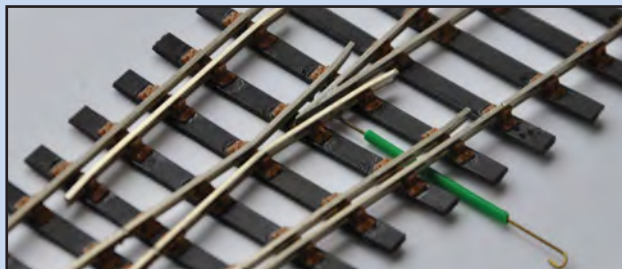
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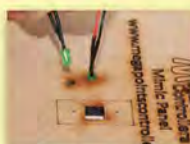


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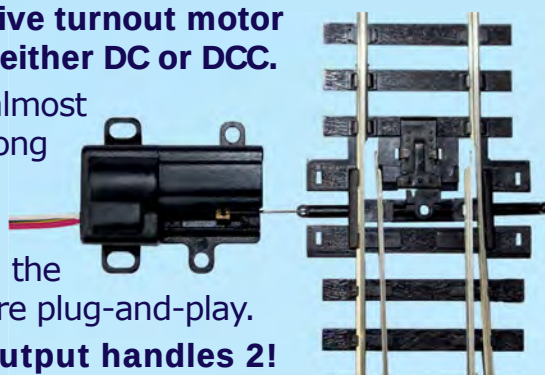
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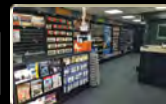
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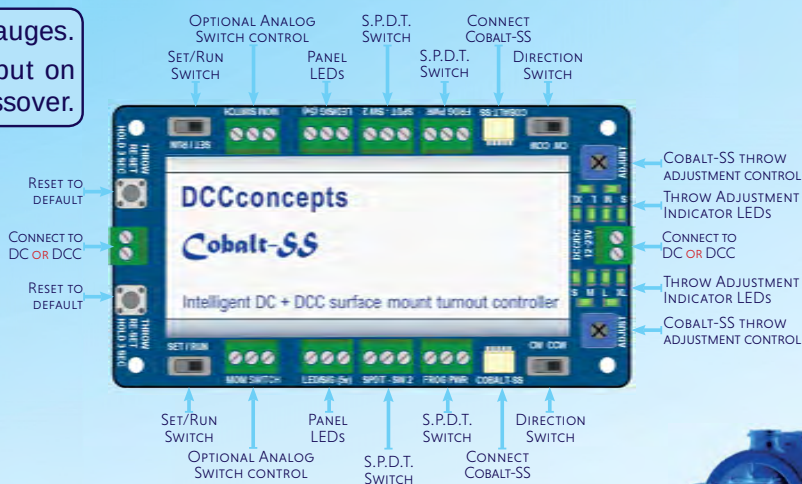
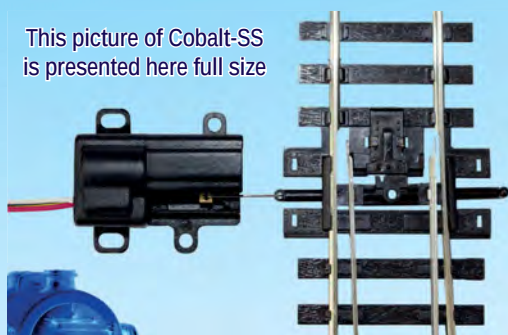
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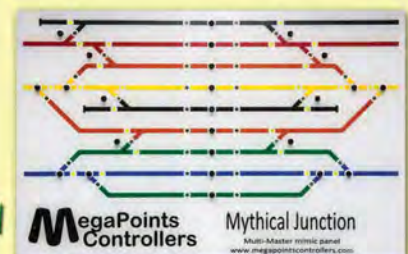
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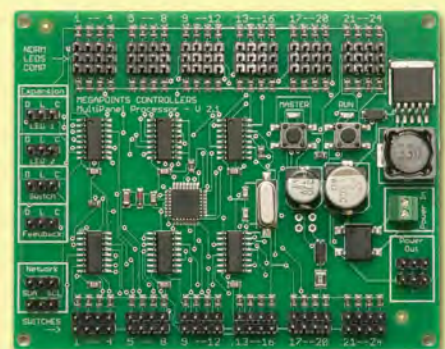
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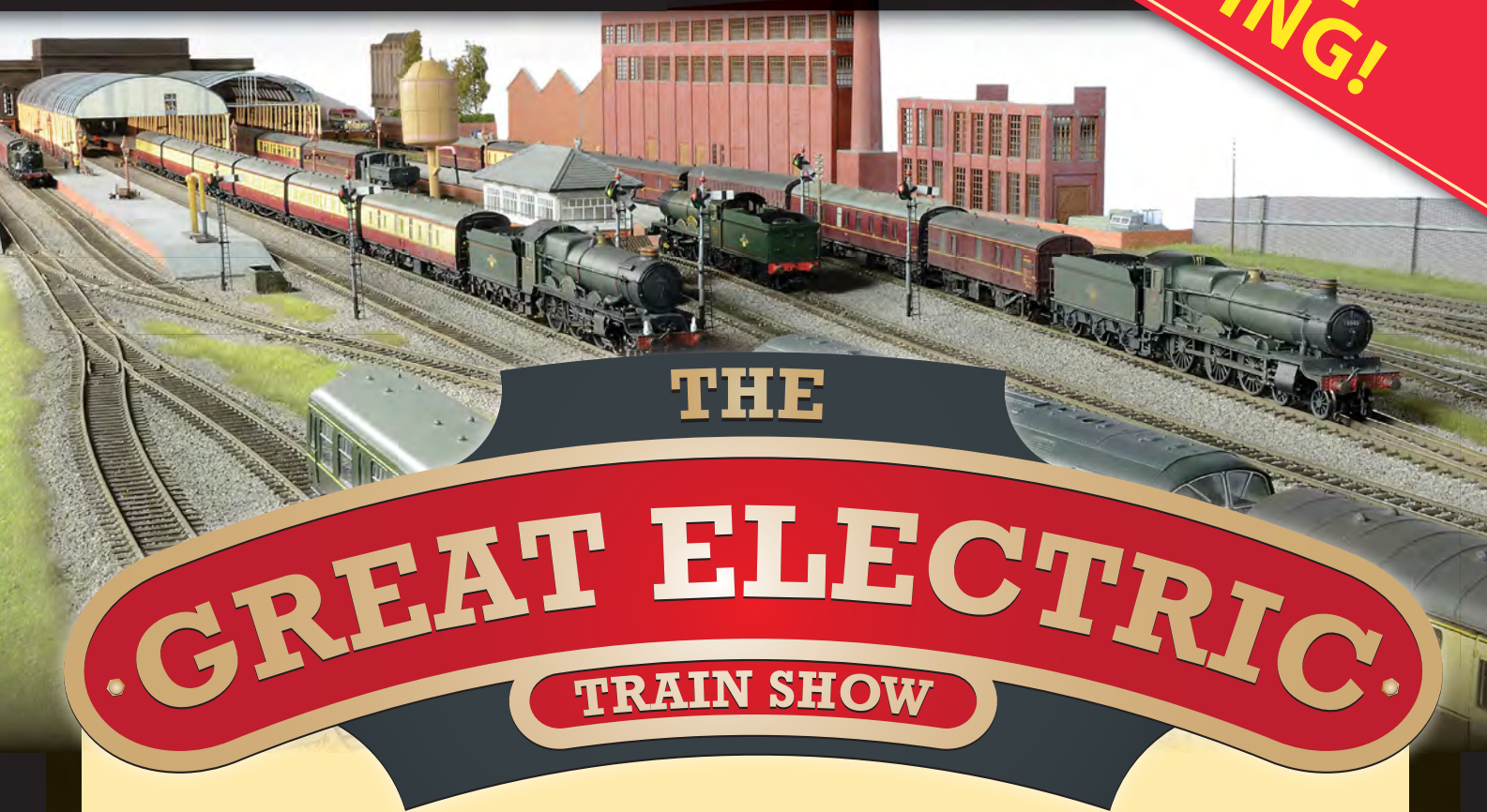
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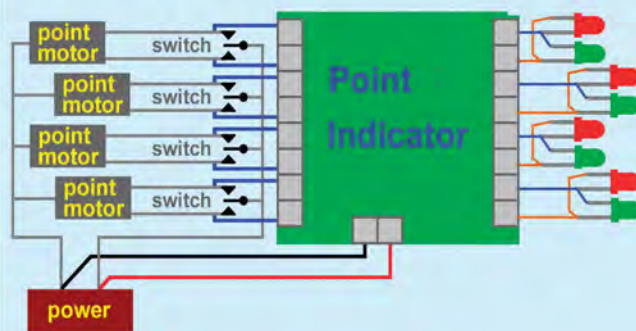
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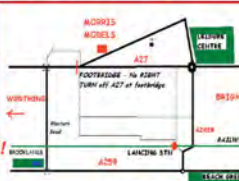
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CHESTER LE STREET - Park view school North lodge, Lombard Drive, Chester-le-Street, Co Durham, DH3 4BB (Near The Lambton worm pub, near Birtley) Sunday 29th April 2018 10am - 3pm Admission £3 Senior Citizens and Children £2 Early entry £5.00 Contact Jim Corr 07594 035955 Email jim_corr73@hotmail.co.uk Like us on Facebook Northerntoyairs

NEC BIRMINGHAM TOY & TRAIN FAIR, Hall 18, National Exhibition Centre, Birmingham, B40 1NT. Sunday 29th April 2018 10.30am-3pm 550 stalls Adults £7.50 Seniors £7 Children £2 (Under 5's Free) FREE PARKING www.bpfairst.com Tel 01604 8466880151-334 3362

ALFRETON LEISURE CENTRE, Toy and Train Fair: DE55 7BD Friday 27th April, 7pm -9pm, refreshments available. Perfect start to the weekend Contact Malc: 07951 072790

ASHFIELD TOY & TRAIN FAIR, Festival Hall NG17 7DJ. Sunday May 13th 10am-2pm. Good access, refreshments, free parking, Contact Malc: 07951 072790

BURTON-UPON-TRENT TOY & TRAIN FAIR, Town Hall, DE14 2EB, **PLEASE NOTE IT'S A TUESDAY THIS MONTH** 15th May 6.30pm-8.30pm. Always a good selection of rail and diecast. Contact Malc 07951 072790

RUGBY VINTAGE OLD TOY & TRAIN COLLECTORS FAIR, The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN Saturday 28th April 2018 10.30am-3pm Adults £3.50 Seniors £3 Children £1 (under 5s free) www.bpfairst.com Tel 01604 846688.

TOY & TRAIN COLLECTORS FAIR GATESHEAD INTERNATIONAL STADIUM Neilson Road, Gateshead NE10 0EF (Just off Felling-by-pass, A184) Saturday 19th May 2018 10:00am - 3:00pm Adults £3, Children & Senior Citizens £2 Tel: 07504 035955 Email jim_corr73@hotmail.co.uk Like us on Facebook Northerntoyairs

SATURDAY 28TH APRIL WORCESTER Perdiswell Leisure Centre Bilford Road. WR3 8DX (Off A38) 10.30am-2.00pm £2.00 Tony Oakes Fairs 01270 652773

CHESTER TOYFAIR, The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR. Saturday 21st April 10.30am-2.30pm, £2.00 entry, Tony Oakes Fairs 01270 652773

HAYDOCK PARK RACECOURSE - Sunday 13th May 2018 10.30am - 2.30pm Haydock Park Racecourse, The Exhibition centre, WA12 OHQ - (M6 Junction. 23 - 1 mile) Up to 85 tables Admission - Adults £2.00 Children 50p Contact: Barry Stockton on 0151 334 3362

WIRRAL SUNDAY 29TH APRIL 2018, 10.30am - 2.30pm Hulme Hall, Port Sunlight, Wirral CH62 5DH, Up to 65 tables, Admission Adults £2.00 Children 50p. Contact: Barry Stockton on 0151 334 3362

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Squires will be exhibiting at the following shows in 2018
Diary updated as bookings are confirmed

APRIL 14/15 CORSHAM Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**

APRIL 14/15 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. *PLENTY OF FREE PARKING*

APRIL 21/22 - BANGOR CO. DOWN. North Down Model Railway Society, Model Railway Exhibition, Bangor Grammar School, Gransha Rd, Bangor, Co. Down BT19 7QU. Sat 10-5, Sun 12-5.

APRIL 28 - LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY 10 - 4

APRIL 28/29 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wyde Green Road, Sutton Coldfield, B76 1QT. **Plenty of FREE Parking.** Sat 10-5, Sun 10-4.30. SCRS 50th Anniversary.

MAY 4 - 6 - THE 50TH BRISTOL Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Fri 1-7, Sat 10-6.30, Sun 10-5. **PLENTY OF FREE CAR PARKING**

MAY 12 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30. *FREE entry to ALSRM Members*

MAY 19 LITTLEHAMPTON South Downs 7mm NGA Group SWING Model Railway Exhibition, The Littlehampton Academy, Fitzalan Road, Littlehampton, West Sussex BN17 6FE 10-4.30.

10th Anniversary - New Venue - plenty of FREE Parking www.swing-model-railway.org.uk.

MAY 19/20 MIDDLESBROUGH Model Railway Exhibition, Settlement Community Centre, Union Street, Middlesbrough. TS1 5NQ. Sat/Sun 10-5.

JUNE 2 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD. Sat 10 - 4.00.

JUNE 2/3 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

JUNE 9/10 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, G43 1NE. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*

JUNE 23/24 - PERTH Model Railway Exhib., Dewars Ice Rink, Perth, PH2 0TH. Sat 10 - 5.30, Sun 10-5.

JULY 14/15 - BARRY & PENARTH Model Railway Exhibition, St. Cyres School, Sully Road, Penarth, Vale of Glamorgan, CF64 2XP. Sat 10 - 5, Sun 10 - 4.30.

JULY 28/29 - NORTH SHIELDS RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. NE29 9PU Saturday 10 - 5, Sunday 10-4.30.

AUG 4/5 - SOUTHWOLD Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Saturday 10 - 5pm Sunday 10-4.30pm. **Plenty of FREE Parking.**

AUG 11 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm ***Plenty of FREE Car Parking on site!***

AUG 11/12 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

SEPT 1/2 - TELFORD GUILDEX 2018, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Saturday 10 - 5, Sunday 10 - 4.

SEPT 8/9 SWINDON Railway Festival, STEAM Museum of The Great Western Railway, Fire Fly Avenue, Swindon. SN2 2EY. Sat/Sun 10-5.

SEPT 15/16 AYR Model Railway Exhibition, The Citadel Leisure Centre, Ayr, KY7 1JB. Sat 10-5, Sun 10-4.

SEPT 22/23 - HALIFAX Model Rail Exhib, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.

OCT 6/7 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

OCT 6/7 - FOLKESTONE Folkstone, Hythe & District Model Railway Exhibition, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Saturday 10 - 5.30, Sunday 10 - 5

OCT 6/7 - FAREHAM Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, PO16 7JU. Sat 10 - 5.30, Sun 10 - 4.30.

OCT 13/14 - ALDERSHOT Farnham Model Railway Club 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30. www.farnhammrc.or.uk

OCT 27/28 - STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, SK7 5JX Saturday 10 - 5, Sunday 10 - 4 **Enlarged Show**

OCT 27/28 - LEEDS The Leeds Model Railway Society Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, LS17 8GS, Saturday 10 - 5, Sunday 10 - 4.30.

NOV 3/4 - SPALDING Model Railway Exhibition, Springfields Exhibition Centre, Camelgate, Spalding PE12 6ET, Sat 10 - 5, Sun 9.30 - 4.30.

NOV 3/4 - ANGMERING W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4

Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!

NOV 10/11 TELFORD IPMS SCALE MODEL WORLD, The Telford International Centre, St. Quentin Gate, Telford, TF3 4JH. Sat 10-6, Sun 10-4.

NOV 16-18 WAKEFIELD Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield. WF2 8TY. Fri 5.30-9. Sat 10-5.30, Sun 10-4.30

NOV 17/18 WORKINGTON Model Railway Show, University of Cumbria, Energus Building, Blackwood Road, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10-5, Sun 10-4.

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NEXT ISSUE

Wakefield West

Tony Weber set out to model the busy main line through Wakefield Westgate in the 1950s, but with the added challenge of living in Australia. We discover the story so far and how this fascinating home layout is progressing.



CUT DOWN CLASS 08

When it comes to modelling the unusual, 3D printing can provide a strong starting point. Tim Shackleton builds one of the small fleet of cut-down Class 08 diesel shunters using a new 3D printed bodyshell from PH Designs.



WEATHERING MINERAL WAGONS

Nigel Burkin presents his simple and achievable methods for weathering steel bodied mineral wagons which use nothing more than a couple of paint brushes and a selection of acrylic paints. Read the full guide next month.



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