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Issue 136 **October 2018**

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- Grosvenor Square's extension
- Hornby 'J36' progress
- Bachmann reveals latest samples
- Heljan plans Class 56 and AEC railcar and more for 'O' gauge

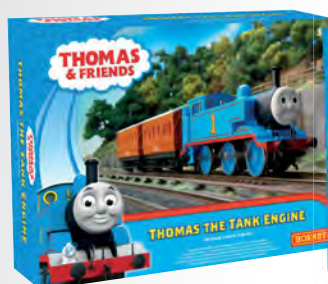
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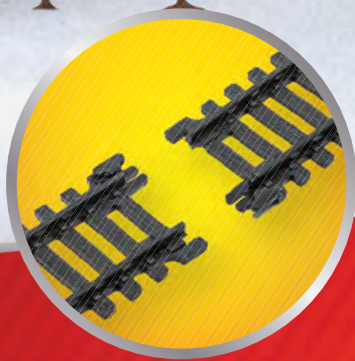
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HORNBY magazine

October 2018

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PRINTING

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

DISTRIBUTION

Seymour Distribution Ltd.,
2 Poultry Avenue,
London,
EC1A 9PP

Tel: 020 7429 4000



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Audit Bureau of Circulation 27,124
newsstand and digital sales.

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

ISSN 1753-2469

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In part two of his introduction to loop wiring, Mike Wild shows you how to achieve permanent live operation with digital control.

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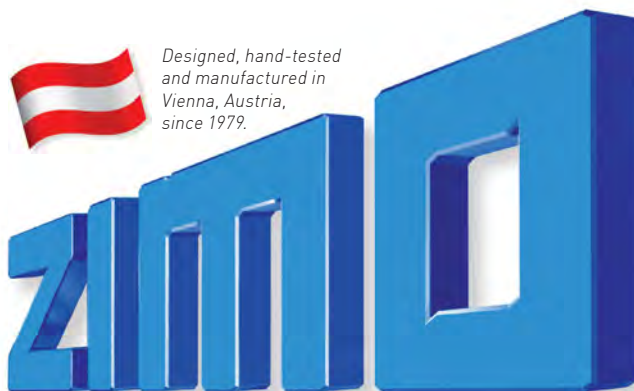
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WELCOME

THE EDITOR'S PAGE



WELCOME to our third annual Digital Special - an issue which puts Digital Command Control at the forefront of our editorial for one month.

For this special, and bigger, issue we've brought

together three brilliant model railways which use digital to control the trains and track. Plus we reveal our top 20 digital products, offer a guide to wiring up loops for live operation, review the latest equipment and provide a detailed step by step guide to installing Legomanbiffo's latest sound decoder into a Hornby Class 800 bi-mode unit.

However, if you aren't using digital control don't worry, as we have plenty to inspire your modelling. Alongside this issue's layout features we also show how to use a 'dead' shunter as part of a goods train, go into detail on building a laser cut kit in 'OO' and bring you all the latest model reviews and news.

The undoubted highlight of the reviews has to be Bachmann's 'Brighton Atlantic'.

These stunning locomotives once graced the heaviest express trains from London to the south coast and as well as our detailed review Reality Check reveals the story of these fascinating engines.

Bachmann has also delivered new information and images of its forthcoming products and we have put together a round up of them all on pages 10-11.

Add to this the latest from Hornby Hobbies and new announcements from Heljan and Dapol for 'O' gauge from the Gauge O Guild Exhibition in Telford and there is plenty to get your teeth into.

This issue marks the launch of the *Hornby Magazine Model Railway Awards*. With these awards, which will be voted for by the public, we are recognising achievements across the board from manufacturers big and small and retailers as well. This is just the start and we will be growing the awards each year. Get the full story on pages 116-117 and visit www.hornbymagazine.com to register your votes and be entered into our fantastic prize draw.

We are also eagerly looking forward to the Great Electric Train Show on October 13/14 which, by the time you read this, will be less than 30 days away.

The show line-up is our biggest yet - 25% larger than the 2017 show - making the most of our brand new venue at the Arena MK in Milton Keynes. 32 layouts, 44 traders and eight demonstrations are all booked for the event. We are itching to open the doors and see all the layouts we have booked up and running on the Saturday morning.

Advance tickets offering a discount over on the door prices, and early entry, are still available to purchase as well as our brand new VIP package. The VIP pack includes the latest titles from Key Publishing, discounts from traders at the event, priority parking and more. You can read our full preview to the Great Electric Train Show on pages 30-35 including some special news.

If that wasn't enough we've also got an exclusive competition to win £1,000 of Hornby and Gaugemaster equipment - check it out on page 14.

Happy modelling!

Mike Wild
Editor, Hornby Magazine

DIGITAL ISSUE GUIDE

WIN! EXCLUSIVE COMPETITION

14 You could win our fantastic prize worth over £1,000 consisting of Hornby locomotives and rolling stock and Gaugemaster Digital Command Control equipment.

TOP 20 DIGITAL PRODUCTS

Our experts reveal their pick of the best digital control products from high value locomotives to readily accessible signals, lighting and more.

DIGITAL SOUND 800

96 We show you how to upgrade your Hornby Class 800 with a brand new sound file by Legomanbiffo for ESU decoders.

DIGITAL REVIEWS

86 We evaluate some of the latest DCC equipment including Gaugemaster's Prodigy WiFi connection and more.

FIRST REVIEWS

72 Bachmann's 'OO' gauge LBSCR 'H2' 4-4-2 headlines this issue's reviews alongside first reviews of Bachmann's Mk 1 'Carflats', Gaugemaster's Prodigy WiFi connection and an exclusive look at Dapol's soon to be released 'OO' gauge 'Turbot' spoil wagons.

FEATURE LAYOUTS

- **Exeter Junction:** 'Warships' and 'Westerns' rule on Paul Toulmin's 'OO' gauge Gaugemaster controlled layout.
- **Grosvenor Square:** We extend our 'OO' exhibition layout against the clock in our latest 24hr challenge.
- **Peterston:** Peter Price shows that you don't need acres of space to build an interesting 'O' gauge terminus layout.

LATEST NEWS

- Hornby shows its 'OO' 'J36' 0-6-0 in colour.
- Bachmann reveals its latest samples.
- Heljan announces new locomotives for 'O'.
- Dapol plans bogie wagons for 'O' gauge.

**FIRST
LOOK!**

'J36' DEBUTS IN

HORNBY has received the first full decorated sample of its Reid 'J36' 0-6-0 for 'OO' gauge.

Delivered in BR black as 65311 *Haig*, the model is expected to be released in December 2018 priced at £139.99 (Cat No. R3622).

65311 was built in 1899 as 753 for the North British Railway and, after operation by the London North Eastern Railway between 1923 and 1947 as 9753, 5311 from 1946, it entered British Railways stock on January 1 1948 when it became 65311.

Allocations in BR ownership included St Margarets in Edinburgh (64A) and Polmont (64E) – the latter being its final shed. Withdrawal came in November 1963 and it was disposed of in June 1964.

Hornby's model of 65311 is supplied with an optional snowplough in the accessory pack as well as the usual bufferbeam details. It models the locomotive in early 1950s condition with early crests on the tender.

The specification includes an 8-pin DCC decoder socket in the tender, space for a speaker for digital sound, all wheel pick up and a five-pole motor in the boiler.

On release 65311 will be joined by 673 *Maude* in NBR lined black with Twin Track Sound (R3600TTS) priced at £164.99 and 722 in LNER lined black (R3621) priced at £139.99. Decorated samples for these two versions are expected to arrive with Hornby during September.

● Visit www.hornby.com for more information.

Hornby has received the first decorated sample of its 'J36' 0-6-0 finished 65311 *Haig* in BR black. The snowplough is an optional accessory included with the locomotive.



First Class 87s arrive in the shops

87010 King Arthur (Cat No. R3582) is one of the first two Class 87s to arrive from Hornby.



COLOUR INSIDE **HORNBY®**



Hornby's eagerly anticipated model of the BR Class 87 AC overhead electric (see HM132 for our full preview to the Hornby Class 87) arrived in the shops at the end of August as *Hornby Magazine* closed for press.

Originally expected to arrive in May, manufacturing problems delayed the 87's arrival in the UK.

The first two to arrive are 87035 *Robert Burns* in BR blue (Cat No. R3580) and 87010 *King Arthur* in Intercity livery (R3582) priced

at £170.99 each. Both feature 8-pin DCC decoder sockets, directional lighting, day and night lighting and a powerful five-pole motor with twin flywheels.

In July 2019 87035 and 87010 will be joined by 87019 *Sir Winston Churchill* in Virgin Trains red and black colours (R3656) to complement the recently released Virgin Trains Mk 3 Driving Van Trailer (HM134).

● Visit www.hornby.com for more information.

The latest from Hornby HQ

Paddington '800' sample



A FULL decorated sample including unique packaging for Hornby's model of Class 800 800010 *Paddington Bear/Michael Bond* (Cat No. R3691) has been received for inspection at Hornby HQ. The Class 800 will cost £399.99 and is expected to be released in October 2018.

The Class 800 train pack contains PDTRBFO 815010, MCO 814010, 813010, 812010 and PDTSO 811010. The train was named *Paddington Bear/Michael Bond* at Paddington

station on January 10 2018 by the daughter of author Michael Bond and it includes illustrations by Peggy Fortnum, the original illustrator of the Paddington books, on the doors of 800010.

The Class 800 includes a five pole motor with twin flywheels, directional lighting, interior lighting, an 8-pin DCC decoder socket in each of the driving cars and full interior and exterior detailing. It is designed to operate on a minimum of second radius curves.

● Visit www.hornby.com for more information.



COMING UP IN...

THE ENGINE SHED

■ Keep up with the latest from the Hornby development team in the online Engine Shed blog. The next blogs will be live on September 21. Visit www.hornby.com to read the latest blogs.



Below: The 'OO' gauge Class 24/1 made its debut as an engineering sample in August. The model is due to undergo revisions to its roof detail, but Bachmann confirmed it will have directional lighting, a 21-pin decoder socket, a factory fitted speaker, sprung buffers and additional etched brass detailing components on the bogies. It is due to be released in BR green, BR green with small yellow warning panels and BR blue liveries (Cat No. 32-440-32-442). A release date and price is to be confirmed.



Above: Also breaking cover were the first samples of Bachmann's 'OO' gauge Class 121 single-car DMU. Three versions are being produced including detail differences in buffers and bodyside grilles incorporating BR green, BR blue and Network SouthEast colours. The specification includes a low profile mechanism, directional lighting, a factory fitted speaker and a 21-pin DCC decoder socket.

Bachmann showcases PRODUCT development

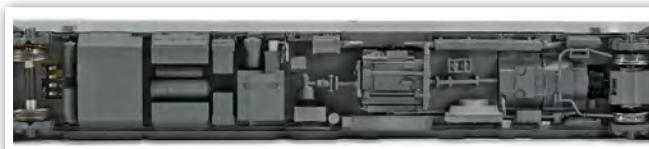
At the end of August Bachmann revealed the latest progress with its 'OO', 'OO9' and 'N' gauge product ranges. We take a photographic look at its new samples.

Below: The new Southern Region 2-HAP Class 414 two-car Electric Multiple Unit (EMU) was shown for the first time as an engineering sample. It is confirmed as having all-wheel pick-up, directional lighting, a 21-pin decoder socket, factory fitted speaker and a flexible speedometer drive. Body detail options will include original cab fronts and later period units with high intensity lights.



Above: The 'OO' gauge Class 90s are edging closer to production. These hand decorated samples were on show ahead of the factory livery samples being received for evaluation. Delivery is expected in March 2019 priced at £179.95 per locomotive. The specification includes directional lighting, a 21-pin decoder socket, servo operated pantograph and sprung buffers.

Below: A second engineering sample of the Class 158 Diesel Multiple Unit showed the latest progress with the body and underframe mouldings. The model will feature a low profile mechanism, a single 21-pin decoder socket, factory fitted speakers and directional lighting, illuminated destination blinds and a choice of day or night running lights. The price per unit is £259.95 with release expected in 2019.



Below: Factory decorated samples of the North Eastern Railway 'E1' / London and North Eastern Railway 'J72' 0-6-0Ts have been received by Bachmann. The series of four locomotives – available in NER green, LNER black and BR black with early and late crests – will have a Next18 decoder socket, factory fitted speaker and positional lamps. The price is set at £129.95 per locomotive with a release date to be confirmed.



Above: The London and North Western Railway and Railway Operating Department 'ROD' 2-8-0s were shown in full colour at the end of August. This latest version of the Robinson designed 2-8-0 is priced at £174.95 and is expected to arrive before the end of 2018.



Above: Bachmann's '009' narrow gauge range saw decorated samples of its slate wagons, including removable loads, displayed. These will be released in a triple pack and come with standard '009' couplings.



Below: In 'N' gauge the Graham Farish Wainwright 'C' 0-6-0 made its debut in colour including 271 in South Eastern and Chatham Railway lined green. The model will also be released in Southern Railway black and BR black with early crests and is to have a Next18 decoder socket, factory fitted speaker and coreless motor. The price per locomotive is set at £134.95 - £149.95 for the SECR version.



Above: Decorated 'N' gauge SECR 'Birdcage' carriages were also displayed ahead of their release. These carriages will be released in triple packs containing two brakes and a centre car based on the 60ft stock. Priced at £149.95 the 'Birdcage' carriages will be available in SECR Wellington Brown, Southern Railway olive green and BR crimson.



Above: The first engineering samples of the all new 'N' gauge Thompson corridor carriages have been revealed offering a first look at these Eastern Region vehicles. On display were samples of the Brake Third Corridor, Corridor Composite, First Corridor and Third Corridor. They will be released in LNER faux teak and BR carmine and cream colours initially. The price will be £39.95 per carriage.

DEVELOPMENT UPDATE	
'OO' GAUGE	
PRODUCT	STATUS
LBSCR 'Atlantic'	In transit
BR Mk 2F carriages	In transit
FFA/FGA container flats	In transit
Western Region Pullman	Decoration
Class 90 Bo-Bo	Decoration
Class 158 DMU	Second sample
Class 24/1 Bo-Bo	First sample
Class 117 DMU	First sample
Class 121 DMU	First sample
Class 414 2-HAP EMU	First sample
Midland '1P' 0-4-4T	CAD drawing
Quarry Hunslet 0-4-0ST	CAD drawing
GWR '94XX' 0-6-0PT	CAD drawing
'N' GAUGE	
Thompson carriages	First sample
Stanier '8F' 2-8-0	CAD drawing
Class 31 (refurbished)	CAD drawing

Heljan plans... **NEW 'O' CLASS 33, 56 AND RAILCAR**



The Class 33/0 is being retooled in 'O' gauge by Heljan to model both 1960s-1980s period locomotives and, as illustrated by this CAD image, the class as it was between the 1980s-2000s.

THREE new ready-to-run 'O' gauge projects were revealed by Heljan at the annual Gauge O Guild exhibition in Telford on September 1. The manufacturer has announced it will be making a brand new version of the Class 33, the popular Class 56 and the AEC/GWR diesel railcar.

The Class 33 is receiving updated and modified tooling to allow it to accurately model 1960-1980 and 1980-2000 period locomotives. This includes changes to the roof detail and the addition of high intensity lights.

In total 10 versions will be released priced at £549 each and expected to arrive in early 2019. Livery choices include plain BR green (Cat No. 3393), BR green with small yellow warning panels (3394), BR green

with full yellow ends (3395) and BR blue with full yellow ends (3395) using the 1960s-1980s tooling. These will be joined by post 1980 Class 33s in BR blue (3400), 'Dutch' grey and yellow (3401), 33030 in EWS maroon and gold (3402), 33035 in revised Network SouthEast

(3403), DRS blue (3404) and Railfreight construction (3405).

The Class 56, long requested in 'O' gauge, is to join the Heljan portfolio as a ready-to-run model in 2020 modelling later Doncaster and Crewe built locomotives (56070-56135). The specification

calls for twin motors, LED lighting, see through grilles, plus sprung buffers and couplings. Heljan also stated that it is being developed for easy Digital Command Control decoder and sound installation as well as having provision for a smoke generator to be fitted.

Prices are to be confirmed for the Class 56, but livery choices will include BR blue (Cat No. 5600), BR 'Large Logo' blue (5601), Railfreight grey with large logos (5602), Railfreight 'red stripe' grey (5603), Railfreight triple grey without branding (5604), Railfreight triple grey with coal sector markings (5605), Railfreight triple grey with construction sector markings (5606) and Loadhaul black and orange (5607).

Adding to Heljan's range of steam era Great Western Railway outline models is its new project to develop the GWR/AEC 'razor edge' railcar for 'O' gauge. It will model the GWR built vehicles No. 19-33 and is to feature interior and exterior detail, a



The GWR AEC railcar is being produced in 'O' and 'OO' scales by Heljan. W28W stands at Portishead's new station on August 27 1954 prior to forming the 1.54pm to Bristol Temple Meads. *Hugh Ballantyne/Railphotoprints.uk*

The Class 56 is the latest ready-to-run diesel-electric locomotive to be selected by Heljan for 'O' gauge. On August 5 1989 56045 passes Crofton with an Acton-Merehead stone empties working.

John Chalcraft/
Railphotoprints.uk



low profile mechanism, LED lighting, sprung buffers and couplings, simple DCC and sound installation options and interior lighting.

As with the Class 56, pricing is to be announced, but livery choices are confirmed as GWR chocolate and cream with white roof and monograms (Cat No. 1900), GWR chocolate and cream with grey roof and GWR coat of arms (1901), BR crimson and cream with a grey roof (1902), BR crimson and cream with white cab roofs (1903), BR green with speed whiskers and white cab roofs (1904) and BR green with speed whiskers and a grey roof (1904).

As well as announcing the 'O' gauge version of the GWR railcar, Heljan also confirmed that it was working on a 'OO' gauge model of the same vehicles. Liveries and specification are expected to match the 'O' gauge version, with full details and prices to be announced.

● Visit www.heljan.dk for more information.

CLASS 03 ENGINEERING SAMPLE REVEALED

Heljan has revealed the first full engineering sample of its new 'O' gauge ready-to-run model of the Class 03 0-6-0DM shunter. It is due to be released in 2019 in BR green, with and without 'wasp stripes', BR blue and industrial yellow and blue schemes.

The Class 03 is being offered with and without locomotive numbers and with a choice of conical and flowerpot chimneys with 14 due for release in the first batch. The retail price is set at £349 with the specification including a 21-pin decoder socket, working lights, sprung buffers and couplings and a detailed cab interior.

● Visit www.heljan.dk for more information.



DAPOL DEVELOPS BOLSTER E AND TURBOT FOR 'O'

Two new wagons are joining the Dapol 'O' gauge portfolio – the BR Bogie Bolster E and the BR 'Turbot' spoil wagon. Both were announced at the Gauge O Guild exhibition in Telford on September 1.

The Bogie Bolster E was the last vacuum braked wagon of its type built by BR, 1,200 were built capable of carrying 30tons each. Dapol's model will cost £69.95 with release anticipated in the third quarter

of 2018. The specification includes a plastic body and die-cast chassis, sprung buffers, metal wheels on pin-point axles, movable bolsters, metal tie down rings and more.

The first batch of six vehicles will all carry BR bauxite base colours with liveries to suit general service and Signal and Telegraph duties.

The 'Turbot' spoil wagon – a development of the BR Bogie Bolster E with a new body – is

to be released in either late 2018 or early 2019 in 'O' gauge priced at £69.95 per wagon.

The specification is similar and includes floor and stanchion detail, separately fitted side doors, separate handrails and lamp brackets and more.

Six vehicles will be released, three each in EWS maroon and gold and engineers 'Dutch' grey and yellow.

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

Minerva shows... 7mm Manning Wardle sample

The first fully assembled engineering sample of Minerva Model Railway's 'O' gauge Manning Wardle 'K' 0-6-0ST has been received for evaluation. The model will have an 8-pin decoder socket and is due to be released in late 2018 priced at £255 for a DCC ready version. Prices for DCC fitted and sound fitted examples are to be confirmed.

● For full details visit www.minervamodelrailways.co.uk



WIN HORNBY TRAIN PACKS AND GAUGEMASTER DIGITAL EQUIPMENT



**WORTH OVER
£1,000**

What does DCC stand for?

- a. Digital Control Command
- b. Digital Command Control
- c. Data Command Control

HORNBY MAGAZINE has joined forces with Hornby Hobbies and Gaugemaster to offer a stunning prize with a value in excess of £1,000. It consists of two Hornby train packs – R3670, Collett 2-8-2T freight pack and R3671, Peppercorn 'K1' freight pack – Hornby 'J15' 65477 in BR black (R3415) plus a Gaugemaster Prodigy Advance starter package containing a base station, handset and cables, Gaugemaster's new Prodigy WiFi allowing the use of smartphones with the system and a pack of five DCC29 8-pin decoders.

This stunning prize will be won by one lucky Hornby Magazine reader. To enter the competition all you have to do is answer the following simple question by October 25 2018. Even if you don't win, the locomotive and carriages are available from Hornby retailers as well as via www.hornby.com while Gaugemaster's Prodigy system and decoder is available through www.gaugemaster.com and its retailer network. [Hornby](http://www.hornby.com)



GAUGEMASTER
Model Railway Controller



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www.hornby.com



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HOW TO ENTER

For your chance to win, simply visit www.hornbymagazine.com, click the competition tab on the menu, and fill in the online entry form. Alternatively, send your name, address, e-mail and

answer to: 'Hornby Magazine Hornby and Gaugemaster Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. UK. Closing date for entries is

October 25 2018 at 12:00 GMT and the winner will be notified no later than November 1 2018. There is no cash prize alternative and the Editor's decision is final. Competitions

are not open to employees of Key Publishing or Hornby Hobbies, their family members or anyone else professionally connected to the company. No purchase necessary.

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Our bulk pack of trees are an economical way of filling large areas at a keen price. These trees also make ideal starting points for providing extra detail using the complimentary range of **GAUGEMASTER** Scenics.

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

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
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GAUGEMASTER Spotlight

SEEP Point Motors



SEEP GMC-PM10 Classic Solenoid Point Motor



- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- **Digital version** available, that can be powered by either DC or DCC power sources.



The in-built terminal block means that installing the PM10 is a breeze, with no soldering required. The motor can be fitted either directly to the point, or under the baseboard.

The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handy screwdriver with the Value Pack, for use with the solderless terminals.

The **Digital version (GMC-PM10D)** comes complete with an accessory decoder and harness, with the same features and flexibility as the **Classic** version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



SEEP GMC-PM20 Surface Mounted Point Motor



- 'Plug and Play' installation with reversible 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- **Digital version** available, that can be powered by either DC or DCC power sources.

Designed with easy installation in mind, the **GMC-PM20 Surface Mounted** Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

GMC-PM20 has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor. Simply plug in the pre-terminated harness and connect the wires to your power source.



GMC-PM50 Connection Boxes (3)

Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



GM09RB Red/Black Twinned Wire
10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.



GMC-PM52 Point Motor Accessory Pack Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.

This is a useful pack for anyone using our GMC-M10/PM10D Point Motors.

It contains extra extension pins and collars, screws, and a screwdriver which fits the terminal block on the PM-10, as well as ballast stickers to cover the hole in the baseboard.



GMC-PM51 Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)

This is a useful 10m reel of tripled wire; with red, green, and black wires together. Easier, tidier wiring for point motors.



GM612 45mm Hole Saw & Arbor for Point Motor Fitting

Great for drilling holes in your baseboard if you are fitting your motors directly to the track.

PRICES

Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Digital 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.

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SEEP Point Motors

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Exeter JUNCTION

Train driver **PAUL TOULMIN** drew inspiration from his youth to create a 'OO' gauge pastiche of Western Region railways in the 1970s when the hydraulics ruled the rails.

PHOTOGRAPHY, MIKE WILD

**DIGITAL
SPECIAL**



Double heading of the Class 42 'Warships' was relatively rare, but in order to meet the schedules of a new timetable in May 1968 two of the Swindon built B-Bs were needed on the 'Cornish Riviera'. Recreating one of those trains from the summer of 1968, 842 *Royal Oak* and 812 *Royal Naval Reserve* thunder through the countryside on the climb to Cottam Tunnel.

I GOT MY FIRST TRAIN SET FROM my parents aged six, which started my interest. I started trainspotting from my aunt and uncle's house as the West Coast Main Line ran behind it. The route had just been electrified but we still had a steady stream of classes 25, 40, 47 and the 50s. Then aged 11, I started to travel all over the country with friends and eventually a railway club at school visiting many depots and works.

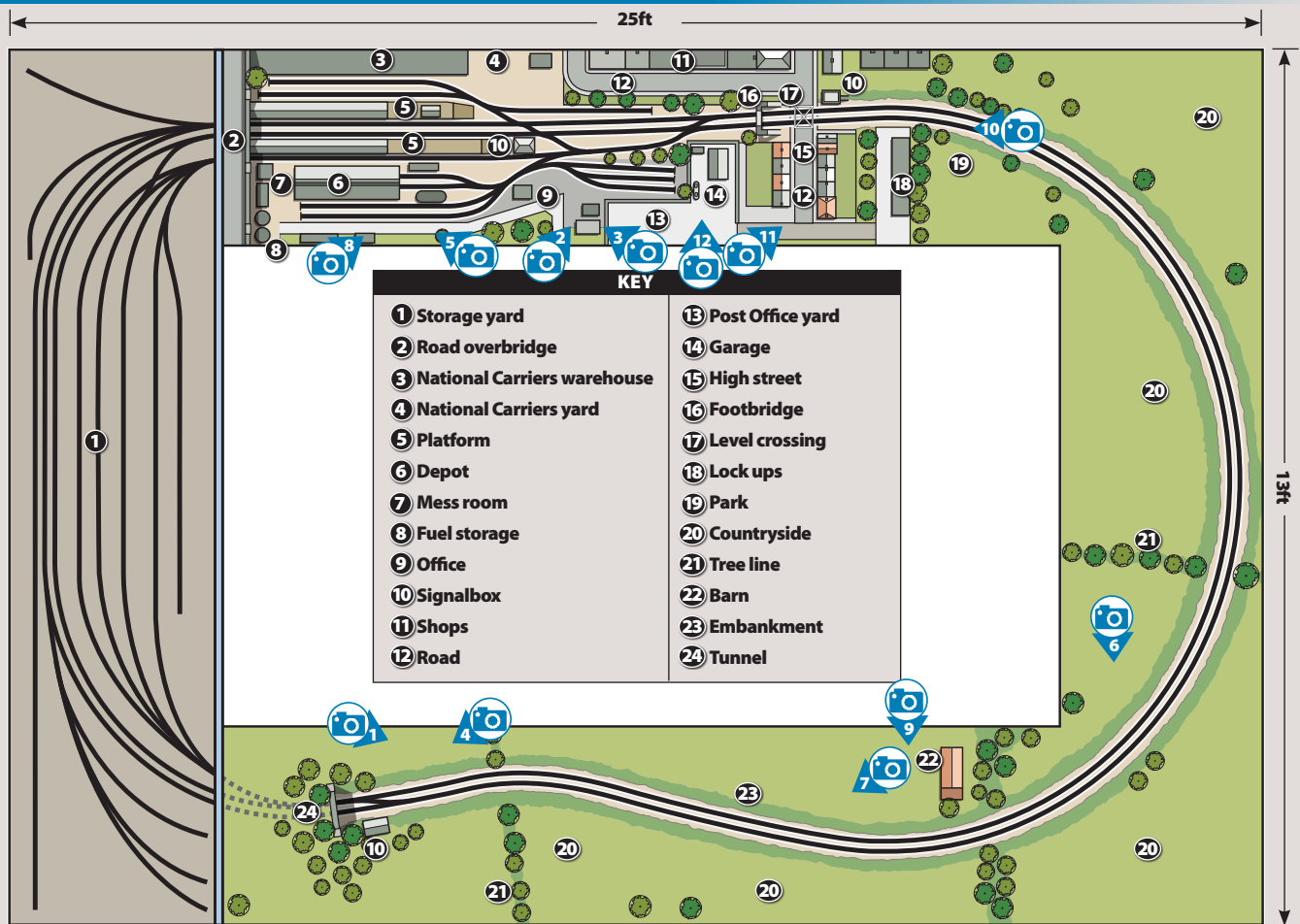
Saving our pocket money and travelling from the North West to the Western Region coincided with the last few years of the diesel-hydraulics. We spent many Saturdays on platforms at Paddington, Reading and Bristol and 'bunked' the depots at Old Oak Common and Bristol Bath Road. Days often finished with being chased out of the yard at Swindon Works and this inspired a short line of withdrawn Class 42 'Warships' on the layout next to the main line. They were such great happy times >>



A pair of redundant bogies is dismantled in the yard before being removed for scrap.



EXETER JUNCTION TRACK DIAGRAM (Not to scale)





**Class 42 842
Royal Oak**
descends from Cottam
Tunnel with a stone working in
conjunction with construction of
the M25 orbital motorway.

Below: In the first years of the 1970s the hydraulics were joined by more diesel-electric locomotives which were set to take their place. In some cases the 'Westerns' retained their BR maroon livery well into the BR corporate blue era, as illustrated here by D1065 *Western Consort* as it powers away from Exeter Junction station. On the left a Class 31 A1A-A1A waits for a clear road with a mixed goods.



and with all these memories this had to be the region I chose for my layout. We all have different reasons for modelling a certain area and time and this was mine.

I have only been modelling for about eight years, but being a train driver helped me to study the layout of the railway network in detail including cuttings, tunnels and track work - it's amazing how observant this hobby makes you, observing things you have never seen before even down to how things weather.

THE LAYOUT

I had many requirements for the layout and the planning stage took quite a while - a process that I have to admit I enjoyed. I decided early on that I wanted a large 'tail chaser' to let the engines get a good run. I am very lucky in having a decent sized loft giving me a 25ft x 13ft layout.

My main operational requirements were a station with a bay and with enough platforms to carry out locomotive changes from diesel-electrics to diesel-hydraulics and *vice versa* so the track layout and adjacent depot were designed with this in mind. It's actually quite therapeutic spending time doing this, and sound fitted locomotives add a great dimension to it.

Almost two-thirds of the layout is given over to just two tracks running mainly in open fields with a mixture of cuttings and embankments inspired partly by studying many railway books over the years featuring the beautiful Somerset and Devon countryside. It's very relaxing just watching the trains running through the open scenery and I have to say quite rewarding.

At the non-scenic end of the layout >>>



Left: The depot is a busy location and provides changes of motive power between hydraulic and diesel electric traction. Here a Class 22, 42 and 35 rub shoulders with a Class 45 and 47 from the Midland Region. The main building is a Bachmann Scenecraft item.

is a large hidden storage yard with loops and sidings on both sides of the running lines. This makes the operation far more flexible enabling the quick smooth changeover of trains.

CONSTRUCTION

My loft has a trussed roof, which I was happy to work with. I was able to bridge the trusses with batons and put the baseboards on top using 9mm plywood all heavily braced and screwed together. The whole construction process took a while with the roof being insulated with 75mm Kingspan to start with and I also had two Velux windows fitted. It is definitely worth taking time at this stage as you cannot go back and retro-fit it all. This has paid dividends as the loft stays quite cool in summer and manages without heating in winter.

The track is all Peco - a mixture of codes 75 and 100 using converter sections between the two, usually around crossovers. Prior to ballasting the whole track layout was sprayed with Phoenix Rusty Rails, a great colour. I am lucky in having a lot of workmates with a similar interest and they have all been invaluable in giving advice and assistance especially when it came to wiring it all together – this was something that took quite a few visits!

The gentle rolling hills on the countryside section were created using hardboard sections cut to shape and screwed to blocks of wood of various sizes which gave me the nice smooth contours and transitions that I was trying to achieve. It took a while, but I was happy with the results. Under the hardboard are sections of polystyrene to give it a bit of strength and support.

The tunnel is a large plywood box section screwed together with the hardboard simply angled and screwed down on top of it. The grass on the fields is Gaugemaster mats cut to shape and fastened down using double-sided tape. The grass on the embankments and cuttings was created using Gaugemaster 6mm meadow mats which gave me the different colours and >>





Right: A Heljan 'Hymek', still carrying its BR two-tone green livery, leads a fitted van train through the cutting. It is lined by Peco fencing, Ratio telegraph poles and Model Tree Shop trees.



The Class 50s arrived on the Western Region in 1974 to take over from the 'Westerns'. Here 421, yet to be named *Rodney* in 1978, descends the gradient from Cottam Tunnel as a Class 33/1 heads a parcels working upgrade from the Southern Region.

textures I was trying to achieve. This was then detailed with different scatter material to bring it to life. All buildings are mainly from either the Bachmann or Hornby ranges, all slightly weathered and tweaked. The smaller details really make a difference.

Spending time adding mileposts, gradient boards, track detail and general clutter transforms the look of the railway. It was definitely worth the time and effort to do it. The signals are all Peco lower quadrant. Once they are finished I remove the bases and drill a hole in the

baseboards so they can be planted properly. Finally, the height of them is set for the location so that the 'OO' gauge drivers can see them better. To me this individual touch makes them look more realistic.

POWER AND CONTROL

From the start of Exeter Junction it has been operated with Digital Command Control. I've kept things simple underneath and the whole layout is operated direct from a single Gaugemaster Prodigy base station to operate all sections. As a home layout, I

haven't found the need for power districts and it provides ample capacity to have a number of locomotives ticking over with sound on in the depot area while two trains are running on the main lines.

The addition of digital sound has really developed the authenticity of the layout for me. More than half the locomotives are sound fitted, originally with Howes ESU LokSound decoders, but now Legomanbiffo is the preferred choice using the same type of decoder. I am very impressed with them - the drive lock feature is a dream, >>



Brush prototype 1200 Falcon was a rare performer on passenger trains in the early 1970s. Following a rebuild at Swindon in 1970, it emerged in BR blue and went to Bristol Bath Road depot to work alongside the 'Westerns' before moving into South Wales for use on freight work. Here the unique twin-engined prototype arrives at Exeter Junction with a passenger working viewed across the depot yard.



A Class 45 and 22 cross paths on the countryside section. The embankment has been detailed with coarse turfs and static grass while the meadow in front is made using Gaugemaster grass mats. The barn is a Hornby Skaledale item while the vehicles are by Oxford Diecast.





the period I model. This is also a great excuse to buy a variety of different stock.

The latest addition is a rake of re-painted Hornby HTV hoppers which operated from the Westbury area for a while behind classes 45, 47 and 52. Class 33s also powered them back to the Southern Region while Class 42 'Warships' also hauled them for a short time on the M25 stone workings. There are plenty of options.

I would again like to thank some of the guys at work for their help and advice but especially my wife for her patience during the long building process. [Falcon](#)

The high street has been produced using a range of Bachmann and Hornby ready made buildings while the road is from Scalescenes' range of texture sheets.

especially doing slow speed moves.

At this stage point control is manual until such time that I decide to introduce electrically operated points.

ROLLING STOCK

Trains are a selection from all the mainstream manufacturers. I do add small amounts of detail but not much. Rolling stock is weathered in the garage using an airbrush and vehicles are not allowed on the layout until it's been done. I use a variety of shades to avoid having a flat colour, especially on the running gear.

I always study photographs of locomotives from the 1970s with different paints and cleaning plants as they all weathered in different ways. This gives each locomotive a realistic but unique appearance.

Western Region diesel-hydraulics feature prominently in the roster including classes 22, 35, 42, 43 and 52 from the ranges of Bachmann, Dapol and Heljan. These are modelled in a number of liveries from the early 1970s including BR maroon with small yellow warning panels (Class 42 and 52), BR green with small yellow panels (Class 22 and 35) and BR blue with full yellow ends (Class 22, 42, 43 and 52). In addition the newly arrived diesel-electrics from classes 31, 33, 37, 45, 47 and 50 can all be seen running on the layout as well as Brush prototype 1200 *Falcon* in its final BR blue colour scheme.

Passenger traffic is mainly formed from a rake of Bachmann Mk 1s with the close coupling bars connected. These are joined by a Class 108 Diesel Multiple Unit and a Class 205 Diesel Electric Multiple Unit to provide stopping services. Freight stock from both Hornby and Bachmann covers a cross-section of what would have been seen in this part of the region. The obvious weathered china clay wagons without the hoods and six-wheel milk wagons can all be hauled by a variety of engines from classes 22, 25 and 'Warships' right through to classes 45, 46, 47, 50 and 52. This era also allows me to run pick-up goods with many still coming out of Cornwall during

A Class 22 powers away from Exeter Junction with a rake of china clay wagons. Speed restriction signs and lineside mileposts add to the railway scene.





NEW



Limited Edition Plate Wagons

**Our brand new tooling plate and bolster wagons are now in stock.
Order yours now on our website or call us to place an order.**



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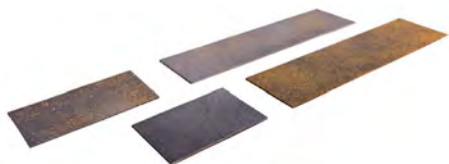
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*All prices exclude P&P, order and pay now to secure these pre-order prices | Prices may be subject to change without notice. E & OE.

A Brief History of our Plate & Bolster Wagons

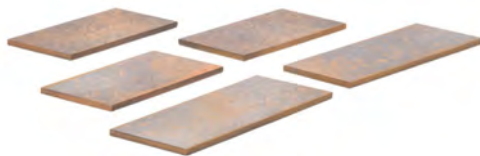
Between 1937 and 1954 the LNER, LMS and BR built over 9,000 unfitted four wheel steel carrying wagons commonly known as Plate and Double Bolster wagons. The bodywork was either of welded or riveted construction and a variety of different axle boxes were used during the lifespan of the wagons. Block trains of these wagons were common throughout the network where steel was either produced or used in industry. Although built for carrying steel plate and larger steel products anchored to the bolsters they quickly found use carrying all manner of loads over the whole BR system. Many survived well into the TOPS era where they were used for a variety of departmental duties. The models being produced for us by Bachmann include examples in as built condition and those for departmental use. Many Double Bolster wagons were converted to Plate wagons but retained some of their bolster fittings, examples of these wagons are also included in the range.

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Plate and Bolster Renumbering Service

We offer a wagon renumbering service for our plate wagons, the available numbers are listed next to the item number below. These numbers have been researched and are historically accurate for the wagon type and livery.

The price to renumber a single pack at - **£10.00** | The price to renumber a twin pack at - **£20.00**

38-826Z: E278341 / M226162
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38-855Z: E240050

38-830Z: DM76229 / DE286416

38-854Z: B931006 / M496135
B930404 / M496135

38-827Z: E310384 / B920124

38-853Z: B932010 / B931747

SPECIAL OFFER - Don't miss your chance to get your hands on this fantastic train pack. We're giving exclusive discount to our customers when all the products in the train below are purchased at the same time.

The pack contains 32-260DC WD Austerity [DCC Fitted, Parts Pack, Real Coal, Tool Carrier & Super Deluxe Weathering by TMC], 38-827Z Plate Wagon Twin Pack [Bachmann (ex-Double Bolster) Freight Grey E310418/B920098 Weathered by TMC], 38-854Z Plate Wagon Twin pack [Bachmann OO Gauge Freight Grey B930287/M496695 with Deluxe Weathering by TMC], 37-529Z 20 Ton Ex-LNER Brake Van [Bachmann OO Gauge BR Bauxite *TMC Limited Edition* Weathered by TMC]. Optional extras for this pack and used in the photo is 1 x PWL1 [Simulated Weathered Steel Plate Loads for Plate Wagons (2 x Long, 2 x Short) Crafted by TMC] and 2 x PWL2 [Simulated Weathered Steel Slab Loads for Plate Wagons (5 pcs) Crafted by TMC] which would add £21.85 to the cost of the pack.

RRP: £410.89 - OFFER PRICE: £299.99



www.themodelcentre.com



PREVIEW

GREAT ELECTRIC TRAIN SHOW

Less than 30 days remain until the 2018 **Great Electric Train Show** opens its doors at its new venue in Milton Keynes on October 13/14. **MIKE WILD** previews Hornby Magazine's biggest show yet.



Vale of Oxbury is one of the highlights of the 2018 Great Electric Train Show line up – and one of four 'N' gauge layouts booked this year. Read the full feature on Vale of Oxbury in HM133.
Trevor Jones/Hornby Magazine.



THE GREAT ELECTRIC TRAIN SHOW 2018

When:	October 13/14 2018
Where:	Arena MK, Stadium Way, Milton Keynes MK1 1ST (MK1 1QB for sat navs)
Times:	Sat 10am-5pm, Sun 10am-4pm (9.30am entry for advance and VIP tickets)
Highlights:	32 layouts, 44 trade stands plus eight demonstrations
Tickets:	Advance (booking closes September 28): Adults £9, children £7 On the day: Adults £12, children £9, family £34 (under 5s go free)
Facilities:	Refreshments, disabled access, free parking plus free courtesy bus from Milton Keynes Central station (both days). Departs from stand Z6 outside the station.
Contact:	01780 480404
Website:	www.grealelectrictrainshow.com

MORE than 80 stands consisting of 32 layouts, 44 traders and eight demonstrations make up the 2018 Great Electric Train Show at its new bigger venue of the Arena MK in Milton Keynes for the weekend of October 13/14 – *Hornby Magazine's* biggest model railway exhibition to date.

The show-stopping line-up includes popular layouts in 'OO', 'N' and 'O' gauges featured in the pages of *Hornby Magazine* from across the country, five ready-to-run locomotive and rolling stock manufacturers and a big list of shopping opportunities to entice railway modellers of all major scales and gauges.

The new venue in Milton Keynes offers a larger space than ever before for the Great Electric Train Show and with easy access from the M1 corridor by road as well as the West Coast Main Line by rail. The 2018 event is 25% bigger than previous shows. The Arena MK offers a single large exhibition hall together with two additional balcony areas. The latter will be home to the *Hornby Magazine* Skills Zone and a number of compact layouts. The full venue is accessible for all with lifts available to reach the balconies.

The Arena MK is located a few minutes' drive from the M1 at junction 14 via the A421 (use postcode MK1 1QB for sat navs). It is signposted with brown signs for the football stadium from the outskirts of the town. Free parking is available »

Also travelling from Scotland is Bill Wood's attractive model of Glenfinnan station in 'OO' gauge. Nigel Burkin/Hornby Magazine.



Newhaven Harbour is one of the latest announcements for the 2018 show. It is being exhibited by the Wirral Finescale Railway Modellers and is set in the 1970s on the Southern Region. WFRM.



THE GREAT ELECTRIC TRAIN SHOW PREVIEW

TABLE 1 - LAYOUTS

LAYOUT	REGION/PERIOD	SCALE
45C Westlands (HM125)	Midland/Eastern Region, 1960s	'OO'
Ashington (HM5)	Southern Region, 1960s	'OO'
Batcombe (HM78)	Southern Region, 1950s	'OO'
Bewdley	Western Region, 1960s	'OO'
Brinklow	London Midland Region, 1960s	'N'
Buckshee (HM58)	Scottish Region, 1960s	'OO'
Dubmill Sidings (HM78)	Midland Region, 1960-1970	'O'
Four Sticks	Scottish Region, 1980s	'O'
Glenfinnan (HM118)	Scottish Region, 1980s	'OO'
Grosvenor Square (HM136)	Western Region, 1960s	'OO'
Hatch End (HM132)	West Coast Main Line, 1990s-2000s	'N'
Hospital Gates (HM58)	Industrial, 1930s	'O'
Ladeside (HM65)	Scottish Region, 1960s	'O'
Lee-on-the-Solent (HM127)	London & South Western Railway, 1920s	'P4'
Loftus Road	London, 2000s	'OO'
Loudwater (HM120)	Western Region, 1960s	'OO'
Lower Rose Goods (HM132)	Western Region, 1930s	'P4'
Merstone	Southern Region, Isle of Wight, 1960s	'OO'
Newhaven Harbour	Southern Region, 1970s	'OO'
Norwood Park	Southern Region, 1960s	'OO'
Oake (HM134)	Western Region, 1960s	'OO'
Oakley Green (HM104)	Western Region, 1970s	'OO'
Peakstone (HM134)	Network SouthEast, 1980s	'N'
Poulton-le-Fylde (HM124)	North West, 2000s	'OO'
Readham	South West, 2000s	'OO'
Southwick (HM131)	Southern Region, 1960s	'OO'
Stodden Hundred Light Railway	Industrial, 1930s	'O'
Talbot Lane TMD	South Wales, 2000s	'OO'
Trenance (HM73)	Western Region, 1960s	'OO'
Vale of Oxbury (HM133)	Western Region, 1960s	'N'
Whitby West Cliff (HM111)	Eastern Region, 1950s	'OO'
Wyken Yard	London Midland Region, 1960s	'O'

Below: Southwick models a fictional station on the Southern Region in the 1960s in 'OO' gauge. Expect express, branch, freight and multiple units through this busy junction station. See HM131 for the full feature. *Trevor Jones/Hornby Magazine.*

TABLE 2 - DEMONSTRATIONS

Alan Buttler	3D laser scanning
Mick Bonwick	Weathering
David Wright	Building construction
Simon Howard	Digital Command Control
Double O Gauge Association	Track construction
DCC Train Automation	Digital layout construction
Ceynix Trees	Tree making
Greenscene	Static grass



Loftus Road by Worthing MRC is based on railway operations at Kensington Olympia, London, in the 1990s and early 2000s and built in 'OO' gauge. *James Makin/Worthing MRC.*



Steven Thompson's 45ft long 'O' gauge layout Dubmill Sidings will be returning to the Great Electric Train Show in 2018 with a new extension to its scenic section. It featured in HM78. *Mike Wild/Hornby Magazine.*



The East Riding Finescale Group is exhibiting its 'O' gauge industrial layout Hospital Gates for the final time at the Great Electric Train Show. It featured in HM58.

Mike Wild/Hornby Magazine.



Colin Snowden and the Double O Gauge Association will be exhibiting Batcombe – a seaside Southern Region terminus set in the 1950s. It featured in HM78.

Trevor Jones/Hornby Magazine.



TABLE 3 - TRADE STANDS

- ABC Brushes
- ADM Turntables
- AGR Model Railways
- Aspire Gifts and Models
- Black Dwarf Lightmoor Publications
- C&L Finescale
- Ceynix Railway Trees
- Cheltenham Model Centre
- DC Kits and Models
- DCC Supplies
- DCC Train Automation
- Digitrains
- Don Bishop Photography
- EKM Exhibitions
- Ellis Clark Trains
- Greenscene
- Grimy Times/Sankey Scenics
- H&A Models
- Hatton's Model Railways
- Hornby Hobbies
- Hornby Magazine
- Irish Railway Models/Accurascale
- Kernow Model Rail Centre
- KS Laser Designs
- Layouts 4U
- Little Loco Company
- Lord & Butler Model Railways
- MegaPoints Controllers
- Model Rail Baseboards
- Modelmania
- Natural Scenics
- Northumbrian Painting Services
- P&D Marsh Model Railways
- Petite Properties
- Rails of Sheffield
- Roger Carpenter Photography
- Shawplan Model Products
- Skytrex
- Steve Currin Books
- Ten Commandments
- TMC Direct
- Train Tech
- TTC Diecast
- WM Collectables

on site in the dedicated car park – and VIP ticket holders will have priority parking. Alternatively, you can reach the venue by rail using Virgin Trains, Southern Railway and London North Western Railway services to Milton Keynes Central station. A free bus service will be operating from stand Z6 outside the station directly to the venue on both days. Refreshments are available at the venue throughout the weekend too while advance ticket purchase remains open by calling 01780 480404 until September 28.

THE LAYOUTS

The full line-up for the show extends to 32 layouts ranging from compact micros through to giant 45ft long railways. Completing the line-up are Wirral Finescale Railway Modeller's 1970s Southern Region model of Newhaven Harbour in 4mm scale, Milton Keynes Model Railway Society's latest 'N' gauge layout Brinklow, Andrew Jones' busy 'O' gauge industrial themed Stodden Hundred Light Railway, Justin and Nigel Adams' compact 'O' gauge shunting layout Wyken Yard, Colin Snowden's 'OO' gauge Southern Region seaside terminus Batcombe (HM78), Mark Pretious' 'OO' gauge Isle of Wight layout Merstone and Chris and Dave Warner's new 'O' gauge yard layout Four Sticks. »

THE GREAT ELECTRIC TRAIN SHOW PREVIEW

GETTING THERE

- Milton Keynes is the central point between London and Birmingham, located just off the M1 via Junction 13 from the south (A5) and Junction 14 (A421) from the north and east, and connected to the two cities by rail via the West Coast Main Line.
- Once you get to Milton Keynes, the Arena MK and the Great Electric Train Show is a ten-minute drive from Junction 14 of the M1 and seven minutes from Junction 13, or you can follow the A5 to the venue. The Arena MK is built onto Stadium MK, so if you see signs for the Stadium, you're heading the right way.
- If you're travelling by train to Milton Keynes Central railway station a free bus service will be operating every 30 minutes throughout the day to the Arena MK for the Great Electric Train Show. It will depart from stand Z6 at Milton Keynes Central railway station (see separate panel for timetable). If you are attending via Bletchley or Fenny Stratford stations, it is a 10 minute journey by taxi from either location.

BE A VIP IN 2018!

An exciting new limited edition VIP ticket package is being made available for the 2018 Great Electric Train Show which is available to order now. Priced at £40, the VIP ticket value includes two-day entry to the show, VIP parking at the event, a limited edition lapel badge, £25+ worth of Key Publishing/*Hornby Magazine* railway publications and a VIP voucher pack. The VIP offer is limited to 100 tickets on a first come first served basis.

Vouchers in the VIP pack, only redeemable at the show on the weekend of October 13/14 2018, include:

- 10% off any purchase at ABC Brushes
- 5% off any purchase at Aspire Gifts and Models
- 5% off selected trees with Ceynix Trees
- £5 off when spending over £25 with Cheltenham Model Centre
- £5 off Legomanbiffo sound decoders with DC Kits and Models
- 10% off any framed picture with Don Bishop Photography
- £5 off when spending over £50 and £10 off when spending over £100 on all spares with EKM Exhibitions
- 10% off all Green Scene purchases
- £5 off when spending over £20 with KS Laser Designs
- 25% off all baseboards ordered from Model Rail Baseboards
- 10% off all Natural Scenics products purchased or ordered at the show
- 10% off all ranges with Northumbrian Painting Services
- 10% off any purchase with P&D Marsh
- 10% off any single purchase over £20 with Skytrex
- 5% off weathered products and 10% off limited editions with TMC Direct
- Free Train-Tech buffer light ('OO' or 'N') with any purchase from Train-Tech's stand at the show
- 10% discount when spending £100 or more with Train Tech

Visit www.greatelectrictainshow.com to purchase the VIP package.

FREE COURTESY BUS TIMETABLE – OCTOBER 13/14 2018

BUSES TO THE EVENT

* MK Central	Arena MK
Departs	Arrives
9.00am	9.15am
9.30am	9.45am
10.00am	10.15am
10.30am	10.45am
11.00am	11.15am
11.30am	11.45am
12.00pm	12.15pm
12.30pm	12.45pm
1.00pm	1.15pm
1.30pm	1.45pm
2.30pm	2.45pm
3.00pm	3.15pm
3.30pm	3.45pm
4.00pm	4.15pm
4.30pm	4.45pm

BUSES FROM THE EVENT

Arena MK	*MK Central
Departs	Arrives
9.30am	9.45am
10.00am	10.15am
10.30am	10.45am
11.00am	11.15am
11.30am	11.45am
12.00pm	12.15pm
12.30pm	12.45pm
1.00pm	1.15pm
2.00pm	2.15pm
2.30pm	2.45pm
3.00pm	3.15pm
3.30pm	3.45pm
4.00pm	4.15pm
4.30pm	4.45pm
5.00pm	5.15pm

*Milton Keynes Central railway station

These seven additions join Whitby West Cliff in 'OO' (HM112), Dubmill Sidings showing its new extension in 'O' (HM78), Bewdley in 'OO', Glenfinnan in 'OO' (HM118), Hatch End in 'N' gauge (HM132), 45C Westlands in 'OO' gauge with its latest extensions (HM125), Vale of Oxbury in 'N' gauge (HM132), Oake in 'OO' (HM134) and many more. See Table 1 for the full layout list.

In addition, the *Hornby Magazine* team have been pulling out the stops to prepare an extension to Grosvenor Square for the Great Electric Train Show (see pages 58-65) and the operating team will be demonstrating the ADM Turntable's indexing turntable as well as the Gagemaster Prodigy WiFi connection as part of the layout's presentation.

DEMONSTRATIONS

This year's event sees a larger range of demonstrations with eight available throughout the weekend. These include dedicated stands for weathering by Mick Bonwick, laser scanning with Alan Buttler from ModelU, where you can be scanned and miniaturised for your own layout, David Dovedale for building construction and Simon Howard for Digital Command Control.

In addition, Ceynix Trees will be offering tree making demonstrations on its trade stand while Green Scene will be showcasing static grass application. DCC Train Automation will also have a demonstration layout on its stand showing its automatic layout control software and more.

Greig Mackenzie's Poulton-le-Fylde is one of three layouts travelling to the Great Electric Train Show from Scotland. This 'OO' gauge model featured in HM124.

Nigel Burkin/*Hornby Magazine*.



See Table 2 for the full list of demonstrators.

This year's trade stand listing is also bigger than ever before with 44 booked for the event. This includes manufacturer stands by Hornby Hobbies, Accurascale/Irish Railway Models and Little Loco Company. In addition Hatton's Model Railways will be showcasing the latest product development for its exclusive models and you will be able to see the latest progress with Kernow Model Rail Centre's own products on its sales stand too.

Shopping opportunities are vast, ranging from ready-to-run locomotives and rolling stock across 'OO', 'O' and 'N' gauges, scenic products, buildings, rolling stock kits, digital control accessories, digital sound, control systems, decoders, turntables, spares, exclusive models, hand weathered custom models and much more. Plus the *Hornby Magazine* stand will have the latest subscription offers and an eagerly awaited new batch of diesel brake tenders on sale in 'OO' gauge. See Table 3 for the full list of attending trade stands.

DON'T MISS IT!

Doors to the Great Electric Train Show open at 9.30am each day for advance and VIP ticket holders with the gates opening to those paying on the day at 10am. This year's line-up is the best yet for the Great Electric Train Show and we look forward to welcoming visitors on October 13/14.

Visit www.greatelectrictainshow.com for more information or call 01780 480404 for advance ticket sales. 



Oake by the Somerset Railway Modellers Group models the Taunton-Barnstaple line with joint Western and Southern region operating powers. It featured in HM134. *Trevor Jones/Hornby Magazine.*



Jamie Mathlin's popular 'OO' gauge layout **Oakley Green** will transport us back to the BR blue era with a combination of Western and Southern region motive power. *Jamie Mathlin.*

THE BRAKE TENDERS ARE BACK!

Hornby Magazine is pleased to announce that it has produced a new production run of 'OO' gauge diesel brake tenders. Following on from the first batch launched in November 2015 this new batch consists of three limited runs of 500 units covering BR green, BR green with small yellow warning panels and BR blue with double yellow panels. Full details and pricing will be announced in HM137, on sale October 11, and you can buy the models direct from the *Hornby Magazine* stand at the Great Electric Train Show on October 13/14.



USEFUL LINKS

Great Electric Train Show	greatelectrictainshow.com
Arena MK	arenamk.com
Virgin Trains West Coast	virgintrains.co.uk
London Northwestern Railway	londonnorthwesternrailway.co.uk
Southern Railway	southernrailway.com

THE GREAT ELECTRIC TRAIN SHOW

ARENA MK, MILTON KEYNES, MK1 1ST

**WORKING LAYOUTS, DEMONSTRATIONS
AND QUALITY TRADERS**

★ **BRAKE TENDERS ARE BACK!** Three new 'OO' gauge diesel brake tenders will be available direct from the Hornby Magazine stand at the Great Electric Train Show! ★



◀ Oake by Somerset Railway Modellers Group in 'OO' gauge.



Dubmill Sidings in 'O' gauge by Steve Thompson.

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OCTOBER 13/14 2018

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FEATURING: 30+ WORKING LAYOUTS from the pages
of *Hornby Magazine* including:



Norwood Park by Grimsby Town Railway Modellers
in 'OO'.



Peakstone in 'N' gauge by Tim Lowe.



Vale of Oxbury by Carl Woodward in 'N' gauge.

**A wide selection of top quality traders and
manufacturers including:**

Accurascale, Digitrains, Hattons,
Hornby Hobbies, Kernow Model Rail Centre,
Rails of Sheffield, The Model Centre (TMC)
and many more!

Check website for full list of layouts,
demonstrations and exhibitors

Layout	Period	Scale
45C Westlands (HM125)	Midland/Eastern Region, 1960s	'OO'
Ashington (HM5)	Southern Region, 1960s	'OO'
Batcombe (HM78)	Southern Region, 1950s	'OO'
Bewdley	Western Region, 1960s	'OO'
Brinklow	London Midland Region, 1960s	'N'
Buckshee (HM58)	Scottish Region, 1960s	'OO'
Dubmill Sidings (HM78)	Midland Region, 1960-1970	'O'
Four Sticks	Scottish Region, 1980s	'O'
Glenfinnan (HM118)	Scottish Region, 1980s	'OO'
Grosvenor Square (HM136)	Western Region, 1960s	'OO'
Hatch End (HM132)	West Coast Main Line, 1990s-2000s	'N'
Hospital Gates (HM58)	Industrial, 1930s	'O'
Ladeside (HM65)	Scottish Region, 1960s	'O'
Lee-on-the-Solent (HM127)	London & South Western Railway, 1920s	'P4'
Loftus Road	London, 2000s	'OO'
Loudwater (HM120)	Western Region, 1960s	'OO'
Lower Rose Goods (HM132)	Western Region, 1930s	'P4'
Merstone	Southern Region, Isle of Wight, 1960s	'OO'
Newhaven Harbour	Southern Region, 1970s	'OO'
Norwood Park	Southern Region, 1960s	'OO'
Oake (HM134)	Western Region, 1960s	'OO'
Oakley Green (HM104)	Western Region, 1970s	'OO'
Peakstone (HM134)	Network SouthEast, 1980s	'N'
Poulton-le-Fylde (HM124)	North West, 2000s	'OO'
Readham	West Midlands, 2000s	'OO'
Southwick (HM131)	Southern Region, 1960s	'OO'
Stodden Hundred Light Railway	Industrial, 1930s	'O'
Talbot Lane TMD	South Wales, 2000s	'OO'
Trenance (HM73)	Western Region, 1960s	'OO'
Vale of Oxbury (HM133)	Western Region, 1960s	'N'
Whitby West Cliff (HM111)	Eastern Region, 1950s	'OO'
Wyken Yard	London Midland Region, 1960s	'O'

Great Electric Train Show demonstrations:

Alan Buttler - 3D laser scanning
Mick Bonwick - Weathering
David Wright - Building construction
Simon Howard - Digital Command Control
Double O Gauge Association - Track construction
DCC Train Automation - Digital layout construction
Ceynix Trees - Tree making
Greenscene - Static grass

FREE

**On-site parking, refreshments and
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**Courtesy bus from Milton Keynes
Central railway station**

Advance Ticket Holders:

Express lanes in operation Entry from 9.30am.

**Opening Times: Saturday October 13: 10am to 5pm
AND Sunday October 14: 10am to 4pm.**

TOP 20

DIGITAL PRODUCTS DIGITAL SPECIAL

As Digital Command Control increases in popularity, so too does the range of exciting complementary products, as **MARK CHIVERS** reveals.

WHETHER you are looking for a computer-based Digital Command Control (DCC) system or a lighting solution for a rake of 'OO' gauge carriages, there is bound to be a digital product available to fit your needs. From decoder programming tools to point motors, sound decoders and smoke generators, each is designed to give you a better digital experience, most of which can be operated from a command centre or handset.

This ability to operate multiple locomotives, accessories and digital sound projects from a single controller is the reason many modellers have made the switch, and manufacturers have recognised this with plenty of new products which allow this versatile control system to keep doing more. That said, if you have a large layout and wish to develop a separate digital mimic control panel to control turnouts, signals and other accessories, there are products available to help you with that. If you want to add in a level of automatic control

or even locomotive detection, the technology is out there.

Digital sound has proved really popular with some impressive high-end offerings from the likes of Digitrains, Howes, Legomanbiffo, Locoman Sounds, South West Digital and more, offering improved functionality and control. The introduction of Hornby's Twin Track Sound decoders, offering digital sound on a budget, has helped stimulate the market further, encouraging more sampling of the medium before modellers commit to enhancing more of their motive power fleets.

The following selection lists 20 of the best digital products that we have used and regularly turn to when building digital layouts and upgrading rolling stock. We've tried and tested every single one, but even so this survey represents a snapshot of the full range available for a DCC layout. Not all are exclusively digital, but they still offer a real benefit to a layout using DCC operation.

We will continue to keep you informed of the latest digital developments in future issues. 

DCC CONCEPTS ACCESSORY DECODERS

● Price: £59.95 ● Cat No: AD-S8fx ● Site: www.dccconcepts.com



DCC Concepts' range of model railway digital components includes the Cobalt digital solenoid accessory decoder, suitable for analogue and digital applications.

Intended for use with traditional solenoid point motors, the accessory decoder can be linked directly to the main DCC track power or a separate DCC power bus. Each of the eight outputs feature Capacitor Discharge Units (CDUs) that store power between throws for reliable and consistent performance on each occasion, without the

resultant power draw from the layout. As a result, the decoder can deliver a powerful throw - in multiple too - with the ability to support macro route setting.

Again, DCC Concepts' two-way learn facility aids the setup process, while frog polarity control and LED outputs are also included for use with control panels, together with feedback. Each output features a set of screw terminals for connections making them simple to install. The latest generation has a sleek aluminium cover as well as a discharge facility for the capacitors.

Bachmann's newly-tooled 'N' gauge Graham Farish Class 40 diesels touched down in 2017 (HM125), demonstrating just what can be achieved digitally in the scale with even the standard

DCC ready version coming with a speaker fitted from the factory and the latest generation Next18 decoder socket.

Amongst the releases was 40141 in BR blue (Cat No. 371-

● Price: £209.95
● Cat No: 371-183DS
● Site: www.gaugemaster.com



DCC CONCEPTS ALPHA SYSTEM

● Price: from £89.95 ● Cat No: DCD-AEC ● Site: www.dccconcepts.com

If you wish to keep train operation and accessory control separate, DCC Concepts Cobalt Alpha system offers a range of sophisticated products which aim to make this simple.

Culminating in a sleek silver Alpha Central control panel (Cat No. DCD-AEC), with elegant illuminated LED push buttons, the range incorporates control system adapters, switch packs, extension wires, switch leads, connectors and more. The main aim of the system is to keep the need for wiring to a minimum with most components featuring plug-and-play ability. You can also develop your own mimic panel utilising the individual components available in the range. Analogue users can also incorporate digital accessory control through the 5amp Cobalt Alpha Box (DCD-AUX) interface, without having to convert fully to digital operation.



Also available is a Cobalt Alpha Box 5amp DCC booster interface (DCD-PWR) and an Alpha Sniffer (DCD-SNX) which integrates with other DCC Concepts Alpha, Alpha Mimic and Cobalt Digital items. Recent additions to the range include Alpha Mimic ground signals (DCD-MGS-RG/DCD-MGS-BR/MGS-MG) which offer ready to install miniature 'OO' gauge ground signals that connect to the supplied mimic board and can interface with the corresponding points.



BACHMANN 'N' GAUGE DCC SOUND-FITTED CLASS 40

183DS) with factory fitted digital sound. Its impressive specification includes a highly detailed body and underframe, directional lighting, cab illumination, etched metal frost grilles and bufferbeam details.

However, the highlight of this release is the full suite of Class 40 digital sounds within the factory-fitted Zimo Next18 DCC sound decoder, with start-up routine, engine tickover, acceleration,

deceleration, brakes, flange squeal and more – the setup includes a pre-fitted cube speaker, fitted as standard in all models. It even includes independent lighting options within the sound decoder

allowing the head and tail lights to be controlled separately as well as the cab interior lights.

Not only does it run well, but it sounds great too and has certainly raised the bar for ready-to-run 'N'.



DCC CONCEPTS COBALT IP DIGITAL POINT MOTOR

● Price: £22.96 ● Cat No: DCP-CB1SiP ● Site: www.dccconcepts.com

DCC Concepts' extensive range of model railway accessories includes its Cobalt range of slow-action point motors, of which the Cobalt iP Digital point motor has become the product of choice when developing *Hornby Magazine's* exhibition layouts.

Manufactured with a sturdy outer plastic casing, this model features an integrated digital accessory decoder together with three single-pole double-throw switches for frog-switching or for use in connection with mimic panel indicators. Digital addressing is straightforward too, thanks to its in-built learn mode – set it to learn, select the accessory address you want it to be on your controller, change it

and it will store the address.

Designed for use either above or below baseboard, each motor is supplied with 0.8mm spring steel wire and pre-centred throw arm, which can also be programmed to operate in reverse through Configuration Variables (CVs). A self-centring routine can also be set.

At 55mm x 40mm x 68mm, we have found them easy to install and set-up for reliable operation.



ZIMO 3D DIGITAL SPEAKERS

● Price: £11-£20
● Cat No: various
● Site: www.zimouk.co.uk



Zimo's range of digital control equipment includes an impressive selection of miniature speakers suitable for digital sound installations, offering improved clarity and overall sound reproduction.

Primarily intended for use with its own sound decoders, the speakers are also compatible with other manufacturers' decoders too, although it is

important to check the decoder's amplifier output for suitability.

The 3D printed examples have proved particularly popular since their introduction and include 1watt 8ohm single speaker variants (Cat No. LS26x20x08/LS20x20x09) and 2watt 4ohm twin speaker examples (LS40x22x09, LS50x15x14/LS55x22x09). All measurements are in mm. They have become our first choice for digital sound installations.

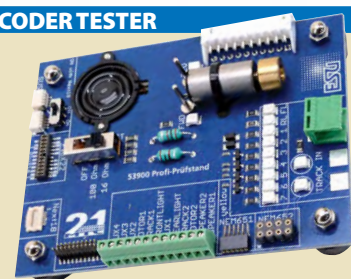
ESU DECODER TESTER

● Price: £40
● Cat No: 53900
● Site: www.esu.eu

ESU's popular decoder tester has recently undergone a makeover to its specification.

As its name suggests, this workbench device is intended for testing decoders before installation in a locomotive. It can be connected to a Digital Command Station or an ESU Lok-Programmer and comes with all common decoder interfaces for use with standard motor and sound decoders.

Connectivity is extensive with 6-pin, 8-pin, Next18, 21MTC and PluX22 sockets included together with an integrated 20mm digital sound speaker



with 16ohm and 100ohm options, to cater for current as well as older sound decoders.

This latest version of the ESU decoder tester also incorporates a new slimline coreless motor with flywheel and selection of LEDs that indicate that track power is present, as well as displaying functions, such as directional head/tail lights and seven auxiliary function outputs (F1-F7).

GAUGEMASTER DCC AUTOFROG

● Price: £6.25 ● Cat No: DCC80
● Site: www.gaugemaster.com



Gaugemaster's DCC Autofrog is another useful tool designed to simplify digital point wiring – and one which will suit budget conscious modellers too.

Ideal for single points, it can also be used for single slips, double slips and diamond crossings, although two units would be required in these cases. The Autofrog unit automatically

controls the polarity of the frog once wired in, and simply requires three wires to be connected to the solder pads on the circuit board. Once that is done, and it has been tested, you can ignore it and let it go about its business without interference.

Good value, simple and effective.

GAUGEMASTER DIGITAL SOLENOID

● Price: £19.95
● Cat No: GMC-PM10D
● Site: www.gaugemaster.com

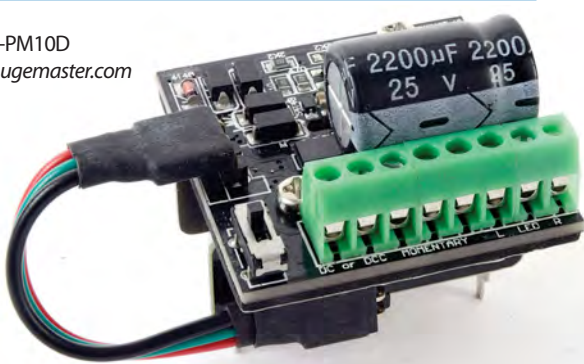
Gaugemaster's expanding collection of model railway accessories includes this versatile Digital Command Control (DCC) fitted solenoid point motor.

Whilst the basic structure of the motor itself is similar in most respects to other solenoid motors, it differs in that it also comes with a digital decoder board that can be separated from the motor itself.

Suitable for fixing directly to the underside of the turnout, it can be adapted for use beneath the baseboard too, which is where

the separate decoder board and three-wire harness come in useful.

Straightforward to install and address, its high-power output is aided by a built-in CDU, which stores power for when it is required, while screw terminals enable a momentary switch to be connected. Connections for LED feedback/mimic control panel use are also included, adding to its appeal.





DCC CONCEPTS TAIL LAMPS

● Price: £24.95 ● Cat No: DML-EOTS3 ● Site: www.dccconcepts.com

One area that can appear neglected is the rear of a train, as focus of attention is often on the locomotive. That, though, can be remedied with DCC Concepts' 'OO' gauge working tail lamps, which represent the modern style of flashing red light.

Three identical miniature working lamps are included in each pack together with all the components required to make them work including colour-coded wiring harnesses, sensors, mini magnets (to trigger the sensors),

pick-up springs, fine wire and resistors.

Painted white with red reflective stripe, each finely moulded lamp features a small mounting peg to the rear and is fitted with a red flashing LED. A choice of two different flash rates is possible.

Whilst these lamps can be used on analogue or digital layouts using the supplied sensors and magnets, they can also be connected to a suitable function-only decoder for activation via a function button.

DIGIKEIJS DIGITAL LED CARRIAGE INTERIOR LIGHTBAR

● Price: £26.50
● Cat No: DR800GOLD
● Site: www.dcctrainautomation.co.uk



Interior lighting is not a new phenomenon, but this impressive LED lightbar from Dutch manufacturer Digikeijs is a little different to the norm, as it also features a built-in function-only accessory decoder.

At 280mm long, the LED light bar contains 12 equally-spaced warm white LEDs and is long enough to suit most 'OO' requirements. It can also be reduced for shorter vehicles too. It also features an integrated function-only Digital Command Control (DCC) decoder, solder pads, capacitors, pre-wired phosphor bronze pick-ups, self-adhesive mounting pad and a pack of pre-

painted 'HO' scale seated figures.

That isn't the end of it though, as directional lighting and additional auxiliary functions, such as a working tail light, can also be accommodated. All 12 LEDs can be illuminated simultaneously, but function button control also enables you to choose to illuminate just three, six or nine at a time.

Lighting effects can simulate gas lights, standard bulbs or fluorescent lighting, as well as set to fade in and out, flicker and even replicate broken light effects. Consist addressing is supported for lighting multiple vehicles. Also available for 'N' gauge.

ZIMO ECONOMY DIGITAL MOTOR DECODERS

● Price: £20 ● Cat No: see text ● Site: www.zimouk.co.uk



Zimo has recently introduced a new economy range of standard motor decoders including 6-pin (Cat No. MX622N), 8-pin (MX600R), wire harness (MX600), PluX12 (MX600P12), Next 18 (MX618N18) and 21-pin MTC (MX638D) variants, each priced at £20.

As with Zimo's main decoder range, functionality is impressive with each featuring between four and six functions (depending on

decoder type), built-in thermal cut-outs, two and four-digit addressing, fully programmable three-step and 28-step speed curves, RailCom and Back EMF. Despite the economy price tag, operation is at the core of these decoders and each displays Zimo's renowned smooth-running characteristics, which is quiet and responsive. Suitable for all motor types.

HORNBY TWIN TRACK SOUND (TTS) DECODERS

Hornby's Twin Track Sound (TTS) digital decoders offer cost-effective digital sound for steam and diesel locomotives.

Initially appearing factory-fitted to selected 'OO' gauge Hornby models, a selection of steam and diesel TTS 8-pin digital decoders are now available individually, with steam examples including GWR 'Castle',

GWR 'King', SR 'S15', SR 'Merchant Navy', LMS 'Princess Coronation', LNER 'A3', LNER 'A4', BR Crosti '9F' and 'A1' *Tornado*. Diesel offerings include BR classes 20, 31, 37, 40, 47 60, 66, and 67, while a twin-pack containing two Class 43 (R8120) MTU High Speed Train power car sound decoders is also out now.

Hornby's TTS decoders differ

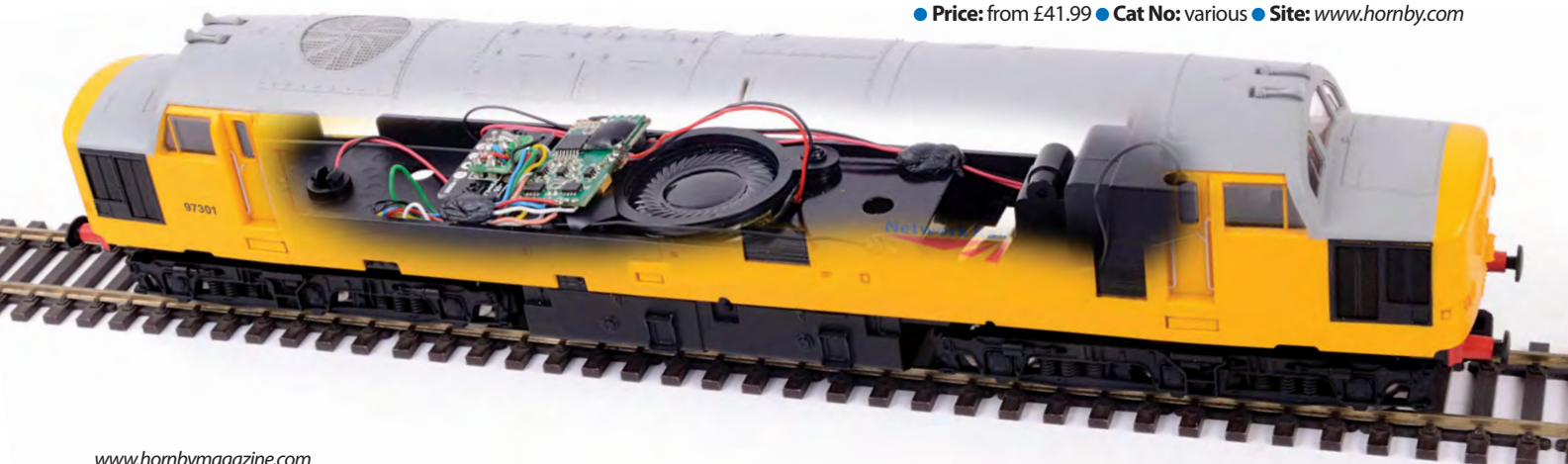
from higher specification examples in that they have a reduced level of programming ability and functionality, effectively playing just two simultaneous sounds at the same time, such as the main engine soundtrack plus one other sound file, but still offering an exhilarating experience.

Sounds can be further enhanced

using alternative speakers.

Diesel TTS decoders certainly sound the part and operate well, while the steam locomotive equivalents would benefit from improved exhaust rate to wheel revolution ratios, but at the price they provide an excellent cost-effective entry point for digital sound.

● Price: from £41.99 ● Cat No: various ● Site: www.hornby.com



PREMIUM SOUND DECODERS

- **Price:** from £99
- **Cat No:** various
- **Site:**

www.digitrains.com
www.locomansounds.com
www.dckits-devideos.co.uk
www.howesmodels.co.uk
www.southwestdigital.co.uk

Digital sound provision continues to grow with an incredible selection of UK sound projects available for ESU and Zimo decoders, the two main sound decoder choices currently on offer in the UK.

Whilst manufacturers such as Bachmann, Dapol and Hornby are amongst those offering their own factory-fitted digital sound projects, aftermarket providers such as Digitrains, Howes, Legomanbiffo (DC Kits), Locoman Sounds, South West Digital and more continue to develop ever more functional and elaborate premium sound projects to further refine and enhance the operator experience. Recent developments include function-controlled braking and

the ability to coast without losing momentum by simply reducing the controller by one speed step.

Amongst some of the impressive recent projects to appear are Locoman Sounds' Gresley 'A4' project (HM131) with its rounded sounds, function-controlled coasting, heavy exhaust simulation and expert driver mode plus Legomanbiffo's up-to-the-minute Class 800 Hitachi bi-mode InterCity Express Train project with diesel

and electric sounds, plus transitional elements too (see pages 96-100).

With so much choice available, and at prices to suit all pockets, it is little wonder that digital sound is proving ever more popular.



SPROG DCC DECODER PROGRAMMER

- **Price:** £45/£60
- **Cat No:** SPROG II/SPROG 3
- **Site:** www.sprog-dcc.co.uk

To get the very best out of digitally-controlled locomotives, the SPROG digital programmer and controller offers the capability to fine tune Configuration Variable (CV) values on digital decoders.

This standalone product is available in SPROG II or SPROG III variants - the former featuring limited DCC

control ability for smaller setups, while the latter has an altogether more powerful 2.5amp output for use in conjunction with larger layouts.

Both SPROG devices simply plug in to a computer USB port and are designed to interface with third-party computer software such as JMRI DecoderPro. Once

configured, the task of reading the decoder definition and associated CV settings from a programming track can begin. All the information is then displayed in tabular form on the computer, to help with the fine-tuning process. Multiple CV values can be viewed and altered, with all changes written to the decoder simultaneously.



TRAIN-TECH LEVEL CROSSING KIT

- **Price:** £25/£45
- **Cat No:** LC10/LC10P
- **Site:** www.train-tech.com

Reflecting its mantra of model technology made easy, Train-Tech's 'OO' gauge level crossing barrier kit has recently undergone improvements resulting in new one-piece level crossing light assemblies. Two versions are available, comprising a single (Cat No. LC10) or a pair of operating light assemblies (LC10P), together with the supporting Peco static level crossing barrier set (LK51), enabling a choice of orientations. The 'dummy' light assemblies supplied in the Peco kit can be utilised for the opposite side of the crossing, if required, while the

barriers are non-operational, but could be made to work with servos.

The kits also include a speaker for the level crossing klaxon sounds which combined with the light sequences will certainly bring the scene to life. They can be set to operate by switch, digital addressing or in conjunction with Train-Tech's new track sensors (ST1). Also available in 'N' gauge (LCN10/LCN10P).

See HM125 for a full installation guide.



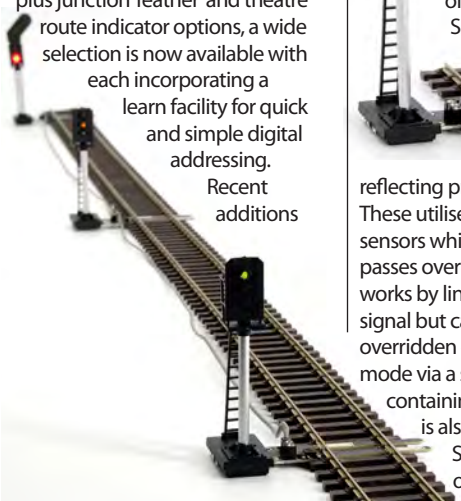
TRAIN-TECH ONE-TOUCH SIGNALS

- **Price:** from £26-£172
- **Cat No:** various
- **Site:** www.train-tech.com

Model railway electronics specialist Train-Tech has steadily increased its range of one-touch 'OO' gauge digital colour light signals.

From two-aspect stop signals to high-speed four-aspect flashing examples (Cat No. DS1-DS5HS), plus junction 'feather' and theatre route indicator options, a wide selection is now available with each incorporating a learn facility for quick and simple digital addressing.

Recent additions



include a new series of ground position signals such as red/white (GS1) and yellow/white (GS2) shunt signals. Added to this, Train-Tech has also developed its new range of sensor signals (SS1-SS10) which offer fully automatic signalling,

reflecting prototype block signalling. These utilise a series of track sensors which activate as a train passes over the sensor. The system works by linking each subsequent signal but can also be set to be overridden digitally or in analogue mode via a switch. A starter pack containing three sensor signals is also available (SSP2).

See HM127 for our full review.

ROCO Z21 DIGITAL COMMAND CENTRE

- Price: £369.95
- Cat No: 10820
- Site: www.gaugemaster.com



Roco's Z21 Digital Command Centre remains a strong contender in terms of cutting edge technology in the hobby. This impressive multi-protocol system utilises wi-fi functionality and downloadable applications (apps) on handheld devices for layout control and is compatible with products on the Android and Apple platforms.

In addition to standard apps, there are also driver's apps that include simulations of prototype driving cabs, plus Roco also

manufactures a 'HO' scale video camera enabled locomotive (Cat No. ROCO 72311) which allows you to view video footage and drive the model as if you were in the cab, from a handheld device.

The system features a separate router, power supply, full programming ability, and more.

In addition to working with smartphones and tablets, the Roco Z21 is also compatible with a laptop or desktop computer and for traditional control and a Roco multiMAUS handset.

SOUNDTRAXX ECONAMI UK STEAM/DIESEL DCC SOUND DECODERS

- Price: from £79.95
- Cat No: see text
- Site: www.gaugemaster.com

Digital sound can make such a difference to layout operation and the Soundtraxx range of digital sound decoders includes a small selection of UK specific sound projects, utilising its Econami decoder.

Attractively priced, each decoder features multiple sound files for UK prototypes and are currently available in 21-pin format with diesel audio (Cat No. 882106) and steam sounds (881106), together

with 1amp plain wire harness variants in steam (881101) and diesel (882101) formats. 2amp wired harness examples are also available (881102/882102 respectively). The UK diesel decoder includes classes 20, 31, 37, 47, 66 and first generation DMU sound projects, while the UK steam decoder includes GWR 'Prairie', LMS '8F', LNER 'A4' and BR '4MT' and BR '5MT'.

Each sound project is easily



accessed by changing a single CV value on the decoder and a good selection of warning horns (diesel) and whistles (steam) are included which can also be set to be direction-dependent.



Steam exhaust rates can be adjusted to better match wheel revolutions, while lighting and sound equalisation effects can be adjusted too. Sound quality of each project is very good.

TAM VALLEY DEPOT HEX FROG JUICER

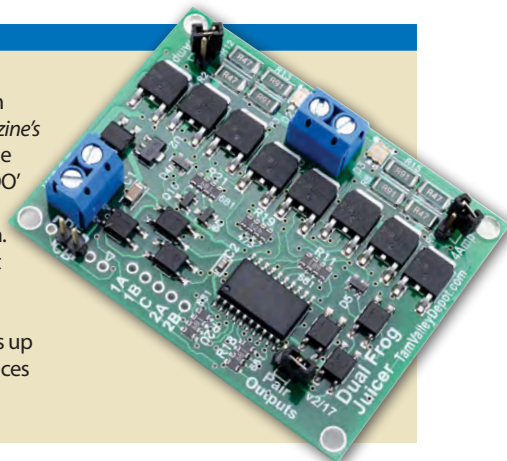
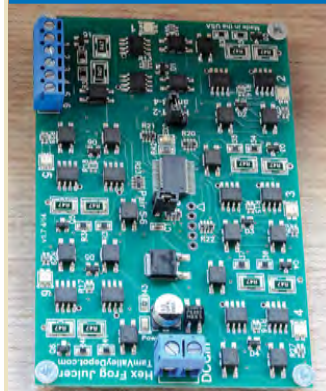
- Price: £64.25
- Cat No: HFJ003U
- Site: www.tamvalleydepot.com

Sophisticated track plans can result in potentially complicated digital wiring, especially when coupled with live frog turnouts. Tam Valley's Hex Frog Juicer is just one tool that aims to reduce the headache by automatically reversing the polarity for up to six points or crossings and can also be used for reverse loop scenarios too.

Designed to prevent potential short circuits as metal wheels pass over turnout frogs, we

have found it to be reliable in regular use on *Hornby Magazine's* exhibition layouts, such as the complex trackwork on our 'OO' gauge BR Southern Region layout, Twelve Trees Junction.

Although not the cheapest item on the market, it has six outputs and will handle DCC systems and booster outputs up to 10amps. Tam Valley produces similar dual frog and single frog juicers at lower prices.



REALTRACK MODELS 'OO' GAUGE DCC SOUND-FITTED CLASS 156 DMU

Realtrack Models' 4mm scale Class 156 two-car Diesel Multiple Unit (DMU) set a new benchmark for ready-to-run 'OO' gauge DMUs when it first appeared in 2017.

Whilst available DCC ready and DCC-fitted, the model incorporates a highly detailed exterior and interior, directional lighting, interior illumination, operational Central Door Locking (CDL) lights and an impressive digital sound project – and it is the audio on this model that really stands out. The onboard decoder is configured to offer a choice of day and night running lights, parking lights and directional destination blind illumination, plus the audio project includes a raft of ancillary sounds with passenger door hustle alarms, door opening and closing sounds and even a lavatory flushing! A novel inclusion

is the sense of the doors opening and closing with the bodyside CDL lights illuminating/extinguishing in accordance with prototype

practice. Add in engine sounds, guard to driver buzzers and even onboard announcements that can be customised through CV

changes to broadcast different destinations and you have an impressive and realistic model.



- Price: from £230
- Cat No: RT156-111/112/113/114/117
- Site: www.realtrackmodels.com

DEAD IN TOW

At one time diesel shunters were often hauled 'dead' in freight trains on their way to and from works or between depots.

TIM SHACKLETON finds a purpose for a non-working bargain Bachmann model by adapting it to fit the bill.

THIS BACHMANN MODEL of a Class 04 diesel shunter was an impossible-to-resist purchase at a local swapmeet. Impossible, not just because I like small diesel shunters but because, as a non-runner, it cost me buttons. Malfunctioning model railway locomotives of this or any other generation are pretty simple, both electrically and mechanically, and I don't usually have much trouble restoring

them to life. Once the '04' was dismantled, however, I could see why it was a non-runner – it didn't have a motor. Being the old split-frame design, it had lost most of the insulation between the two halves of the chassis and when I placed the locomotive on the track there was a dead short. The body, though, was fine despite the clunky handrails and the less-than-flush glazing. I could have built a new underframe for it – I

have a Branchlines kit for one, and High Level's Class 03 chassis could readily be adapted for an '04' – but these were both earmarked for a one-fine-day Wisbech & Upwell project. Instead I decided to model a Class 04 being moved 'dead' between depots or on its way to Works. This was once a common practice with shunters that couldn't move themselves or go fast enough not to get in the way of other trains – nowadays of course they go by road, on a low loader.

To travel by rail the process usually involved stripping off the rods and disengaging the drive, effectively treating the locomotive as an item of loose-coupled rolling stock (its brakes wouldn't be operative when being hauled dead). Nor was towing confined to failures – in the final days of the 'Deltics', one of the regular duties of the Gateshead allocation was to run out light along the East Coast Main Line on a Friday evening to collect the Tweedmouth Class 03 shunter and drag it back to base for fuel and servicing.

For most of my modelmaking I'm up to my neck in mud and bullets, building highly complicated kits and as often as not writing the instructions at the same time. That's why, as an antidote, I enjoy simple remedial/improvement projects like this that allow me to relax a bit and remind myself why I'm involved in this hobby in the first place. Scenic work has the same therapeutic effect, mostly because nothing needs to move or otherwise behave itself when current is applied. If you ever feel you've lost your modelling 'mojo', this is the kind of simple, easy-to-follow project that's sure to bring you round. 



MODEL DREWRY OPTIONS

The Airfix 4mm scale kit for the Drewry shunter was released in 1961 and has been in continuous production ever since, latterly from Dapol. As so often, box artwork, prototype and actual model don't entirely agree on points of detail!



A Drewry shunter such as you might have found at work in the late 1950s – a couple of years old, clean and yet grubby all at the same time, plenty of signs of use, oil everywhere. Note the nuanced shades of weathering, especially below the running plate. This is the Bachmann Brassworks product in 7mm scale, repainted from the green version. Like the 'two-bob' Airfix kit, it incorporates features drawn from various prototype phases without being representative of any one in particular.



The Bachmann Class 04, although not quite up to present-day standards, and accurately representing only the final batch of these locomotives, is still an excellent model with a lot of potential. That's all I look for – I neither demand nor expect perfection.

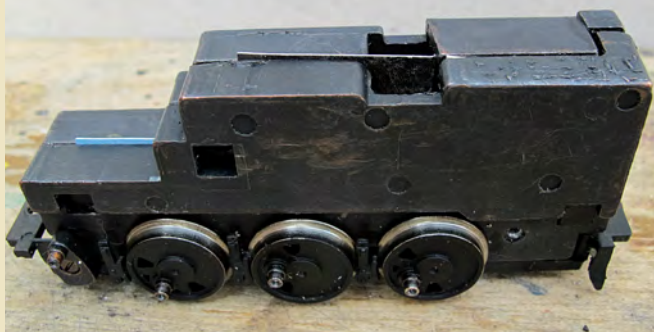
A characteristically filthy 'WD' 2-8-0 hauls a recently outshopped Drewry shunter – renumbered but not repainted – back to base after a works visit. Throughout its journey the shunter will travel by freight train, much like any loaded wagon. The coupling rods were normally stowed in the cab or lashed to the footplate and would be reassembled at journey's end.



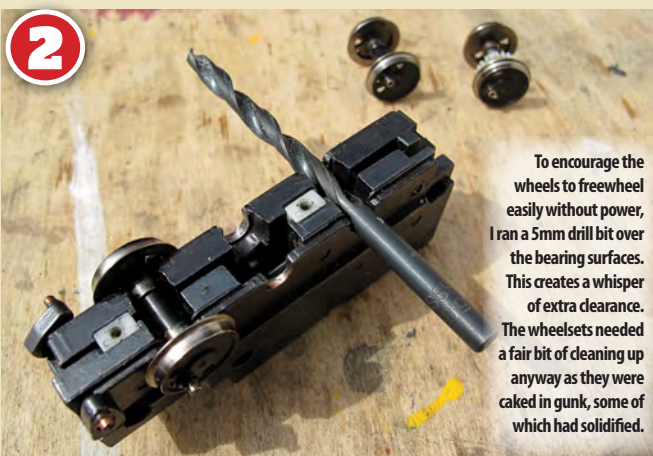
STEP BY STEP UPGRADING A BACHMANN DREWRY CLASS 04 DIESEL SHUNTER IN 'OO'

1

The insulation had gone between the two halves of the chassis, causing a dead short. I replaced it with strips cut from a business card – such *cartes de visite* have many uses in railway modelling.

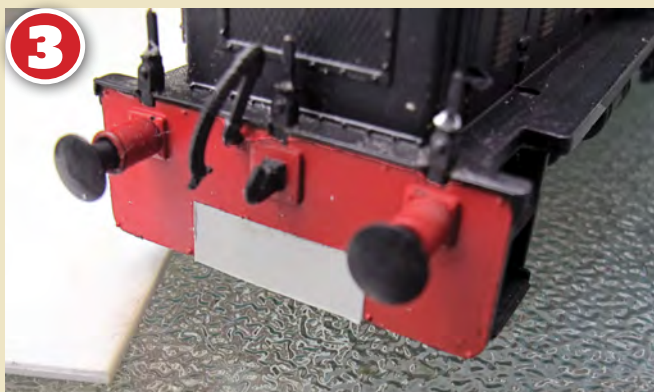


2



To encourage the wheels to freewheel easily without power, I ran a 5mm drill bit over the bearing surfaces. This creates a whisper of extra clearance. The wheelsets needed a fair bit of cleaning up anyway as they were caked in gunk, some of which had solidified.

3



I filled the gaps in the buffer beams using 15mm x 5mm panels of 40 thou styrene sheet. I have a box of small offcuts that I put to one side for jobs like this where I only need a small amount.

4



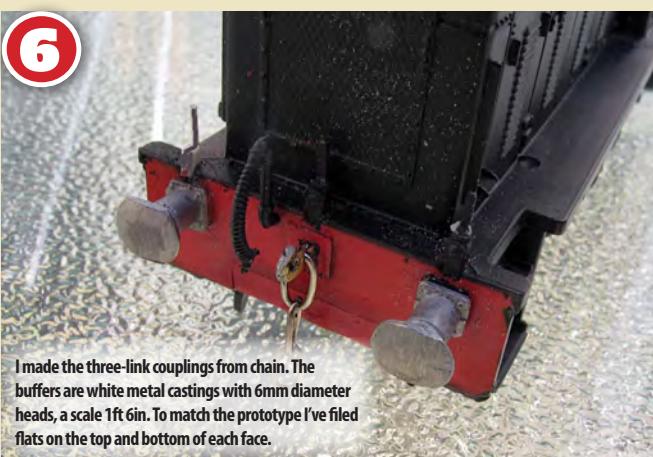
To create the shallower buffer beams of this particular batch I first drew a pencil line 10mm from the top edge. This will be my cutting guide. I took the surplus off with a circular saw attachment in a mini-drill although a razor saw would do just as well.

5



Having smoothed off the joins I touched in the paintwork with Tamiya Flat Red (XF-7), trusting that weathering would hide any residual scars.

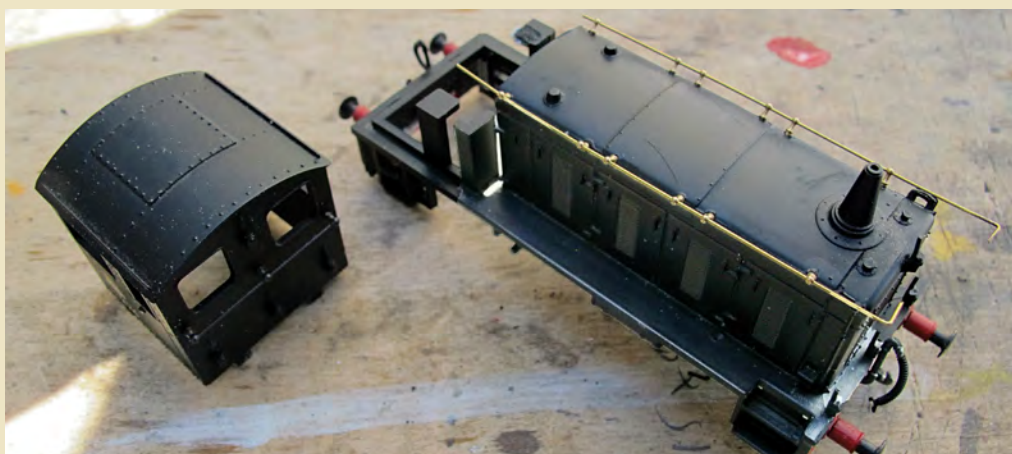
6



I made the three-link couplings from chain. The buffers are white metal castings with 6mm diameter heads, a scale 1ft 6in. To match the prototype I've filed flats on the top and bottom of each face.

7

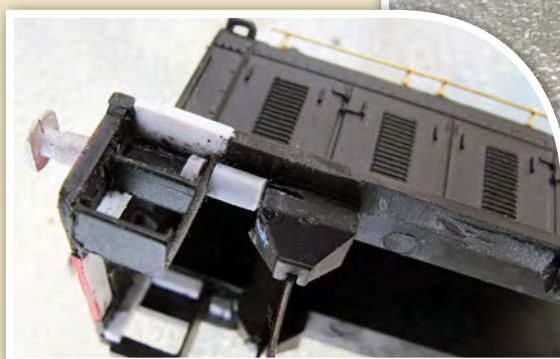
Turning to the cab and bonnet, I took off Bachmann's chunky plastic handrail stanchions with side-cutters, then drilled for new and much finer medium-length ones in turned brass from Alan Gibson. The way to fit them is first to thread them on to a length of wire with the ends bent at a right angle to stop them falling off. Push the stanchions into position, tweak as necessary and then snip off the excess. The handrails are actually in short sections with a half-inch gap between but in 4mm scale who would notice?



8 I've popped out the deeply recessed cab windows, removed the tampon-printed numbers by rubbing with them a wooden cocktail stick and filled the holes for the handrail knobs with Squadron green putty.



9 Details such as the front steps and air tanks were very different on the first 75 of the class compared to the later version on which Bachmann (and Airfix) based their models. I removed the tanks completely, cut off the steps, thinned them down drastically and then, having infilled the front section of the running plate, reattached them in a more accurate configuration. I made the new, shorter air tanks from half-round sprue from a plastic kit!



10

The front grabs are Alan Gibson's 'long' handrail stanchions with the holes filled with solder. The cabside handrails use the 'short' pattern with 0.45mm wire. I flush-glazed the cab using LaserGlaze by Extreme Etchings. It's easy enough to cut glazing to shape from clear plastic but the front windows could be tricky.



Many years ago, I'd systematically photographed the underframe of a Class 04 and these shots yielded a great deal of useful information for this project. Here we see brake block detail and the protective mesh behind the cab steps.

12 To replicate the screen, I use a fine mesh from Scale Link – it's not quite the right pattern but the effect is good. I thinned down the steps at the same time. The numbers are from HMRS transfer sheet 15, which comprehensively covers diesel locomotive and carriage markings from the early BR diesel era.



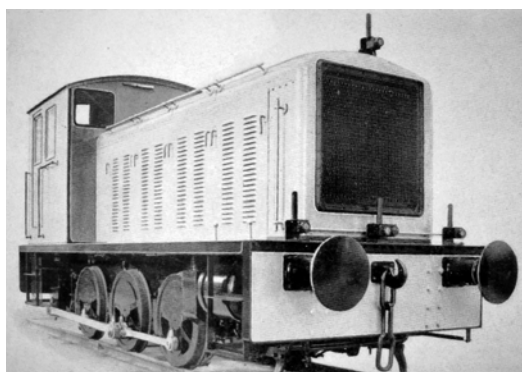
13 This particular locomotive arrived from Robert Stephenson & Hawthorn's Newcastle works in December 1956 as BR 11216. To suit my modelling period I showed it as renumbered to D2246 in March 1959, still in its original black livery. From late 1957 all new-build BR diesel shunters were delivered in Brunswick green but many earlier locomotives retained their black paintwork (usually obscured by layers of filth) for years to come. Some kept the early 'cycling lion' BR symbol when renumbered, others received the new pattern. It was all very random. Livery changes are always introduced gradually and there are rarely any clear cut-off points.

USEFUL LINKS

Alan Gibson Workshop	www.alangibsonworkshop.com
Scale Link	www.scalelink.co.uk
HMRS Transfers	www.hmrs.org.uk
Extreme Etchings Laser Glaze	www.shawplan.com

DREWRY PORTFOLIO

The prototype was a speculative venture by Vulcan Foundry in partnership with the Drewry Car Company, a sales organisation that mostly procured equipment on clients' behalf rather than being



much of a locomotive builder in its own right. Originally known by its Drewry serial number of 2217, this 204hp 0-6-0 diesel-mechanical shunter began trials in June 1947. Painted in apple green with black and white lining, it was road-tested on LNER metals but moved to the Southern Region in October 1948. Having subsequently bought the locomotive outright, British Railways allocated it to the departmental fleet and gave it the number DS1173 which it carried until 1967, when it was moved into capital stock and renumbered D2341. Having achieved the unique distinction of becoming both the first and last member of the class, it was withdrawn in December 1968.



Repainted into green livery from the original black, D2211 is at Colchester around 1962, complete with 'wasp' stripes and warning flashes. Like all the first 15 Vulcan-built shunters – 11100-11115, later D2200-D2214 – it has fixings along the running plate for tramway skirts, although only a few would ever be running as tramway locomotives at any given moment. Although mechanically much the same as the later members of the class, this batch was outwardly so different as to be to all intents and purposes a separate sub-division. They had 3ft 3in wheels, shallow buffer beams, unusual flat-topped buffers and cabs with small drop windows; the bonnet top was in four sections but on later locomotives there were three. It would be a challenge to model one of these using the Bachmann or Airfix model as the basis.



D2215 was the first of the 3ft 6in engines built with modified cab and the deeper buffer beam found on most class members. Sub-contracted from the Drewry Car Company, 11121-11160 (D2215-D2241) were assembled at Vulcan Foundry, after which production of the class switched briefly to Robert Stephenson & Hawthorn's Scotswood Works in Newcastle-upon-Tyne (11121-11129, later D2242-D2249). All subsequent engines (D2260-D2340) were completed at the RSH Darlington factory between 1957 and 1962. D2215 is seen at Colchester depot around 1962. Originally in plain black and numbered 11121, it's now in green livery with 'wasp stripes'.

D2246 was one of a small batch (11121-11129 later D2242-D2249) built by RSH in 1956 for the North Eastern Region. Note the whistle on the cab front. They had the 3ft 6in wheels of the later builds but, uniquely, still had shallow buffer beams like those on the early Drewry shunters, as well as the original style of buffers with flattened-off tops – some later acquired the small, round pattern. Like all Drewry shunters up to 11229 (D2259) this batch was delivered in black livery with the 'cycling lion' emblem. D2260-D2273 arrived from RSH Darlington in plain green with the later emblem but with steam-style Gill Sans numerals. Diesel-style serif numbers were applied to all new deliveries from D2274 onwards and all renumbering was in this style.



Comparatively few Drewry shunters received blue livery and all were withdrawn before the introduction of the TOPS system (under which they would have become Class 04). Here D2258, freshly outshopped, shunts Litchurch Lane C&W works in Derby on August 26 1967. Sold to the NCB a year later, it retained blue livery until scrapped in the mid-1980s. Only recently transferred from the Southern Region, it retains its extra SR-pattern marker lights.

LOCOMAN SOUNDS

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www.locomansounds.com

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MUCH LOVED LAYOUT LOOKING FOR A NEW HOME



The layout is fixed along two walls, 10 ft along the back, and 8 ft along the side, just short of 3 ft wide. There are four independently running circuits, each about 10m round, three at ground level and the fourth running over and round in a figure of eight, plus sidings. There are engines and much rolling stock, night lighting, buildings, vehicles, reed switches wired for Station Stop Modules and point motors. Two dual controllers and so much else besides including unusually, perhaps uniquely, no track pins. The rails are held in Gaugemaster track underlay. The base boards are covered in fibre-bonded carpet and it has the effect of holding the underlay like Velcro. No need to risk undulations in the track where pins are too heavily hammered in!

I do not wish to sell it to be broken up and sold. I would be prepared to give the layout free to anyone who would take it to re-site it, run it, and develop it further. Reluctantly parting with it due to home renovations meaning I no longer have space to keep it.

If you are interested in taking over this exciting and much loved project please contact **Michael on 07802 539822** for more information. *Must be able to collect from West Yorkshire*

A tribute to an overlooked GCR hero

THANK YOU for the excellent article on the Great Central Railway (HM135). I would like to bring to your attention someone who has long been overlooked in the building of the London extension and many other projects around the world. His name is Sir Robert William Perks (1849-1934).

He was for many years legal advisor to Sir Edward Watkin until his death in 1901. He was also the legal advisor to the Metropolitan Railway until he was elected chairman in 1901 to oversee the electrification of the railway. He was very close to Sir Edward Watkin in all his major railway projects, drafting the legislation for submission

to Parliament. He did, though, disagree with Sir Edward on one major matter and that was the funding of the London extension.

Perks proposed extending the Metropolitan Railway north to Rugby to meet the London extension there. This seemed to Sir Robert to be the most sensible way to fund the project as the Metropolitan was profitable. He was, though, overruled and Watkin got his way. I feel the shareholders in the Great Central Railway may not have lost their investment if Perks' recommendation had been adopted.

These were not the only projects Sir Robert Perks was involved with. Other projects included the privatisation of the Conway Suspension

Bridge (circa 1878), Barry Docks and Railways in South Wales (1889), Manchester Ship Canal (1893), the first Channel Tunnel (1876-1882) as well as overseas dock and railway projects.

In 1905-1906 he was requested to address the Royal Commission on Transport in London. He recommended a tax on vehicles that use the roads to be used to repair them. He also recommended that to relieve traffic congestion in London a great boulevard should be built around London!

He was a great man and I would recommend that you download his biography. It is well worth reading.

Ian Northcott, Bedford.



SOUTHBOUND 'BLACK FIVE'

The caption for the photograph on page 108 of the September issue of *Hornby Magazine* (The Great Central London Extension, HM135) states that the train was going from Marylebone to Nottingham. However, the curvature of the line suggests that this was a southbound train. The excellent model of Wendover station featured in the same issue confirms my recollection of that station, though only from the early 1970s. One notable feature was the northbound Home signal which I remember being at the top of the embankment on the outside of the curve (nearer to the southbound line) for better visibility. On the model, the back of it can be seen above the road bridge.

Mike Hanscomb, Taunton.



Mike Hanscombe correctly points out that the 'Black Five' at Wendover in *Railway Realism* last issue was heading south.

£50 STAR LETTER

Ian Northcott reminds us of Edward Watkin's legal advisor Sir Robert William Perks who is often overlooked in construction of the Great Central Railway London Extension. In 1930 Metropolitan 'H' 4-4-4T 104 climbs away from Rickmansworth with a down train from the metropolis on track shared by both the GCR and the Metropolitan Railway.

Frank Hebron/Rail Archive Stephenson.



Is it time to relax the smoking ban?

As many readers have seen, there was a huge debate as to whether smoke is a good idea or not and I have noticed that in HM133 smoke made a comeback on the Vale of Oxbury layout and I think it looks rather good.

However, I did agree with some people saying that there was too

much smoke, but I think a fair amount is fine depending on what the layout is. If it's a sleepy branch line, then less smoke is needed but if it's a shed or an industrial layout then obviously more smoke is required.

I think smoke and steam improve the look of layouts to

look more like the real thing. At the end of the day I think it should be up to the modeller who created the layout to decide whether smoke is good for his particular layout. And why not some nice 'clag' for diesel lovers?

Aron Buchnea, by e-mail.

Aron Buchnea suggests that subtle smoke effects can enhance model railway photographs, as shown on Carl Woodward's Vale of Oxbury which featured in HM133.

Trevor Jones/
Hornby Magazine.



How Hornby sold its 1960s catenary

In the September issue there was a letter replying to a reader's note that had previously been published in the magazine about overhead equipment that has been produced by Hornby. I thought that you may be

interested in some information that I found showing the equipment made by Hornby in the 1960s. The photographs come from Hornby's 12th Edition 'OO' gauge catalogue and the Super 4 Track Plans book.

Chris Murphy, by e-mail.



Can anyone help with information on the South West paper train?

Having read the article on parcels trains by Tim Shackleton (HM134), I felt I just had to write.

For a very long time now, it has been my 'must-do' to run one of the great nightly institutions of the steam age on my layout – the newspaper train to the West

Country from London Waterloo. I know almost nothing about this train – and believe me I have tried almost every avenue!

It left Waterloo early every morning around 1.30am, under express lamps with a 'Merchant Navy' up front. It ran to 'Atlantic

Coast Express' (ACE) timings to Salisbury, thence to Exeter where it was divided. The stock was bogie utility vehicles with, I know, a carriage for Padstow, but I am not sure of Plymouth or Barnstaple. All had roof boards – even Fox Transfers can't help me on this.

Does anyone know anything about this train? Surely there must be some photographs or information on this train's composition. It is frustrating not knowing.

Michael Lusher, Bury St Edmunds.

INCLUDE THE BAR ON BRAKE VANS!

I fully support Graham Barnes' comments in HM135 regarding brake van safety. As a former freight guard it was imperative to have the bar across the veranda, especially when giving the driver, fireman or secondman the 'right away' for fear of falling. You had to lean over the bar

so that the crew could see the guard's signal so that they knew the guard was on board and also when changing the shades in the side lamps depending on what line the train was travelling. So, can we have the safety bar across the veranda please?

KR Warr, by e-mail.

BRAKE VAN SAFETY

Whilst I was very impressed with Tim Shackleton's *Braking the Mould* article in HM133 there was, I feel, an obvious omission from his modifications. Indeed, with all the increased detail in ready-to-run models I have always wondered why this detail



INTENTIO LASER CUT PLATELAYERS HUT

Laser cut buildings and accessories are growing in popularity and they are simple to assemble too. **MIKE WILD** builds Intention's 4mm scale model of the LNER concrete platelayers hut.

KIT BUILDING is a great way to pass an evening or two and introduce individuality to a model railway. Sometimes it's too easy to find a ready made building off the shelf and ready to go, but the impact and value of building your own models can't be underestimated.

This simple London and North Eastern Railway (LNER) platelayers hut is amongst the latest laser cut products to be produced by Intention. This supplier has generally been associated with 7mm scale products, but has begun reducing some of its designs to suit 4mm and even 2mm scale as well. This project uses the new 4mm scale version of the LNER Type D hut which is available in a number of lengths to suit different requirements. Prices start from £20. Our kit is a three bay type.

One of the beauties of laser cut kits is that they fit together cleanly and simply. Slot and tab connections are used for the main parts which makes it straightforward to get everything in the right position so long as you identify the parts early on. Only one connection needed opening out on our kit where the roof fitted over the internal supports.

For our build we used Deluxe Materials Glue 'n' Glaze adhesive which we have found ideal for bonding laser cut kits in the past as it flows into the joints and dries clear too – an important point.

Painting was completed in four stages: undercoating with Halfords grey car primer, top coating with Lifecolor Lime Mortar (Cat No. UA742) for the concrete panels, finishing of the roof with Lifecolor Worn Black (UA734) and the door with the same manufacturer's BR Standard Loco Green (UA814) followed by weathering with Lifecolor Railway Liquid Pigments set.

The result is a building which looks the part and will stand out from the crowd. It has been set into a scene on Topley Dale at the junction to bring a new area of life and detail to this developing 'OO' gauge layout. Ground cover is DCC Concepts black cinder ballast combined with Woodland Scenics fine cinder ballast while the ballast bins are by Skytrex and the figures and wheelbarrows are from Dart Castings.  »



The completed lamp hut has been set in place at the junction on Topley Dale. The ground cover is DCC Concepts fine cinders ballast with the addition of Green Scene static grasses and detailing items from Dart Castings, Ten Commandments and Skytrex.

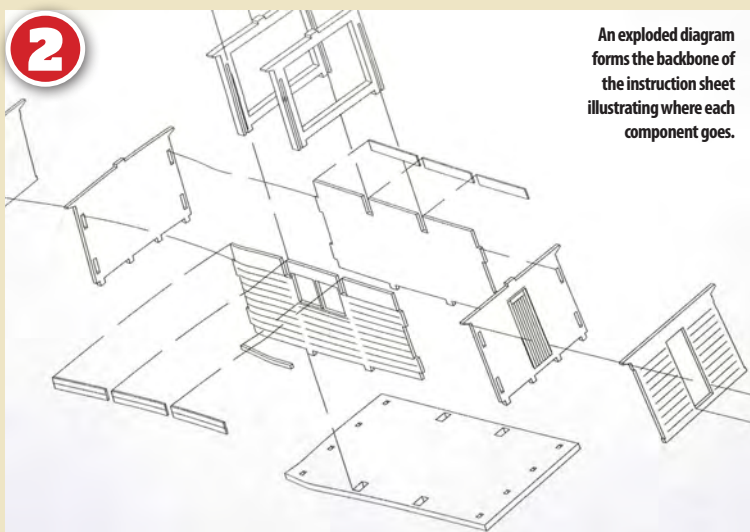


1

Laser cut building kits have proved simple to assemble in our experience and this one is no exception. The instructions are clear and the parts perfectly cut. We used Deluxe Materials Glue 'n' Glaze canopy glue for its bonding properties, ability to join wood and plastic and clear finish.

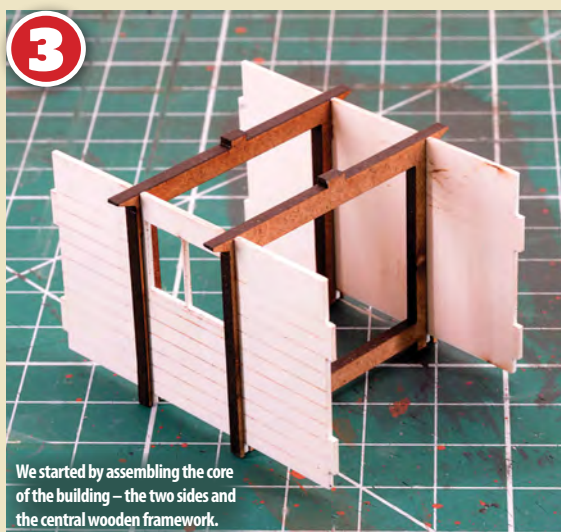


2



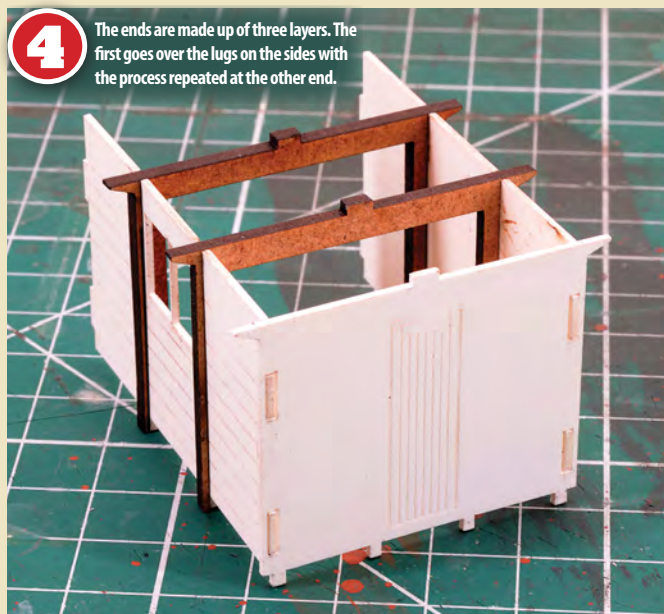
An exploded diagram forms the backbone of the instruction sheet illustrating where each component goes.

3



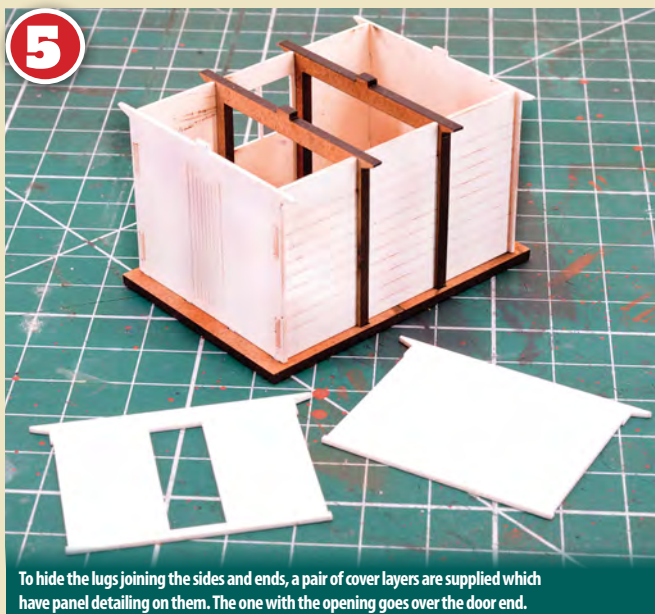
We started by assembling the core of the building – the two sides and the central wooden framework.

4

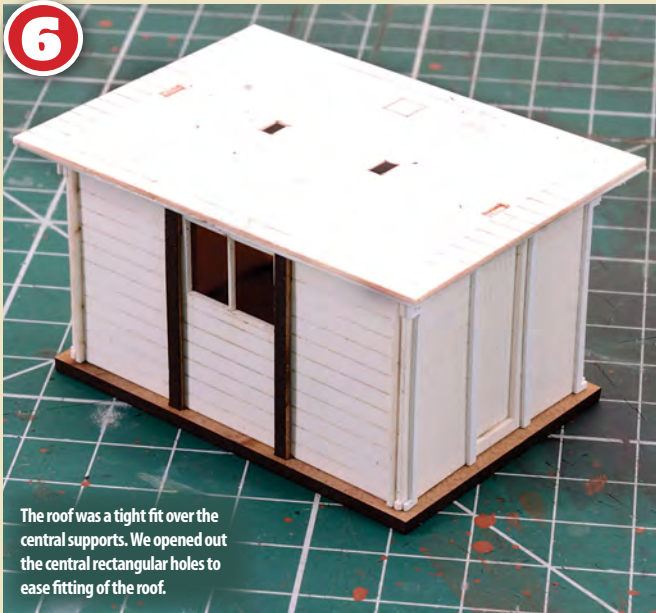


The ends are made up of three layers. The first goes over the lugs on the sides with the process repeated at the other end.

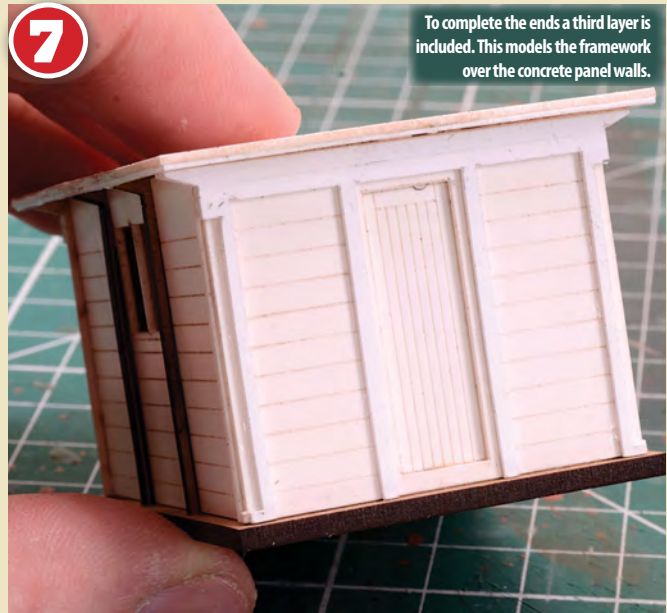
5



To hide the lugs joining the sides and ends, a pair of cover layers are supplied which have panel detailing on them. The one with the opening goes over the door end.



6 The roof was a tight fit over the central supports. We opened out the central rectangular holes to ease fitting of the roof.



7 To complete the ends a third layer is included. This models the framework over the concrete panel walls.



8 To finish the roof an outer frame is added together with the three piece chimney. All of the components were glued in place with the same Glue 'n' Glaze adhesive.



9 The finishing touches are a lower bead around the roof line and twin plank panels at the top of the sides. Each was glued in place without the need for any adjustment.



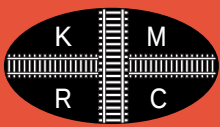
10 Having allowed the building to set thoroughly overnight we painted it with Halfords grey primer to seal the materials before painting with Lifecolor Lime Mortar (Cat No. UA742). Lifecolor Worn Black (UA734) has been used for the roof. Finishing touches include light weathering with Lifecolor Railway Liquid Pigments set. These washes can be applied and reduced to soften their effect.

TOOLS

- » Craft knife
- » Deluxe Materials
- Glue 'n' Glaze

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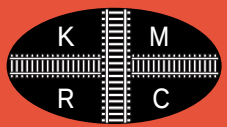
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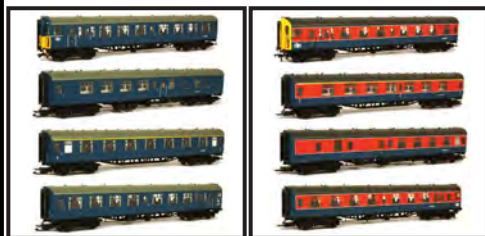
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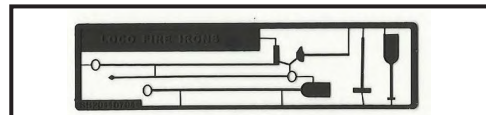
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Grosvenor Square's

*The Hornby Magazine team is always looking to enhance its layouts and this month it was the turn of our Western Region terminus to prepare it for its next appearance at the Great Electric Train Show on October 13/14. **MIKE WILD** reveals why and how this large layout has been taken to the next level.*

PHOTOGRAPHY, MIKE WILD

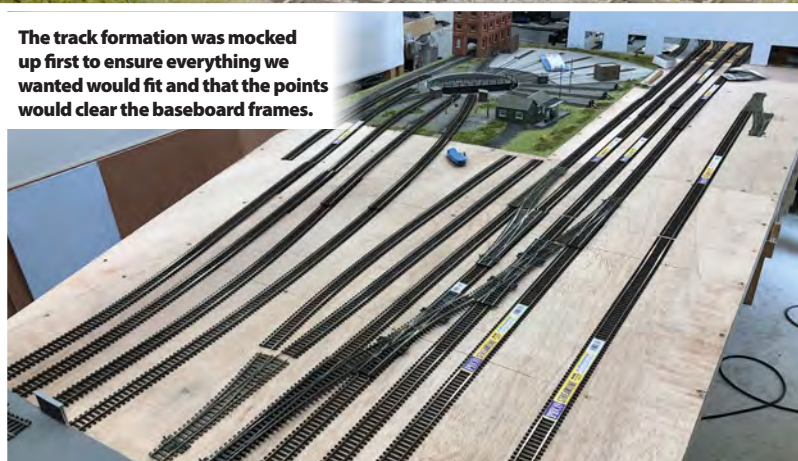


UNDER CONSTRUCTION...



Two new baseboards have been built for the extension using 9mm plywood for the surface and 69mm x 18mm planed timber for the frames.

The track formation was mocked up first to ensure everything we wanted would fit and that the points would clear the baseboard frames.



growth spurt



GWR 'King' 4-6-0 6029 King Edward VIII rumbles through the point work as it approaches Grosvenor Square with a terminating express. On the left a 'Warship' and 'Hymek' stand on the fuel roads while on the right a Class 101 waits at the signals for a path into the station.



GROSVENOR SQUARE was always supposed to be longer than when we first exhibited it. At the time there weren't enough hours in the day to build the original planned 16ft length and instead it was restricted to 12ft for the scenic section to suit both the 2017 *Hornby Magazine Yearbook* and the layout's debut exhibition appearance at the Warley National Model Railway Exhibition in November 2016.

Since then it has been popular on its public showings which included the Great Central Railway Model Event and Spalding Model Railway Exhibition in 2017, even though we always knew that it had a compromise in the way it operated. Its appearance at the Spalding show also gave rise to a new guise for the layout – on the Saturday we stuck to our usual 1960s BR steam-diesel transition sequence, but on the Sunday of the event we moved the clock forward to the end of the 1960s when BR blue was seen alongside maroon. It went down well, but with Twelve Trees Junction firmly in the limelight for our show appearances in 2018, Grosvenor Square has taken a back seat. That is until now.

GROSVENOR'S STORY

This layout started out with the idea to build a large terminus. It would be served by the Western Region from the south and the London Midland Region from the north. Its location is suggested as the Midlands, but nowhere too specific to allow plenty of flexibility in the locomotives and rolling stock which work in and out of the station.

The original period was set as the 1960s, primarily focused on the years between 1960-1965 when steam was seeing out its final years on the Western and diesel-hydraulics were becoming more common.

The station layout consists of seven platforms. Three have run-round loops available while the centre four are dead ends, adding to the operational potential of the layout. In addition there are three long sidings to the rear of the station, a pair of

DMU/ carriage sidings to the front and the suggestion of a depot entrance next to the entrance/exit from the storage yard.

The platforms are made from 12mm MDF on top of two layers of 1/16in cork to get the levels right while the brick facing is Redutex textured and pre-coloured self-adhesive resin sheets. The platform surface is made from Slater's paving plasticard suitably coloured with greys from Tamiya and a light weathering with Geoscenics black concentrate let down with water.

Perhaps the most impressive part of the station is the terminus building and its canopies. These were built by Tim Shackleton and consist of the Walthers American outline Grand Central station building, suitably anglicised and weathered together with no fewer than seven Peco overall roof sections to provide cover over the main platforms. In combination these elements give the sense of a large terminus, and one which is still busy too.

The overall footprint of the original scenic section is 12ft x 3ft made up of three 4ft x 3ft baseboards which was then expanded with the addition of a 9ft x 8ft return loop storage yard (HM116) bringing the total footprint up to 21ft x 8ft. However, the original plan called for a fourth 4ft long baseboard. This would include the inbound junctions allowing trains on the slow or fast lines to access all seven platforms and all departing trains to access the fast and slow lines in the opposite direction – something that the 12ft format restricts in certain cases.

These restrictions are one of the primary reasons for making the extension for Grosvenor Square, as it will make operation more realistic and allow a proper flow of trains through the storage yard.

DIGITAL OPERATION

From the get-go Grosvenor was designed to work with Digital Command Control (DCC) and it was been wired so that all »



Gaugemaster 1/16th in thick cork was used as underlay for the Peco code 75 track.



Track laying is almost complete in this view as Mark replaces a damaged siding from the turntable.

track sections are live at all times. This is particularly important for the operation of the sound equipped locomotives which form the roster for the layout as it means that no matter where they are parked on the layout their sounds can be left on or lights switched on and off to more accurately reflect real railway operation.

The wiring underneath consists of two main power feeds – one for the track connections and one for the points. The latter is also split into two separate sections – one for the scenic section and one for the storage yard. All this means that Grosvenor is flexible in its operation, but also complex on the electrical and control front.

To bring Grosvenor Square into service requires a Gaugemaster Prodigy system with at least six handsets – the maximum number of operators the layout can support – two Hornby Elite controllers and two

computers running Hornby's RailMaster software. The Prodigy takes care of all locomotive movements on the track, but it cannot change points or signals – that role is left to the computers connected to the Elites which in turn are connected to the two point motor power buses. One is dedicated to the scenic section and oversees all movements around the station while the second is allocated to the storage yard and that operator is responsible for ensuring that incoming trains have a space to enter and that outbound trains are always ready to depart to keep the flow of traffic moving on the scenic section.

It is an intensive layout to operate under exhibition conditions, but enthralling as there is always another train ready to depart or arrive at the station, or just simply a light engine movement that needs to take place to clear a line.

EXTENSION PLAN

We've wanted to add the extra baseboard into Grosvenor Square since its first showing, but the time hasn't been right until now to bring the project to fruition. However, in the end we didn't just add one 4ft long section, we added two to take this layout up to 29ft in length with a 20ft long scenic area.

The plan we hatched was to incorporate the 24hr challenge roundhouse scene into the expansion of Grosvenor Square in a second challenge against the clock. We don't mind admitting that this project took more than the 24 working hours we had originally planned – it became more of a 36hr project – but it was all time well spent.

The build commenced in the second half of August with the deadline of the end of the month to allow this feature to be compiled on Grosvenor Square. It

BRCW prototype D0260 *Lion* stands out from the crowd as it departs past the engine shed. This Heljan model has been equipped with a Hornby Class 47 Twin Track Sound decoder.



UNDER CONSTRUCTION...



The new extension boards add 8ft to the length of Grosvenor Square and combine the roundhouse built for HM105.

The roundhouse scenery was protected and the point blades covered so that the track could be weathered with spray paint before ballasting.



would add 8ft in total to the layout, but to incorporate the shed it meant that the boards would have to be widened to just over 4ft to accommodate the four-track main line running across the front as well as extension of the carriage sidings.

Production of the baseboards was swift. We built a new 4ft long board which widened from 3ft at one end to 4ft 2in at the other and then built a second 4ft x 20in baseboard for the main lines to pass in front of the roundhouse board. All of these were built using 9mm plywood for the surface and 69mm x 18mm planed timber for the frames to match the existing boards.

These were all then bolted together with the original roundhouse board and sandwiched between the last of the original scenic section baseboards and the first of the storage yard. Now we had a blank canvas, but fortunately the trackplan for the



At the buffers a Class 128 parcels unit rubs shoulders with D1000 Western Enterprise and the Blue Pullman DEMU.



first 4ft of the main line had already been designed during the original construction phase. It included two double slips and four large radius points to give trains access to all platforms and exit routes. The main lines on the second board were simple too – 4ft of four track plain line which will give somewhere for our extensive fleet of sound equipped locomotives to stretch their legs a little as they leave the station.

The trackplan to join up with the original depot was a little less planned. It developed as we built the layout and went on with the aim of reflecting a locomotive yard leading to the turntable to allow incoming train engines to be shunted from the station over an ashpit, through a coaling plant, to a water tower and then the turntable. Once on the turntable engines would have the option to go on shed for stabling, or simply be turned ready for their next duty and be held on the departure line. In the end we added two extra through lines to make it easier to get the right locomotives ready for specific train types. The new depot area will certainly keep one of our operating team very busy during show weekends.

DEVELOPING THE SCENERY

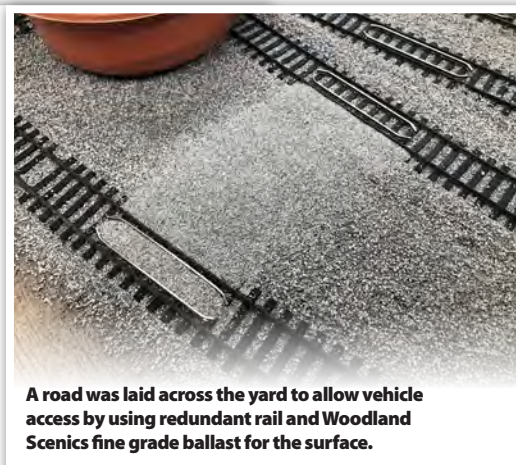
One of the advantages of this new scene is that the scenery is quite simple. At least 60% of the surface is covered by track and ultimately the ground cover would revolve »



Ballasting was speeded up by the use of the Prosles ballast spreader. Woodland Scenics fine and medium grade blended grey ballast has been used throughout.



The coaling tower is a Ratio kit (Cat No. 547) built as per the instructions.



A road was laid across the yard to allow vehicle access by using redundant rail and Woodland Scenics fine grade ballast for the surface.

around ballast. It was how to detail the areas in front and behind the railway which provided the challenge, but the answer came in recycling buildings from another project which was unlikely to see the light of day – the micro layout that we built for HM117.

This layout worked well, but it had become homeless and had ended up in storage. We had put a lot of time and effort

into painting the low relief buildings and warehouses which adorned this 4ft x 18in layout and it seemed a shame for them never to be seen. All are from the Skytrex range and we were able to remove all the buildings from the micro layout as well as some of the hardstanding ground cover for a new life on Grosvenor Square.

The micro yielded a series of single and



UNDER CONSTRUCTION...



By now the scene is progressing well with most of the ballast laid and the backscene buildings being test fitted.



The Faller fuelling point kit has been used to provide storage tanks for the diesels. However, we had to change our track arrangement to fit it in.

Right: A Collett '2251', 'Hall' 4-6-0 (both Bachmann models) and a 'King' 4-6-0 by Hornby stand in the yard. The ash pit is a Peco kit set into the baseboard while the ground cover consists of Woodland Scenics blended grey ballasts weathered with Geoscenics black concentrate with Woodland Scenics fine cinders and Geoscenics crushed coal on top.

Below: At the station a 'Warship' arrives as a 'King' and 'Grange' 4-6-0 receive the 'right away' with passenger and parcels workings. The station has seven platforms with Peco overall roofs being used for the canopies.



double storey north light factory buildings, a large amount of brick walling and two three storey warehouses. One of these found a new home on the front of the Grosvenor extension while the other was partially dismantled to allow it to be used as a low relief structure behind the shed in the back corner. The northlight buildings were used in a near identical arrangement to their time on the micro layout, but this time as the backdrop to the locomotive yard.

With the background sorted we decided on concrete fencing for the foreground ahead of the carriage stabling sidings – which also gained a run-round loop and headshunt in the new plan – leaving just the middle ground to make interesting and realistic. The main line section took care of itself as the trackwork is busy enough on its own, but the depot needed features to make it work.

First up was a diesel fuel facility. This came from two sources: a Bachmann Scenecraft fuelling point which we had acquired sometime before to go with the depot and a Faller fuel storage facility from Gaugemaster which was built up from the plastic kit. This was positioned to look as though it was a relatively new addition to the depot area to facilitate operation of diesel-hydraulics from the Western Region as well as the diesel electric interlopers from the London Midland Region.

Next up were servicing facilities for steam traction. We needed a pit, coal and water to fulfil the main functions of ash disposal and refuelling. The pit was assembled from a Peco kit for code 75 rail and then set into »



The first layers of grass consist of Woodland Scenics fine blended green turf.



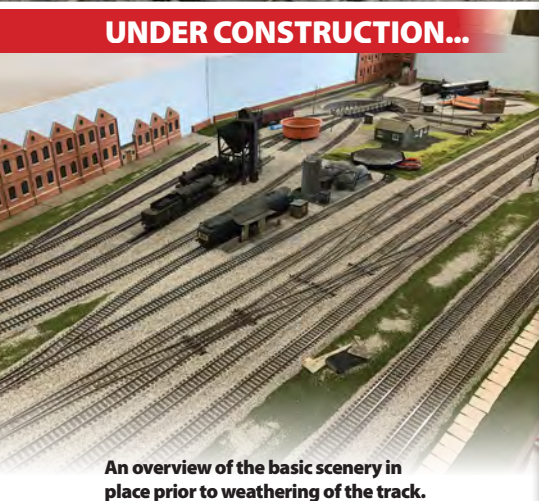
The scenery for the new section uses the same materials as the original boards so that it will blend in.

On shed a Class 22 ticks over in the company of a Collett '2251' 0-6-0, 'Hall' 4-6-0, '57XX' 0-6-0PT, 'King' 4-6-0, 'WD' 2-8-0 and '42XX' 2-8-0T. The coaling tower is a Ratio kit while all of the track is Peco code 75.



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UNDER CONSTRUCTION...



An overview of the basic scenery in place prior to weathering of the track.

The fuelling point was weathered with Lifecolor liquid pigments while the coaling tower was painted with Railmatch Roof Dirt from an aerosol.



Temporary Dapol lower quadrant signals were installed – we need brackets here and theatre indicators for the platforms – and the first of the static grass layers is in place.

a hole cut out with a jigsaw to allow it to sit flush with the baseboard surface. Next was coal for which we turned to the Ratio range by building the Coaling Tower kit (Cat No. 547) which felt just the right size for the layout without dominating the scene. Water is provided by Kernow Model Rail Centre's GWR pattern Scenecraft model which ties in nicely with the roundhouse sections from the same source.

Ground cover consists of Woodland Scenics blended grey ballast, lots of it, in medium and fine grades. This was used across all areas to allow the colouring of the shed area to be blended into the rest of the layout using an airbrush. The ballast was laid loose using a Proscos ballast spreader which drastically reduced the amount of time required to prepare the ballast for gluing with a 50:50 mix of PVA and water with a drop of detergent added to aid its flow into the loose ballast. As always we wetted the ballast with a water mister before applying any glue as this stops the ballast from moving when the glue is applied.

WEATHERING AND DETAILING

Having created all the basics it was time to start making Grosvenor Square look like a real railway. Chief amongst our tasks was weathering of the track and ballast. The rails and sleepers had already been sprayed with Humbrol No. 29 prior to ballasting on the main line and Railmatch roof dirt in the shed area, but the newly laid ballast now needed toning down too.

For this big job we use Geoscenics black concentrate let down with water. This is sprayed onto the layout using an airbrush – a perfect task for the Sparmax GP-850 which we review on pages 90-91 of this issue, as its large 125ml colour cup is ideal for this type of work. We filled it up and worked progressively on the track to soften the bright colour of the main lines and to really tone down the shed yard.

In some areas we have aimed to get the shed track and ballast thick with black concentrate to represent where locomotives have stood, but that was only the start for this area. We also went on to add Woodland Scenics fine cinders around the ash pit as well as Geoscenics crushed coal in the coaling tower and around its footing – the latter to suggest spilt coal during loading.



A '64XX' 0-6-0PT draws into the headshunt for the carriage sidings as a 'Hall' 4-6-0 and 'Western' hydraulic pass on the main lines. The shed yard is busy preparing locomotives for the next departures.

In some places this has been built as close as possible to the level of the rail heads, just as it would be at a real steam shed.

Another feature we were pleased with in the shed yard is the road crossing through it to reach the mess rooms. This was made by cutting lengths of code 75 rail and bending the ends to create check rails. Woodland Scenics blended grey fine grade ballast was then built up to the level of the rails and between the check rails to create a roadway – a feature which breaks up the site well.

Away from the shed the grassed areas were detailed with MiniNatur and Green Scene static grasses topped off with Woodland Scenics blended green fine turf and various shades of coarse turf held in place with extra strong hairspray.

Ratio concrete fencing was added along the front of the layout to create a boundary between the railway and public land while in other places Ratio spear fencing has been used to separate railway land from other areas.

The finishing touches all came from our detailing box including packing cases outside the warehouse, railway paraphernalia around the shed yard and road vehicles from the Oxford Diecast range.

BACK IN THE LIMELIGHT

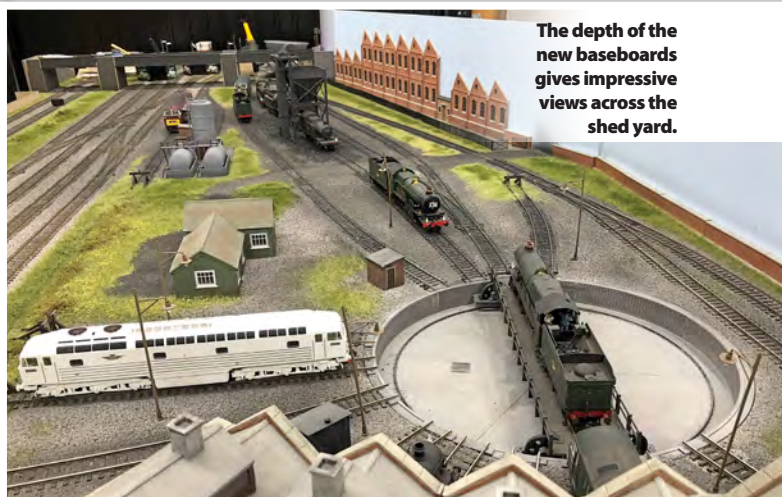
The Hornby Magazine team is looking forward to bringing Grosvenor Square back into the limelight at the Great Electric Train Show on October 13/14 at its new venue in Milton Keynes. As I type there are a few final bits and pieces to be done including wiring up of the new Dapol lower quadrant signals and finishing off wiring of the dual frog juicers to operate the double slips.

The Great Electric Train Show will be the first time that the full layout has been assembled, but we've already planned changes to the operating sequence to allow visitors to get a better understanding of how the layout works. Key amongst this is the location of the shed operator which will be at the front of the layout to demonstrate the Gaugemaster Prodigy system as well as the ADM Turntables indexing drive system which will be turning locomotives throughout the weekend.

The locomotive fleet has and will be increasing too, as explained in Staff Projects in this issue, and we look forward to meeting as many Hornby Magazine readers as possible during the Great Electric Train Show in a few weeks' time. See you there! 



Spilt coal and ash detail the ground around the coaling tower while the formerly grey ballast has been toned down significantly with Geoscenics black concentrate. A coal load has also been added in the coaling tower while MiniNatur static grasses provide a hint of colour around the depot edges.



The depth of the new baseboards gives impressive views across the shed yard.

DIGITAL LOOPS

**DIGITAL
SPECIAL**

Following on from last issue's introduction to analogue loop wiring, **MIKE WILD** illustrates how a loop can be wired for permanent live operation of both tracks with digital control.

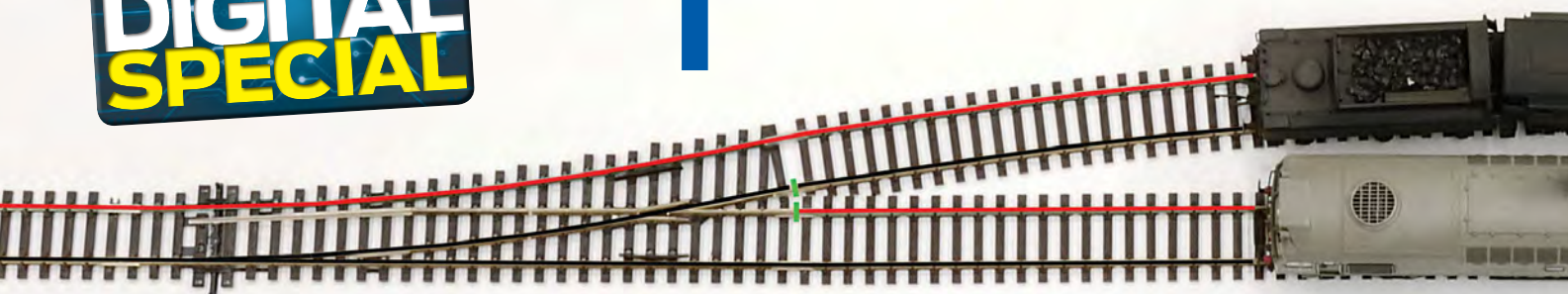


DIAGRAM 1

STEP BY STEP WIRING A LOOP FOR DIGITAL OPERATION



1 The first step is to add metal rail joiners to the outer rails and insulated rail joiners to the inner rails on a point at each end of the loop. The other end of the point has metal rail joiners fitted.



2 The second length of track can now be connected to the point to complete the loop trackwork. The insulated rail joiners will prevent electric shorts occurring when the turnout position is changed.



3 Having put insulated rail joiners in we now need to power the inner rails of each loop independently. Using the same colour coding as the main track we have added a red wire to the left hand rail of the upper track and a black wire to the right rail of the lower track.

DIGITAL COMMAND CONTROL wiring allows a more realistic railway to be built with a few simple wiring techniques. Like most model railway electrical wiring, once you have the method it is a case of repeating the same procedures to join everything together and the technique shown here can be used over and over.

When building a digital powered layout one of the fundamentals is making all the track live. We do this so that locomotives, multiple units and even carriages can maintain contact with the digital power source meaning that even when stationary in a loop, lights and

sounds can be left on. It also means that we no longer rely on switches, as with analogue, to control where the power goes – power simply goes to every section of track and means we are driving the trains and not the track.

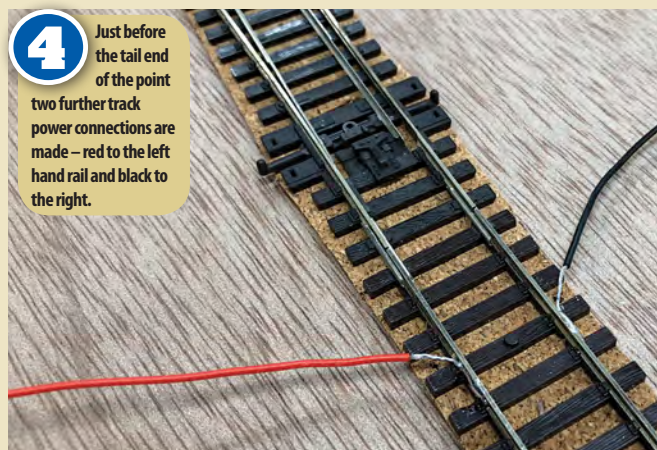
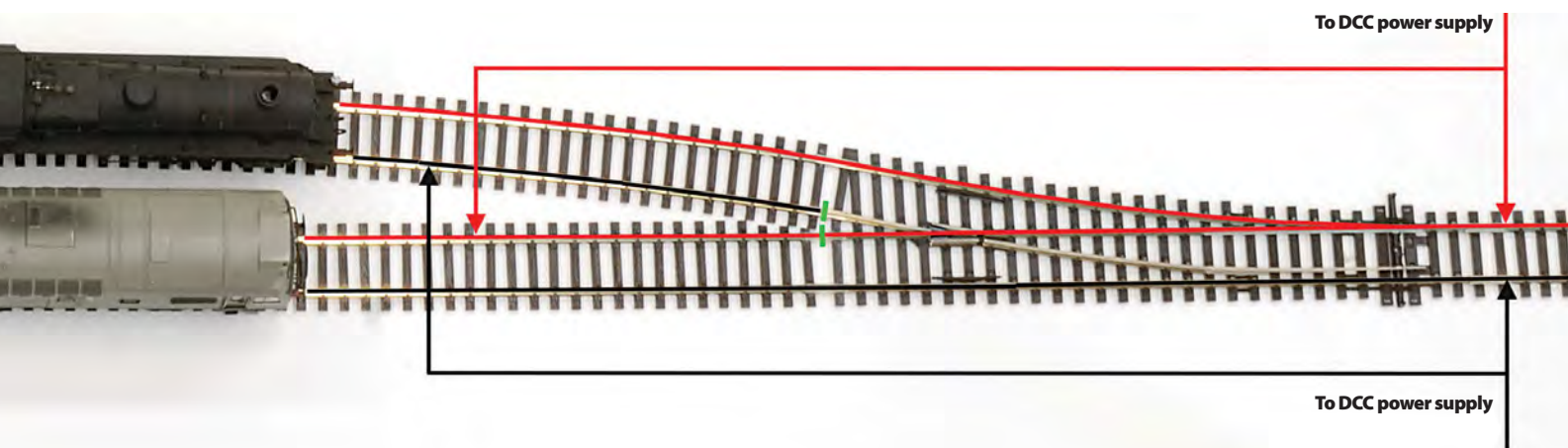
Making a loop, or indeed siding, live is a very simple process which requires the addition of two insulated rail joiners on each point positioned on the inner rails of the toe end of the turnout. This is illustrated in Diagram 1 by the green marks and in Step 1 below. These stop conflicts of power through the point frog. For a loop the point at the opposite end needs to be treated the same.

Next we need to power the now isolated

sections of track by adding feeds as shown in Diagram 1. These are connected back to the power feed on the main track and in turn to the controller. As we are using a digital controller commands to move locomotives are directed to individual locomotive decoders meaning that only the engine we want to move will move even though everything is live.

We have used this process in all of *Hornby Magazine's* digital controlled layouts and the results are excellent. Trains run reliably and, most importantly, operation is much more realistic.

The step by step guide illustrates the sequence in laying out a loop. [Hornby](#)

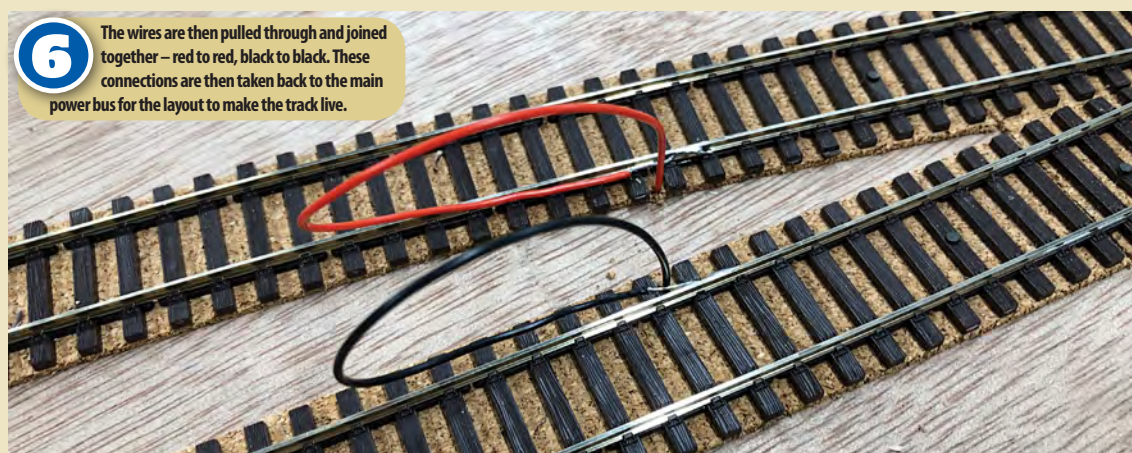


4 Just before the tail end of the point two further track power connections are made – red to the left hand rail and black to the right.



Beginner **SKILL LEVEL** Intermediate Advanced

5 2mm holes are drilled through the baseboard surface to allow the red and black wires to be fed through.



6 The wires are then pulled through and joined together – red to red, black to black. These connections are then taken back to the main power bus for the layout to make the track live.

NEXT ISSUE

● In the next instalment we will look at wiring up a point with a frog polarity switch for the ultimate in reliability.

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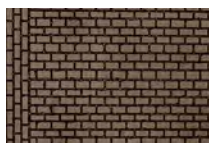
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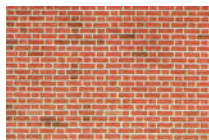
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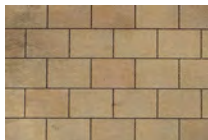
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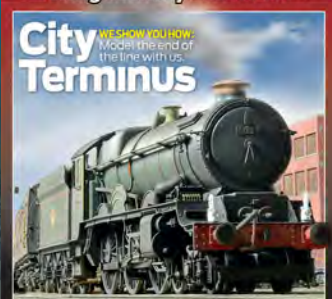
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Bachmann's Brighton 'Atlantic'

**FIRST
REVIEW**

Bachmann's 'OO' gauge model of the Brighton 'H2' 4-4-2 has been a long time coming, but has it been worth the wait? **MIKE WILD** takes a closer look at 32424 *Beachy Head* in immaculate BR lined black.

ALL GOOD THINGS come to those who wait and that is certainly true of the Bachmann 'OO' gauge model of the Brighton 'H2' 4-4-2. It was announced in the 2014 catalogue, but has taken four years to reach our desks for inspection – and we've been looking forward to this 'Atlantic' making its debut ever since it was first revealed by Bachmann.

The Brighton built 'H2' 4-4-2s had great character and were a follow up to the original Marsh designed 'H1' series which dates back to 1906. The first of the 'H2s' were constructed in 1911 – built at Brighton works for the London, Brighton & South Coast Railway (LBSCR) – and

they continued in front line service until the mid-1920s when the Southern Railway 'King Arthurs' entered service. Happily most of the 'H2s' survived into the British Railways era with 32424 *Beachy Head* being the last of the class to be steamed in 1958. You can read the full story of the 'H1' and 'H2' 4-4-2s in Reality Check on pages 76-79.

The long gestation for the Bachmann 'H2' has had an advantage though as the manufacturer has also gone on to develop the 'H1' 4-4-2s alongside its original planned production of the 'H2' – the forerunners differing most obviously in the shaping of the running plate as well as other details.

For review we received a sample of the last 'H2' 32424 *Beachy Head* in BR lined black with small early crests on the tender sides. This is the condition that the locomotive was withdrawn in 1958 and also the livery that the new build of 32424 at the Bluebell Railway is being finished.

THE MODEL

32424 is superbly turned out in British Railways mixed traffic lined black on this version (Cat No. 31-921). The boiler bands are finely reproduced while the frame, splashers, cabsides and tender has full three-colour lining just as it should. The smokebox numberplate stands proud of the

'H2' 4-4-2 32424 *Beachy Head* was the last in BR service in 1958. Bachmann has produced it in its final livery.





TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-921
Description:	LBSCR Billinton 'H2' 4-4-2 32424 <i>Beachy Head</i>
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	241mm
Price:	£189.95 (DCC ready)
Era:	4
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker space:	23mm diameter
Exterior lights:	None
Interior lights:	None
Motor type:	Five-pole open frame
Flywheel:	None
BR power classification:	4P
Wheel arrangement:	4-4-2
Purpose:	Express passenger
Haulage capacity (expected):	Eight carriages
Haulage capacity (actual):	Ten Mk 1 carriages

smokebox door while the nameplates are printed over the rear driving wheels. Etched replacements are included with the model which also comes with a full set of bufferbeam pipes, dummy screw link couplings, a selection of Southern Region route indicator discs and a set of fireirons to further enhance the already impressively detailed model.

Externally the detailing is first class including separate handrails, lamp irons, smokebox door dart, sprung buffers of the correct pattern, a neatly produced chimney and

dome, safety valves, whistle and more.

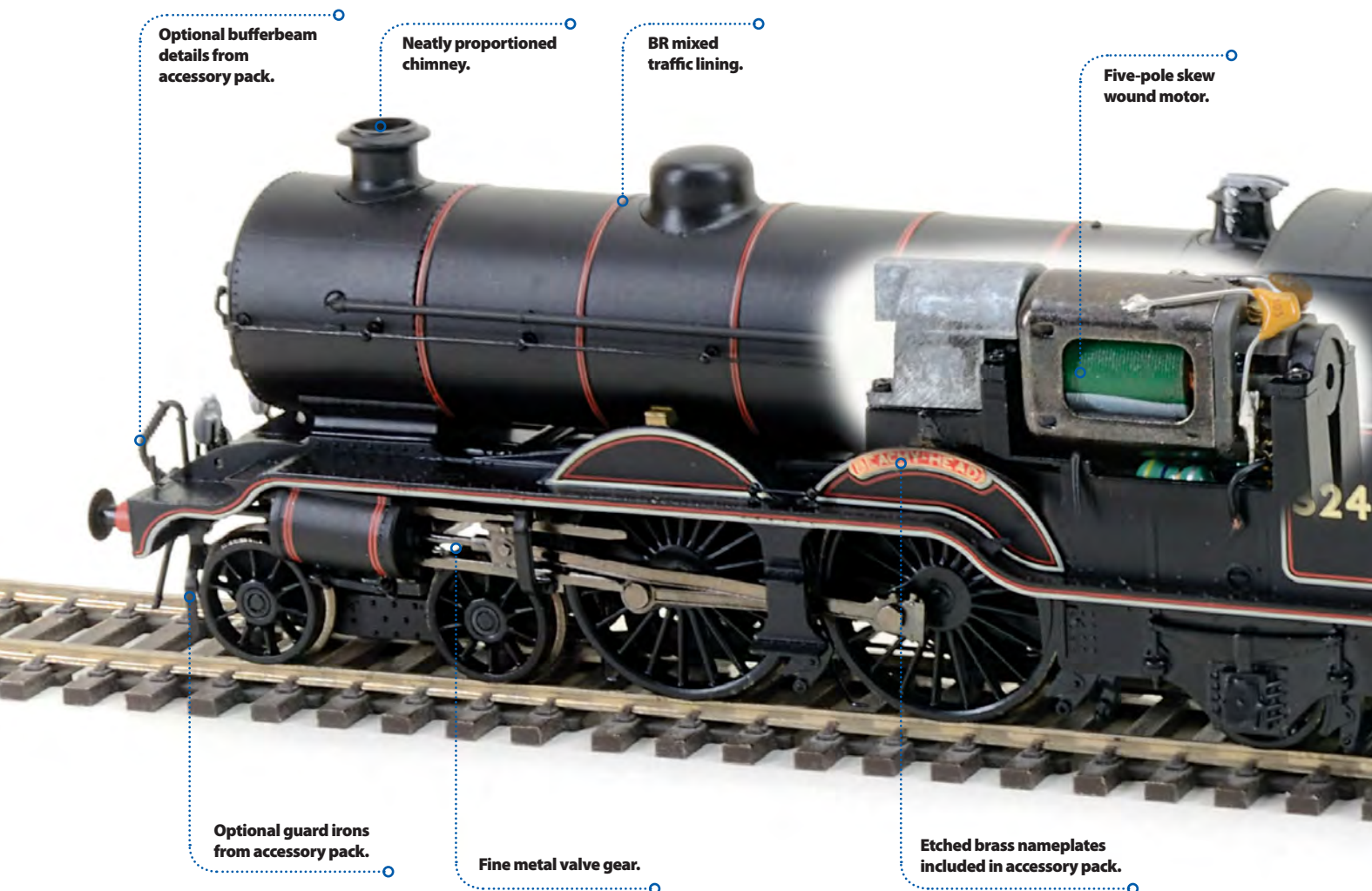
The boiler position, shaping and size all look spot on while the running plate is the correct shape for the 'H2' which was less intricate in its design than the earlier 'H1'. The cab features flush glazing to the front while the open rear gives a full view of the interior which is fully furnished

with pipework, screw reverser, regulator, fire hole door and a moveable fallplate to cover the gap between the locomotive and tender. All it needs is a crew to complete this area visually.

At the rear the tender has a cast metal coal load which can be removed to reveal the full relief coal space. Removal also gives a better view of the open coal rails at the rear and will allow a real crushed coal load to be added instead.

The underframe of the locomotive and tender are both fully detailed with brake shoes, brake rigging (all factory fitted) and sand pipes to the driving wheels. Correctly for a Southern >>





engine the tender has no water scoop as the region didn't have water troughs.

PERFORMANCE

The technical specification for the 'Atlantic' follows Bachmann's standard practice. It has pick-ups on the driving and tender wheels, a powerful five-pole open frame motor in the locomotive,

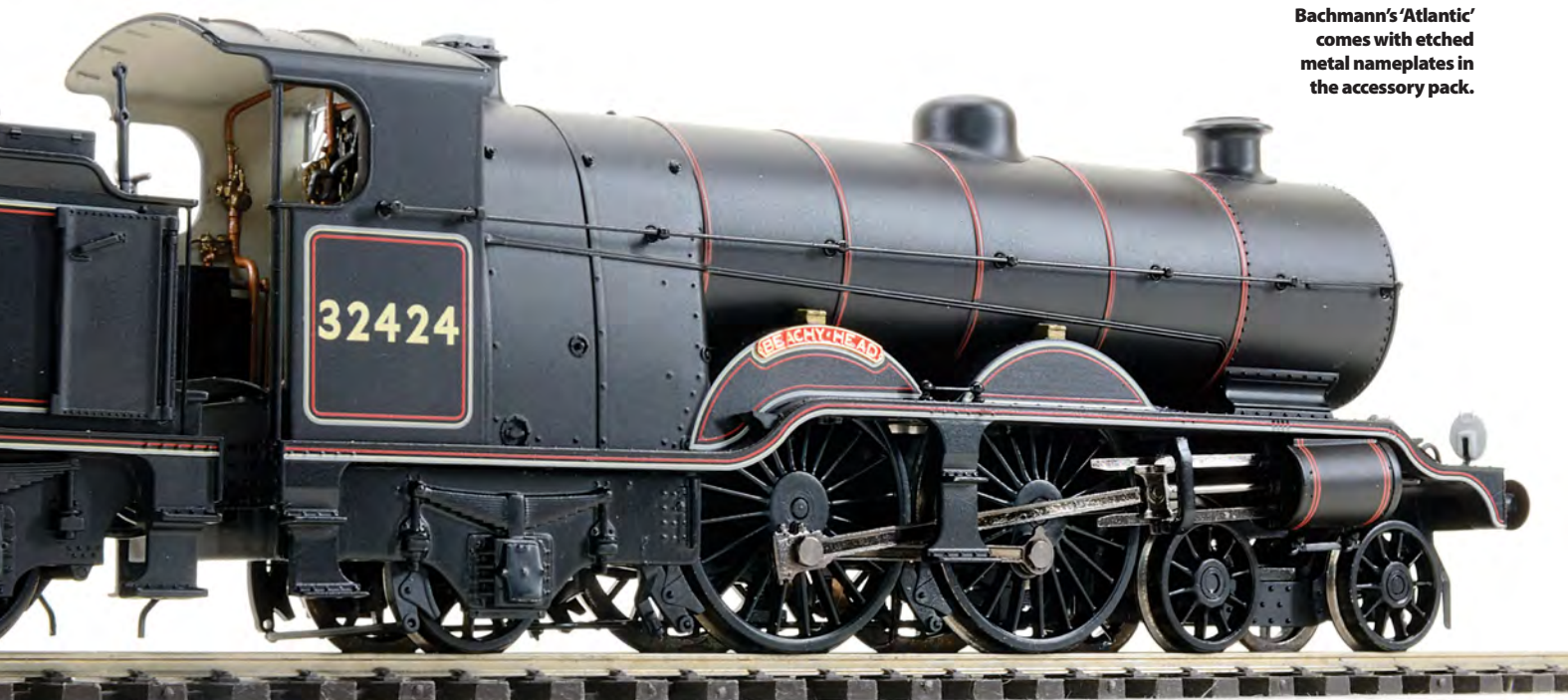
a 21-pin decoder socket in the tender plus a capacitor attached from the factory to operate with decoders which support 'stay alive' circuits.

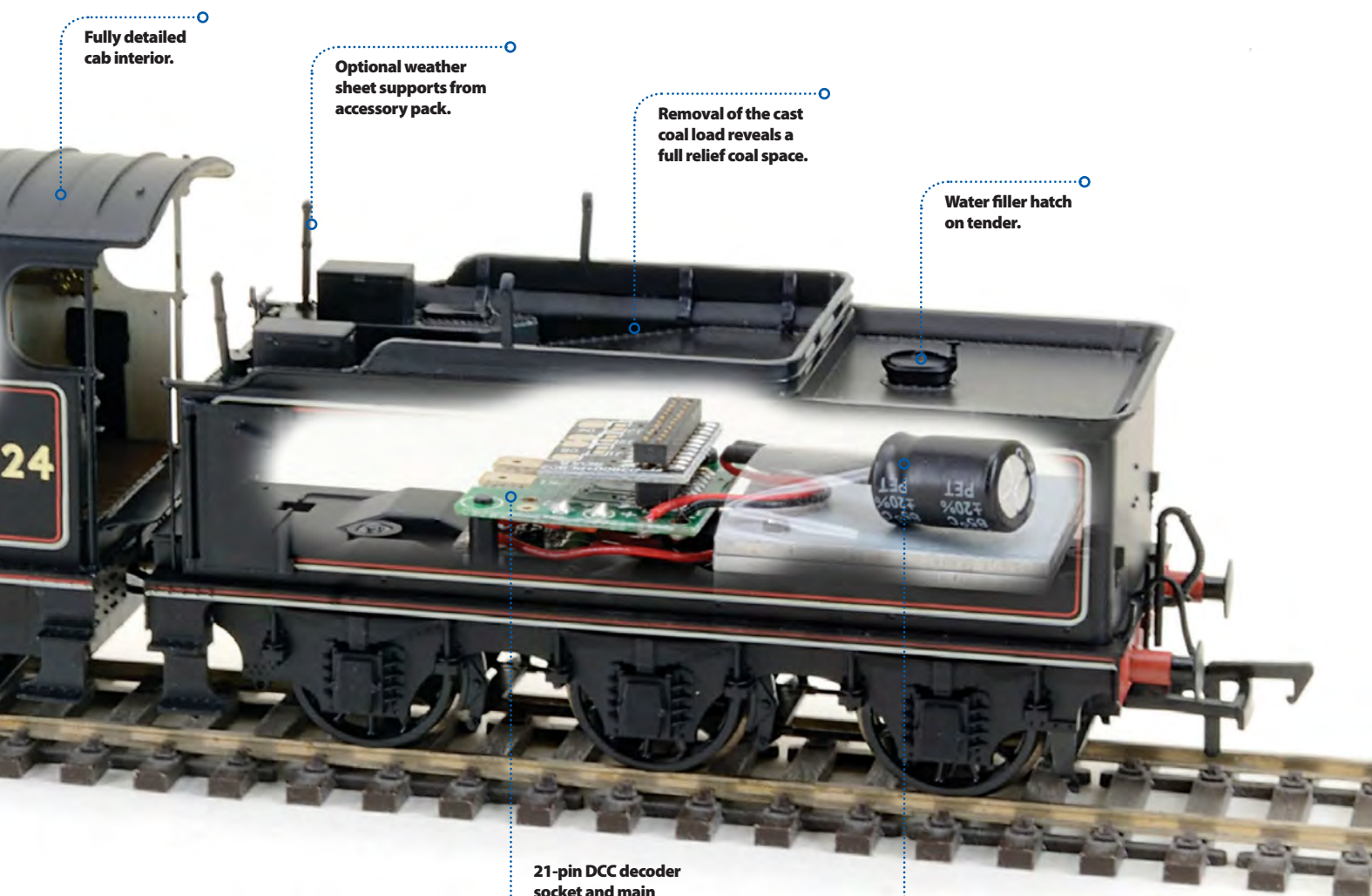
There is also space for a 23mm round speaker at the rear of the tender which requires removal of the two metal weights. This arrangement is near identical to the Great Northern Railway 'Atlantic' produced for Locomotion Models in

2015 (HM96), except that the main circuit board has been positioned the opposite way around.

We put our sample through its paces under analogue control initially, running it in first for 30 minutes in each direction before loading it with a train. We then subjected it to continuous running for a full day with a rake of seven coaches - a standard train length on our office

Bachmann's 'Atlantic' comes with etched metal nameplates in the accessory pack.





Fully detailed cab interior.

Optional weather sheet supports from accessory pack.

Removal of the cast coal load reveals a full relief coal space.

Water filler hatch on tender.

21-pin DCC decoder socket and main Printed Circuit Board.

Capacitor for decoders supporting stay alive.

layout - which it handled with absolute ease. Further tests showed that it didn't even slip when loaded with ten Mk 1 carriages.

We fitted a Gaugemaster DCC27 decoder to the locomotive for digital tests with which it performed faultlessly. Speed control was excellent and this also allowed the model to be run through a greater range of points and crossings on our code 75 track formation on the test track, all of which it handled without issue.

OVERALL

The LBSCR 'H2' 4-4-2 may have taken longer than we might have liked to arrive, but it is definitely worth the wait. Bachmann has produced a stunning ready-to-run model of this charming design and with a choice of LBSCR umber on the 'H1' together with Southern Railway green and British Railways lined black on the 'H2' there is something to suit every period from 1905 until the last was withdrawn in 1958. You could even run the BR version in a preservation setting pre-empting completion of the new-build example at the Bluebell Railway.

Whichever era you model and however you choose to operate the 'H2', we are sure that you will be just as impressed as we have been. It is an excellent new addition which fills in a major missing link in Southern Region locomotive development. (MW)



"32424 is superbly turned out in British Railways mixed traffic lined black."

MIKE WILD



LBSCR 'H1' 4-4-2 B38
Portland Bill runs
under the LBSCR's
AC electric catenary
near Coulsdon with a
Brighton to Victoria
train in 1925.

[W.V. Wiseman/Rail](#)
[Archive Stephenson.](#)

THE BRIGHTON 'Atlantics'

*On Britain's railways it was rare for the designs of one company to be adopted by another, but the 'H1' and 'H2' 4-4-2s of the LBSCR were exceptions. They owed as much to the Doncaster Works as they did to Brighton as **EVAN GREEN-HUGHES** explains.*

THE LONDON, BRIGHTON & South Coast Railway (LBSCR) was, in Victorian days, considered to be one of the premier lines in the south of England. Its well-loaded express trains ran between the capital and the wealthy areas of the coast, and also served important cross-Channel

ferry routes. In 1904 the company recruited Douglas Earle Marsh as Locomotive Superintendent and he found that the locomotives being used for the most prestigious workings were desperately in need of an upgrade, with immediate replacement of some being a priority.

Most people in Marsh's position would have set about designing a locomotive of their own from scratch but in this case he took the unusual step of obtaining a set of drawings from Doncaster for one of the latest Ivatt Great Northern Railway 4-4-2s, and putting that into production with only a few modifications. This formed the basis of the famous LBSCR 4-4-2s.

This move wasn't as unusual as it might at first appear because Marsh had lately been Chief Assistant to Henry Ivatt and

had been heavily involved with the design of the Great Northern's 'Atlantics'. It was therefore likely that he saw the type with which he was already familiar as the ideal solution to the LBSCR's problems.

Such was the haste to get the locomotives constructed that the contract was let out to Kitson and Co who were merely supplied with a set of Doncaster drawings with Marsh's changes marked on them from which to work. The main difference between the Doncaster and the Brighton engines was that Marsh increased the piston stroke to 26in from 24in and also raised the working pressure of the boiler from 175psi to 200psi. There was also an additional 15in added between the driving wheels and the trailing truck, possibly to aid the fitting of screw, rather than lever, reversing. Slight changes to the footplate design, the fitting of a deeper firebox and a different cab and chimney summed up the rest of the changes. »



'H1' 39, specially named *La France* to haul this special working, is seen heading French President Poincaré's train from Portsmouth Harbour to Victoria on June 24 1913.

G.J. Morris Collection/Rail Archive Stephenson.



INITIAL ORDERS

Five locomotives were ordered at a cost of £3,950 each and all were in service by February 1906, with deliveries being made to Battersea and Brighton. Despite the short wheelbase and the use of two outside cylinders, running proved to be very smooth, the type also being free steaming and having good acceleration. Once commissioned all five were allocated to Brighton and were set to work on the fastest and heaviest expresses, including the Pullmans, many of which were even then scheduled to travel between the coast and London in a time of exactly one hour. In performing these duties speeds of 85mph and more were often achieved.

As delivered 'H1' class 'Atlantics' 37-39 had short cab roofs but following complaints from crews 40-41 were built with a longer version, but the first three retained the original arrangement for some years afterwards. 37 and 38 suffered a number of issues with overheated trailing axleboxes but this was soon satisfactorily resolved and the five engines settled down to give mileages of between 30,000 and 40,000 per year. As built the locomotives had bogie brakes fitted but these were soon found to be troublesome and were quickly removed while a further modification was the fitting of steam heat equipment which took place in October 1908.

The 'H1s' soon began to be regarded as the line's prestige engines and 39 was considered to be the best of them all, being chosen for all royal and VIP duties, including for a visit of the French President, Raymond Poincaré, in 1913 for which it was specially named *La France*.

When Marsh stood down in February 1911 due to ill health further express locomotives were already being discussed but again, rather than go for something new, his successor Lawson Billinton or LB Billinton as he is more commonly known, plumped for something tried and tested and in April 1911 he ordered six more 'Hs'. This time Brighton works provided the engines and once again there were some differences from earlier models.

MODIFIED DESIGN

What were to become known as the 'H2s' were fitted with superheated boilers and larger cylinders and could be distinguished from the earlier 'H1s' by the footplate which had fewer undulations in it. Because of the superheating the boiler pressure was

LBSCR 'H1' AND 'H2' 4-4-2S	
Designer:	Douglas Earle Marsh
Built:	1905-1911
Withdrawn:	1944-1956
Builders:	Kitson and Co (5) - 'H1' Brighton Works (6) - 'H2'
Purpose:	Express passenger
Wheel arrangement:	4-4-2
BR power classification:	'4P'
Weight (locomotive):	67tons 0cwt ('H1') 69tons 15cwt ('H2')
Bogie wheel diameter:	3ft 6in
Driving wheel diameter:	6ft 7½in
Trailing wheel diameter:	3ft 6in
Length (total):	59ft 9in
Wheelbase (locomotive):	26ft 4in
Boiler diameter:	5ft 6in
Boiler length:	16ft 3in
Boiler pressure:	170psi or 200psi
Cylinders:	Two, outside
Cylinder dimensions:	18½in x 26in ('H1' 37, 38 and 40) 19in x 26in ('H1' 39 and 41) 21in x 26in (all 'H2s')
Tractive effort:	19,028lbs-20,840lbs (varied)
Tender weight:	39tons 5cwt
Coal capacity:	4tons 0cwt
Water capacity:	3,500gallons
Total in class ('H1' and 'H2'):	11

reduced to 170psi, with the intention of reducing maintenance costs, but in the event when superheating was added to the earlier 'H1s', 200 psi became the standard pressure employed. Of the new engines 421 and 425 were sent to Brighton, Battersea received 422 and 426 while Eastbourne acquired 423 and 424. Again they were employed on top-link express duties and they proved both popular and reliable performers.

After the grouping of 1923 the locomotives lost their umber livery in favour of Maunsell dark green although all were not dealt with

In Southern Railway olive green, 'H1' B40 *St Catherine's Point* passes through Forest Hill with a Brighton to London Bridge express in June 1931 formed of Maunsell corridor stock and a single Pullman.

George R. Grigs/Rail Archive Stephenson.



straight away, while two years later in 1925 following an initiative by the Southern's publicity department all the 'H1s' and 'H2s' were given names reflecting south coast landmarks, with 39's being changed from *La France* to *Hartland Point*. Another change made was that the engines were fitted with vacuum brakes to enable them to be used more widely on the Southern system, but a barrier to wider use was that the class was outside the restricted Eastern Section loading gauge: as a result in 1935-1937 some alternations were made to reduce the overall height and width. These included changing the chimney for the Ashford 'U1' pattern, lowering the dome cover, safety valves and cab roof and more.

The 'Atlantics' remained in control of principal expresses until the arrival of Maunsell's 'King Arthurs' in 1925-1926 at which point a number were transferred to Eastbourne and Bognor where they were deployed over the Mid-Sussex route. Electrification of the central section of the Southern in 1933 found the class displaced further with some deployed to New Cross while the German occupation of France



The Brighton Line was the main stamping ground for the Brighton 'Atlantics'. In 1925 'H2' 4-4-2 B421, unnamed in this view, passes Merstham on the Quarry line with the down 'Southern Belle' from London Victoria to Brighton. Bernard Wicher/Rail Archive Stephenson.



NAMES AND NUMBERS				
Class	LBSCR No.	SR No.	BR No.	Name
'H1'	37	2037	32037	<i>Selsey Bill</i>
'H1'	38	2038	32038	<i>Portland Bill</i>
'H1'	39	2039	32039	<i>La France</i> (1913-1926) <i>Hardland Point</i> (1926-1951)
'H1'	40	2040	n/a	<i>St Catherine's Point</i>
'H1'	41	2041	n/a	<i>Peveril Point</i>
'H2'	421	2421	32421	<i>South Foreland</i>
'H2'	422	2422	32422	<i>North Foreland</i>
'H2'	423	2423	n/a	<i>The Needles</i>
'H2'	424	2424	32424	<i>Beachy Head</i>
'H2'	425	2425	32425	<i>Trevose Head</i>
'H2'	426	2426	32426	<i>St Alban's Head</i>

in 1940 saw an abrupt halt to the cross-Channel ferry work, resulting in some being placed into store. In November six went to Basingstoke to replace some 'N15s' that had been loaned to the Great Western while others went to Salisbury and Southampton.

By 1944 all were back at Brighton for London services once again except for 2040-2041, originally 'H1s', which were withdrawn at the start of the year with almost a million miles each on the clock. In 1947 'H1' 2039 was employed as a mobile

test bed for Bulleid's 'Leader' programme being fitted with sleeve valve gear, different cylinders and outside steam pipes, while that summer saw four examples moved to Newhaven for boat train work.

Although all but two of the class survived into state ownership in 1948, 'H2' 2423 was quickly withdrawn due to cracked frames and worn-out cylinders while the rest acquired British Railways numbers and black livery, despite spending much of their time in store. In 1951 the three remaining 'H1s' were condemned and broken up at Eastleigh, authority was actually given for the 'H2s' to follow but in the event they were retained and spent a lot of time working parcels specials and relief passenger trains.

LAST OF THE LINE

In May 1956 the five surviving engines were suddenly taken out of service for bogie frame inspection as a result of an accident to Eastern Region 4-6-4 60700 which had a similar bogie and this led to 32421 and 32426 being withdrawn while 32422 was put on light duties. 32425 succumbed to cracked frames and together with 32422

was withdrawn in September 1956. This left just one survivor, 32424 *Beachy Head*, which was employed on Bournemouth services until it too was stood down in February 1957. However it was steamed in June that year but blew out a cylinder cover, fortunately one was available from 32425 and it was soon repaired, and it was then employed on fish specials and parcels workings until the end of the year.

At this point 32424 was requested for the 'Sussex Coast Ltd' tour planned for April 1958 for which it was specially cleaned and prepared. It made its final journey to Eastleigh on April 24 under its own steam and was subsequently broken up, with its nameplate being removed and later presented to the Mayor of Eastbourne.

And there the story of the 'Hs' should have ended except for an unusual initiative which stems from members of the Bluebell Railway. In 2000, conscious that the 'H' was a fine example of a lost period of British engineering, a plan was announced to construct a replica of 32424 *Beachy Head* based around a former Great Northern 'Atlantic' boiler (itself a miraculous discovery) and a surviving tender frame and wheels. Substantial progress has been made on this project, to the extent that work to rebuild the boiler is advanced and the locomotive has frames and wheels, as well as a host of other fittings. Construction is being undertaken in a specially-commissioned building at Sheffield Park on the Bluebell Railway.

With the prospect of one of these engines being seen in steam for the first time in more than 60 years and a major new model now released, interest in the 'southern' version of the 'Large Atlantic' is sure to reach an all-time high, hopefully spurring on many more layouts set in the interesting period during which these locomotives reigned supreme. [Hornby](#)



Now owned by the Southern Railway, but yet to be repainted, LBSCR 'H2' 4-4-2s 421 and 423 wait to leave Victoria with the 1.15pm empty coaching stock train to Eardley Road Sidings on June 3 1924. [O.J. Morris/Rail Archive Stephenson](#).

Woodcock goes green

- Price: £169.99
- Cat No: R3630
- Site: www.hornby.com
- Era: 3
- DCC: 8-pin socket



Third life for ex-Lima 'Chicago Bear'

- Price: £84.99
- Cat No: R3666
- Site: www.hornby.com
- Era: 9/10
- DCC: 8-pin socket



The Class 59 is in the Hornby portfolio for the beginning of a third life and its second with Hornby – this time in the RailRoad range. The former Lima model, which now features an upgraded mechanism, 8-pin DCC decoder socket and small tension lock couplings, has been turned out as Yeoman's 59004 *Paul A Hammond*. 59004 carried this

livery from the early 2000s until repaint in Aggregate Industries colours in 2016, though it lost its Yeoman branding around 2014.

The model is still as it was in previous iterations while Hornby has correctly selected the Class 59/0 bodysell for 59004 with the telltale sign being the central light

cluster. Decoration is to a high standard, although subtly reduced to suit the price point of a RailRoad product. The full accessory pack including replacement bufferbeam valances and brake pipes is also still included with the Class 59.

With its sub-£85 price point,

smooth running motor and imposing size, 59004 is a great addition to the RailRoad range and it is encouraging to see that Hornby has also released matching Yeoman liveried PTA bogie stone wagons (Cat No. R6887) in the range at the same time. (MW)

HORNBY'S ever popular Gresley 'A4' 4-6-2 is making a welcome return in 'OO' gauge this month as 4493 *Woodcock*. This particular model stands out from the crowd as it is finished in London and North Eastern Railway (LNER) standard lined apple green, rather than the more common LNER garter blue that we are used to seeing these iconic locomotives carry. *Woodcock* was one of 10 of the second batch which were

delivered in LNER apple green.

Hornby has done an outstanding job of replicating the intricate lined green livery on 4493 from the base colour through to the white-black-white lining on the streamlined casing and tender and red lining to the valances and tender chassis. Even the wheels are fully lined as per the prototype.

As usual, the lettering and numbers are first rate – in fact the only way you could improve upon the factory applied finish would be a set of etched brass nameplates



to replace the supplied versions.

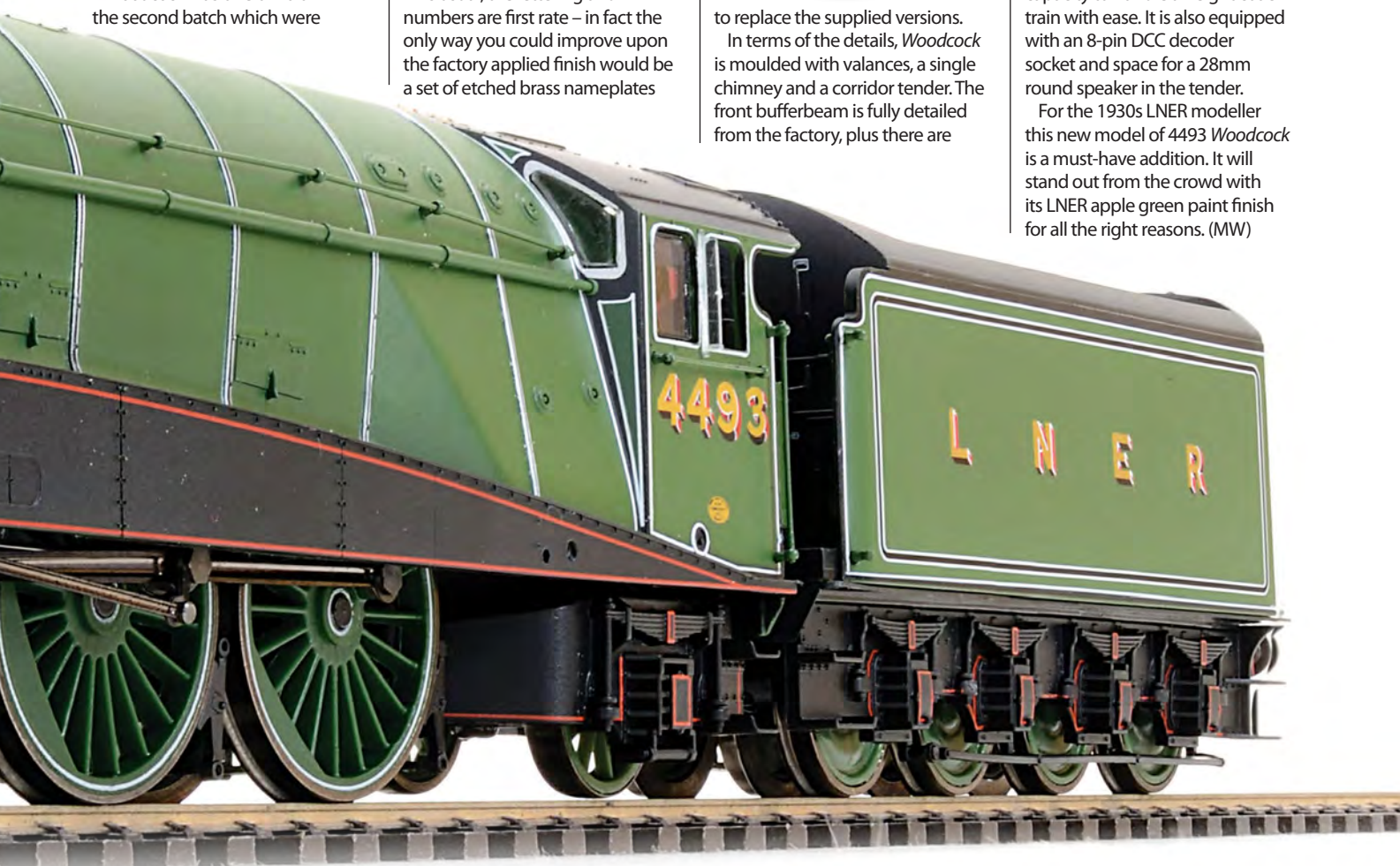
In terms of the details, *Woodcock* is moulded with valances, a single chimney and a corridor tender. The front bufferbeam is fully detailed from the factory, plus there are

sprung buffers front and rear.

The accessory pack contains a set of flanged wheels for the trailing truck together with a pair of cylinder drain cock mouldings and a dummy buckeye coupling for the tender.

On the track our sample was nothing short of superb. It ran smoothly and quietly throughout the speed range straight from the box and offers ample haulage capacity to handle an eight coach train with ease. It is also equipped with an 8-pin DCC decoder socket and space for a 28mm round speaker in the tender.

For the 1930s LNER modeller this new model of 4493 *Woodcock* is a must-have addition. It will stand out from the crowd with its LNER apple green paint finish for all the right reasons. (MW)



BR green for RailRoad 'Autotank'

- Price: £59.99
- Cat No: R3692
- Site: www.hornby.com
- Era: 4/5
- DCC: None

The Hornby Great Western Railway '14XX' 0-4-2T joined the RailRoad range in 2017 and this year it has been released in BR lined green as 1424. The popular tank engine, ideal for branch line trains coupled to a single autocoach, has a smooth running motor but no decoder



socket and medium sized tension lock couplings. Of the recent issues for RailRoad, the '14XX'

shows its age more than some, but it is still simple to upgrade to give it a new lease of life while

offering an affordable choice of branch line train motive power straight from the box. (MW)

Bachmann releases 'OO' gauge Mk 1 Carflat

● Price: £36.95 ● Cat No: 38-902 ● Site: www.bachmann.co.uk ● Era: 7



IN 1966 British Rail attempted to merge the age of the private car with the railway by offering Motorail services across the country which transported the owners and their cars by rail from major cities to outlying locations using Carflat wagons. The flat wagons would be marshalled with a rake of locomotive hauled carriages and included routes from London to Scotland, Cornwall, Wales and others.

The first Carflat vehicles were introduced in the 1950s using ex-LMS 57ft carriage underframes, as modelled by Oxford Diecast (HM122), but now Bachmann has introduced its model of the 63ft long BR Mk 1 derived vehicles – the Carflat A. As well as being used

for Motorail traffic they were regularly used for the transport of new cars, lorries and vans in bulk flows, the locations including the Ford plant at Dagenham, though more commonly these were finished in BR bauxite rather than the BR blue shown by our review sample.

Bachmann's Mk 1 based Carflats were introduced in the mid 1960s and rode on either B1 (as modelled here) or B4 bogies. Each wagon would normally convey four vehicles and they could be found working along the length of the Eastern Region corridor as well as the Western Region main line into Cornwall. The model is equipped with small tension lock couplings in self-centring sprung NEM pockets, gangway rubbing plates, turned metal wheels and a fully detailed underframe.

Weathered Whernside

● Price: £149.95 ● Cat No: 32-651A
● Site: www.bachmann.co.uk
● DCC: DCC ready, 21-pin socket
● Era: 7





The latter features full relief truss framing, vacuum brake cylinders and handbrakes.

As per the prototype, the wagon body is a simple design consisting of a solebar supporting side rails and ends. All of this is neatly moulded in plastic and the side rails have a degree of flexibility to them while also retaining their shape. A planked floor completes the upper areas of the wagon alongside a Motorail branded side panel

on our review sample.

Decoration has been achieved to a high standard, just as we would expect from a Bachmann product, with fine printing of the data panels, vehicle number, builders plate, Motorail logos and end details. Even the speed restriction of 90mph is correct for the B1 pattern bogies.

This is another superbly produced addition

to the Bachmann portfolio which will be perfectly at home at the tail of a rake of BR blue and grey Mk 1 stock in short rakes or operating in a block formation conveying new cars. Plus, if you decide to add a load of vehicles, Bachmann includes wheel chocks in the detailing pack to add that next level of detail. Excellent all round. (MW)



THE Class 44s were the pioneers of the successful 'Peak' series 1-Co-Co-1 diesel electrics. The first entered traffic in April 1959 with the fleet of 10 in service

by February 1960. Initially they were used for passenger traffic on the West Coast Main Line working out of Camden depot, but following the arrival of the production machines this Pilot Scheme design was relegated to freight work.

From the early 1960s the class of 10 was concentrated on Toton depot in Nottinghamshire and they remained allocated there until withdrawal which took place between 1976 and 1980. Two have been preserved.

This latest issue from Bachmann takes advantage of the latest generation chassis for the 'Peaks' including a 21-pin decoder socket, directional lighting and space for a 40mm x 20mm speaker below the roof fan. It models 44006 *Wherside* in its final condition carrying BR blue with yellow bonnet fronts and a weathered finish.

Included with the Class 44 is a full detailing pack for the bufferbeam as well as a collection of open and closed route indicator discs for optional fitting after purchase – all are weathered to match the appearance of the locomotive

too. The *Wherside* name is printed onto the locomotive, but etched metal plates are also included to place over the top to replicate the real locomotive more closely.

With the popularity of the BR blue era this new version of the Class 44 is well timed by Bachmann and is sure to be a popular choice for those modelling Midland territory in the 1970s. With its strong chassis and smooth control it is ideal for long heavy freights, just like the real thing. (MW)



'N'/'OO'/'O' GAUGE

Customised MPD signs

- Price: £4.95/£7.95/£11.95
- Cat No: Various
- Site: www.sankeyscenics.co.uk
- Era: 4/5

SANKEY SCENICS' range of model railway signs is bolstered with the introduction of these British Railways (BR) Motive Power Depot sign packs for 'N' (A6 size), 'OO' (A5) and 'O' (A4).

Available in six BR regional colours, each pack contains a wide selection of signage representing the enamelled style reminiscent of the 1950s and 1960s with exterior depot building signs, signalbox nameboards, office, stores and convenience signs, together with clock faces, poster boards, chalk boards and notice boards too. Some pre-nationalisation signage is also included, along with instructional warnings such as Stop Look Listen and Sound Horn. Closer inspection reveals a few subtle differences between some packs – the BR Southern Region pack, for example, including conductor rail specific Danger Electric Rail signage. 'OO' and 'O' gauge packs also contain a sheet of Not to be Moved signs in three different styles, for placing on locomotives while on shed.

Suitable for use with steam and/or diesel installations of the period, the signs are printed on photographic card and each pack can be customised with your choice of depot name – prototype or fictional.

Perfect for adding that finishing touch to a depot scene. (MC)



'OO' GAUGE

Level crossing anti-trespass grids

- Price: £3.95/£5.75
- Cat No: AX061-OO-SINGLE/AX061-OO-DOUBLE
- Site: www.scalemodels scenery.co.uk
- Era: 5-11



Scale Model Scenery has released these packs of 3D-printed 'OO' gauge level crossing anti-trespass grids.

Usually found at railway level crossings, the slatted grids are designed to prevent pedestrians from straying onto the tracks while crossing the line. They can also be found at foot crossings and platform ends.

Available in single track and double track orientations, each pack contains enough grids to protect each side of a level crossing. The single level crossing pack comes with six 18mm x 12mm x 1.7mm grids, while the double-track pack contains eight 18mm x 12mm x 1.7mm grids, together with two larger 47mm x 18mm x 1.7mm grids for use between the two lines.

Supplied unpainted, each grid is neatly printed and would benefit from being painted brown to better represent the wood effect of the prototype. (MC)

'OO' GAUGE

Concrete drainpipe segments

- **Price:** £4.95 ● **Cat No:** AX053-OO
- **Site:** www.scalemodelscenery.co.uk ● **Era:** 7-11

Scale Model Scenery's range of 'OO' gauge 3D-printed accessories now includes these pre-cast drainpipe segments.

Representing the large 8ft concrete-style drainpipes seen on construction sites, each pack contains three 32mm diameter 3D-printed grey plastic segments which have been designed so that they can be placed individually or slotted together to form a longer section.

In addition to the segments, a fret containing 12 laser-cut wooden supports and a small sheet of waterslide decals is also included. The decals can be added to each segment, displaying the manufacturer's mark.

Supplied unpainted, each segment could be further enhanced with a little concrete-coloured paint and used as a lorry load or for a roadside cameo scene. (MC)

**'OO' GAUGE**

LED wall-mounted floodlights

- **Price:** £9.95
- **Cat No:** AX055-OO-BW
- **Site:** www.scalemodelscenery.co.uk
- **Era:** 9-11



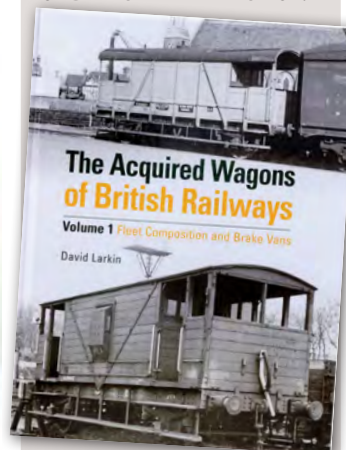
A recent addition to Scale Model Scenery's range of 3D-printed accessories is a pack of six 'OO' gauge LED wall-mounted floodlights.

Ideal for adding to a diesel depot building or warehouse, each black plastic light enclosure measures 7mm x 4.5mm x 4mm and comes pre-fitted with a bright-white LED. The fine black and red wires can be connected to a suitable low voltage power supply but can also be powered by a 12-16volt DC controller or Digital Command Control (DCC) accessory decoder, provided the supplied resistors are used. Instructions are included.

Each light shield looks the part and is angled to aid application to the side of buildings and shine light in the intended direction. (MC)

RECOMMENDED READING

THE ACQUIRED WAGONS OF BRITISH RAILWAYS VOL. 1



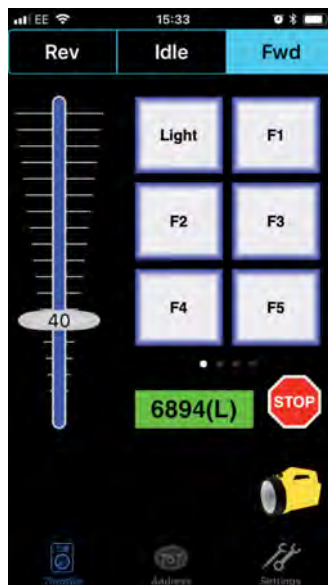
- **Publisher:** www.crecy.co.uk
- **Title:** The Acquired Wagons of British Railways Vol. 1
- **ISBN:** 978 0 86093 6824
- **Price:** £25
- **Spec:** 152 pages, hardback

THIS LATEST RELEASE from Crecy is the first volume in a new series on British Railways

wagons from David Larkin. *The Acquired Wagons of British Railways Volume 1 – Fleet Composition and Brake Vans* sets the scene of the wagon fleet immediately following nationalisation in 1948 as British Railways inherited a proliferation of private-owner vehicles. The introduction looks to the general composition of this huge fleet of vehicles and the planned renumbering scheme for the various wagon types, as well as application of BR standard colours to differentiate between their braking characteristics and intended roles.

Demonstrating their pivotal role within a goods train formation, brake vans are the first of the fleet to be showcased, with a full explanation of their use and differences between types, as well as on restrictions to their use, particularly examples without lookout duckets. From a modelling perspective, this is ideal for researching livery variations, numbering differences and placement of lettering, as well as weathering on the prototypes, which rarely received anything more than a wipe over the number. (MC)

Prodigy expands



THE CAPABILITIES of digital control continue to expand and this new gadget for the Gaugemaster

Prodigy Advance system integrates the current generation of smartphones into its already well established operating system.

The Prodigy Advance has been *Hornby Magazine's* go-to system for layout operation for several years using its own dedicated handsets, extension plates and cables. This new device – Prodigy WiFi – allows users to operate their layout via Android and Apple phones and tablets using readily available applications. You will need the Prodigy Advance system to connect the Wifi link to a layout and Android users will need JMRI Engine Driver while Apple users will need WiThrottle to link with Prodigy WiFi. Both are free to download with options to upgrade them for greater operational potential.

Prodigy WiFi is a small 65mm x 65mm x 23mm electronic component and it comes with a cable to connect it to a Prodigy base station as well as screws to fix the device onto a baseboard or control desk. It is finished in a similar style of casing to other equipment in the range, but importantly it doesn't require an internet connection to work. Instead Prodigy WiFi is a network which sends out a wireless internet signal that phones and tablets can connect to in the same way as you would to a home broadband router. The connection process takes seconds as, because it doesn't connect to the internet,

- Price: £99.95
- Cat No: DCC05
- Site: www.gaugemaster.com



there is no security password required to make the connection.

Once connected you get a consistent link between your phone and the Prodigy base station via the WiFi link. A red light indicates that the device is active and response from the WiThrottle app that we piloted on both an

Apple iPhone and iPad was instant.

The WiThrottle app is quick to navigate and controls locomotive speed, sound and light functions as well as being able to set up consists. It can't read or write CVs, so you will need to retain a Prodigy handset for that purpose.

The full version of the app also

includes the ability to change points as well as a multiple control screen for large screen tablets. The screens can also be configured with the locomotive control bar on the left or right to suit operator preference.

As a means of extending the flexibility and connectivity

with WiFi

DIGITAL SPECIAL



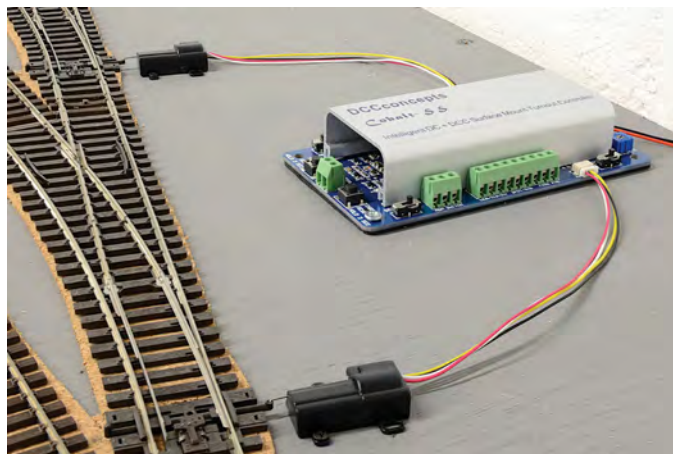
of the Gaugemaster Prodigy Advance system Prodigy WiFi is a great tool. It means visitors can download the free version of the apps available for Android and Apple devices to take part in a running session while it also has a large range too. We tested our connection over 20 metres and

still had perfect responses from locomotives running on the layout.

We enjoyed the flexibility of control offered by the Prodigy WiFi linked to WiThrottle as it meant we always had an extra throttle in our pocket to drive trains. A great way to expand an already comprehensive system. (MW)

DCC Concepts Cobalt SS point motors

● Price: £49.95 ● Cat No: DCP-CBSS2 ● Site: www.dccconcepts.com



DCC Concepts has earned an excellent reputation for its Cobalt point motors and it is now offering one of the smallest surface mounted motors in its Cobalt SS series. They are available in two, six and 12 packs as well as additional packs with wiring for crossovers.

For review we were able to install and test a two pack of Cobalt SS. Included is a pair of stepper motor drive units, each measuring just 26mm x 20mm, a control board (110mm x 60mm), comprehensive instructions, mounting screws and a range of links to suit different track types and heights.

Installation is a five-step process. First space needs to be allocated for the motor alongside the track (making these ideal for storage yards), next a link needs to be selected to correctly align the motor with the point. Thirdly, the motor needs to be hooked onto the end of the point tie bar and then its wiring harness needs to be plugged into the supplied control board. The control board can then be connected to an analogue or digital power supply between 12 and 23 volts allowing the final step of adjustment and set up to take place.

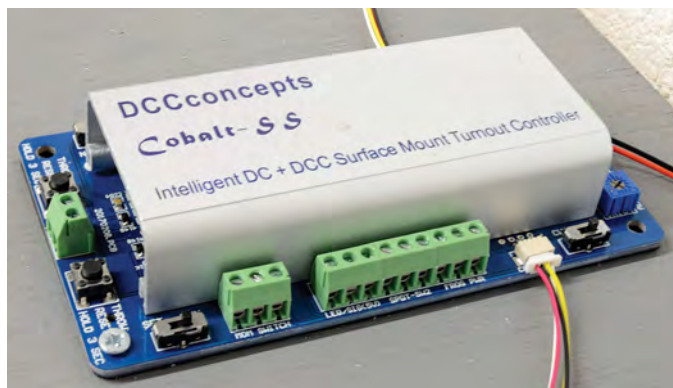
The setup process is aided

by the comprehensive control board supplied with the motors. This allows the length of throw to be adjusted to suit different scales of track as well as different types using nothing more than a small crosshead screwdriver. Plus, if you get in a mess you can always reset everything back to the factory settings using a specially provided button.

Other handy features of the control board include a switch to change the direction of operation, a slide switch to change between programming and operating modes and outputs to connect to manual switches, LEDs for feedback and a frog polarity switch.

Our installation and setup took less than 20 minutes for our first go – we could do it quicker now having experienced the steps required – and with the motors addressed and set up for the correct throw they have been changing points reliably in the storage yard on Topley Dale.

Cobalt SS is an impressive piece of kit, but it is the control board which makes it even better. This has clearly been thought through from the end user's point of view as everything is simple to adjust and set up at the flick of a switch. A great follow up in the Cobalt series. (MW)



FIRST
REVIEW

DAPOL 'Turbots'

debut

MIKE WILD takes a close look at Dapol's new 'OO' gauge 'Turbot' spoil wagons ahead of their impending release.

● Price: £24.95 ● Cat No: 4F-043-001-4F-043-006
● Site: www.dapol.co.uk ● Era: 8-9



Dapol's 'Turbots' come with small tension locks and option working instant couplings.

DAPOL gave *Hornby Magazine* an early chance to look over its new 'OO' gauge model of the 'Turbot' spoil wagon when this selection of 'Dutch' and EWS liveried pre-production samples touched down in our office during August.

The 'Turbot' spoil wagons, TOPS code YCV, were introduced in 1982 with almost 1,000 being built at Shildon, Swindon and Doncaster. The last were built in 1988. The fleet used the underframes of former BR

Bogie Bolster E wagons which had been found to be too short for their intended steel traffic. The 'Turbots' could be found across the BR system on spoil trains, but due to their dropside doors sustaining repeated damage they were progressively withdrawn across the late 1990s and early 2000s.

Dapol's model of these 35ft long 34ton low-sided open wagons goes to great lengths to model these vehicles in full detail. Two liveries are available, BR 'Dutch' grey and yellow and later EWS

maroon and gold, with three running numbers being offered on each initially.

Decoration of both our samples was excellent in all respects with impressive and fine data panels, TOPS codes, 'Turbot' names and more. The separately fitted handrails on each end are also picked out in white together with the handbrake handles.

The body features removable dropside doors allowing these models to be posed in a yard as well as forming part of a spoil train formation. The mouldings are excellent





Working instanter couplings are a nice touch and the wagons will negotiate second radius curves with them fitted.



and the distinctive angled plate at each end, to prevent over loading, is present too.

The bufferbeams have sprung buffers plus the detailing pack with each wagon contains a pair of vacuum brake pipes and two intricately produced working instanter couplings. These work on curves down to second radius– the

minimum the wagon is designed to negotiate.

The underframe is nothing short of outstanding with full relief framing, vacuum brake cylinders, truss frames and superbly detailed bogies with roller bearing axleboxes. Turned metal wheels on pin point axles complete the picture. NEM coupling pockets are fitted to each bogie, but because of the axle position these do result in a large gap between the buffers when two are coupled together. Removing them and using the instanter couplings fixes this immediately, but if you want to retain the tension lock couplings but reduce the gap this can be done by trimming the coupling pocket and coupling tail to suit.

With its exacting standard of detail above and below the solebar, excellent decoration and bufferbeam details, the new 'Turbot' by Dapol is sure to be another sought after engineering wagon for anyone with a layout set between 1982 and 2005. A great addition to the 'OO' gauge world which is due to arrive in the shops during October. (MW)



3CP CURVE PLOTTING



- **Price:** £185
- **Cat No:** 3CP complete
- **Site:** www.3cp-tools.co.uk

3CP Tools has developed a high quality adjustable track plotting tool designed to allow accurate track laying through straight and curved formations. It is delivered as a complete package which includes the curve plotting tool, a track gauge for double track

formations, a spare setting screw, pencil and pencil sharpener.

The tool can be used to plot, form and set track formations. Its design is particularly useful for forming flexible track as it can make it absolutely straight by running it along the length of

the line with the setting screw in the straight position or into a pre-determined curve by setting the screw to one of 10 radius positions ranging from 18in to 72in.

In use the curve plotter is simple to use and intuitive and there are videos online at the

3CP Tools website to assist users further. The only downside of this product is its price. We can see the value of its design – and it really does its job well – but the £185 price tag will be higher than many modellers can justify. Still, it is beautifully engineered

ALL SCALES

Solder wire



- **Price:** £3.95 ● **Cat No:** GM663
- **Site:** www.gaugemaster.com

Gaugemaster offers this handy 20gram pack of solder which is ideal if you are looking for a small amount to get started. The 1.2mm wire is a general

purpose solder for use in electrical connections and will be suitable for track connections and decoder/speaker wiring. It comes in a handy dispenser too. (MW)

Airbrush needle repair tool

- **Price:** £49.00
- **Cat No:** SHA-NR
- **Site:** www.airbrushes.com

SharpenAir is a handheld device for restoring bent or damaged airbrush fluid needles. It has four different grade sanding stones at the end of guides which will repair the tip and cone of a damaged airbrush needle bringing it back into working order.

The SharpenAir tool is 80mm square and is comfortable to hold in your hand while sharpening the tip and cone of a needle. We tried it out with an Iwata needle which



had seen better days (Paasche and DeVilbiss airbrushes won't work with this tool, but all others will) and it cleaned it up ready for continued frontline service in our weathering projects in a matter of moments.

A useful device for the serious airbrush user. (MW)

TOOL



for that price and we can see the craftsmanship and quality that 3CP Tools has invested in this product. It does every job it has been designed for superbly and will allow highly accurate track laying for any project using 'OO' gauge flexible track products. (MW)



- Price: £115.00
- Cat No: SP-GP-850
- Site: www.airbrushes.com

The Sparmax airbrush range has been extended with the addition of the GP-850 – a pistol trigger design which comes with a high volume colour cup and a choice of fan beam or round spray pattern nozzles.

Pistol trigger airbrushes are very comfortable to use and we found this Sparmax gravity fed design to be controllable as well. It can be used without the large 125ml plastic bottle colour cup to support small paint volumes up to 2ml, but we found the large colour cup very useful for spraying large areas of track with weathering colours during the early stages of layout construction.

The 0.5mm nozzle will also allow fine paint patterns to be achieved using the built in 2ml paint cup and



the round spray pattern attachment. With the round spray cap fitted it will range between 3mm and 50mm spray width while the fan design sprays between 25mm and 63mm – plenty of options.

Like all airbrushes, a rigorous cleaning cycle is needed to ensure it remains in perfect operating condition and we found that the large colour cup eased this process too as it could be removed

and cleaned separately from the airbrush using water alone.

If you have been looking for a means of painting large areas without the need to resort to aerosol cans (and repeated paint mixing), the Sparmax GP-850 is a solid choice. It comes with a five-year warranty and is a strong all round design for a range of weathering and painting jobs for layouts and rolling stock. (MW)

Plastic kit tool set

- Price: £12.95 ● Cat No: GM591
- Site: www.gaugemaster.com

Popular items from the Gaugemaster tool collection have been collected together for this useful starter pack which contains a craft knife with spare blades, sprue cutters and a selection of sanding pads – the essentials to start building plastic kits. Modestly priced, this pack of plastic kit essentials is a great way to start developing a bespoke tool kit to suit your needs. (MW)





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R3609	GWR, IEP BI-MODE CLASS 800/0 'QUEEN ELIZABETH II' & 'QUEEN VICTORIA' TRAIN PACK	£229.50
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R4816	SR, MAUNSELL KITCHEN/DINING FIRST, 7869	£36.50
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R3656	VIRGIN TRAINS CLASS 87 019 'SIR WINSTON CHURCHILL' BO-BO LOCOMOTIVE	£129.50
R3659	COLAS RAIL FREIGHT CLASS 67 023 BO-BO DIESEL LOCOMOTIVE	£123.50
R3662	GWR GREEN CLASS 153 368 DMSL LOCOMOTIVE	£84.50
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Image is of an early pre-production sample.

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EXPRESS SOUND

**DIGITAL
SPECIAL**



MIKE WILD examines the potential for digital sound in Hornby's 'OO' gauge model of the high profile Class 800 bi-mode unit using a new ESU sound decoder from DC Kits and Legomanbiffo.

THE CLASS 800 BI-MODE UNITS HAVE taken over rapidly on the Great Western Main Line and soon the East Coast Main Line and Trans-Pennine routes will follow suit with Class 801 and 802 units from the same family. Hornby delivered its ready-to-run model of the Class 800 in March this year and recently DC Kits has introduced a new Legomanbiffo sound recording for ESU sound decoders. The Class 800s operated by GWR are the first of a new generation of bi-mode trains.

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
ESU LokSound 8-pin decoder	www.dckits-devideos.co.uk	54400
High bass twin speaker	www.dckits-devideos.co.uk	TB-2008S
DCC Concepts 8-pin harnessed decoder	www.dccconcepts.com	ZS03A

They can operate from 25kV AC overhead power supplies as well as from onboard diesel engines. Switching between modes can be done on the move or during station stops as the pantographs can be raised and lowered from the cab. One of the current changeover

points between electric and diesel power is Didcot Parkway where stopping trains carry out the procedure at the station whereas through trains pass the platforms on diesel and change over to the east of the station. The recordings for the new Class 800 sound

TOOLS

- » Soldering iron with 2mm nib
- » Solder
- » Wire strippers
- » Small crosshead screwdriver
- » Superglue

Hornby's Class 800 debuted in March this year in test train and GWR liveries. Two further five-car GWR Class 800s are due for release in the coming months.



USEFUL LINKS

Hornby	www.hornby.com
DC Kits/Legomanbiffo sound	www.dckits-devideos.co.uk
DCC Concepts	www.dccconcepts.com

decoder have been produced with the support of Hitachi allowing Legomanbiffo's recordings to replicate the real trains in full. Moreover, the decoder allows modellers to replicate both electric and diesel sound operation. Just like the real thing this changeover can be made on the move or while stationary using F1 for electric and the addition of F8 to start up the diesel engines.

Beyond this Legomanbiffo has included a range of regularly used sounds from the Class 800 such as playable horns, door

F16 IEP ANNOUNCEMENTS OPERATE AS FOLLOWS	
DESTINATION IS SET BY CV48	
CV48 = 1:	Please do not leave luggage on any train or station.
CV48 = 2:	Smoking is not permitted on any train or station.
CV48 = 3:	This is an important safety announcement, please evacuate the train.

opening and closing sounds and even configurable on train announcements.

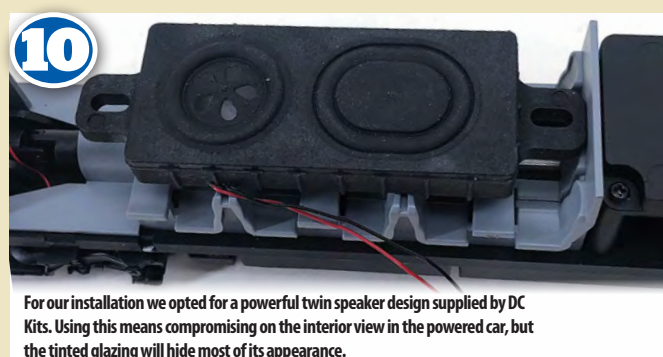
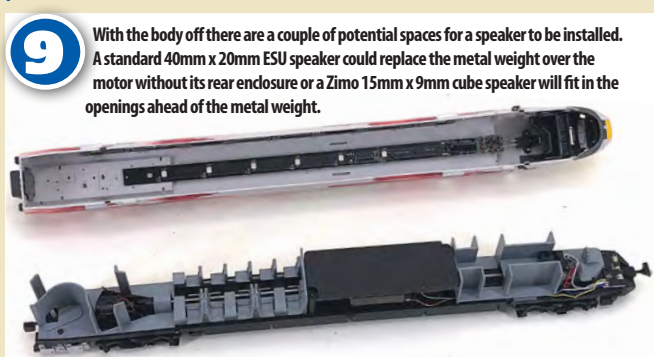
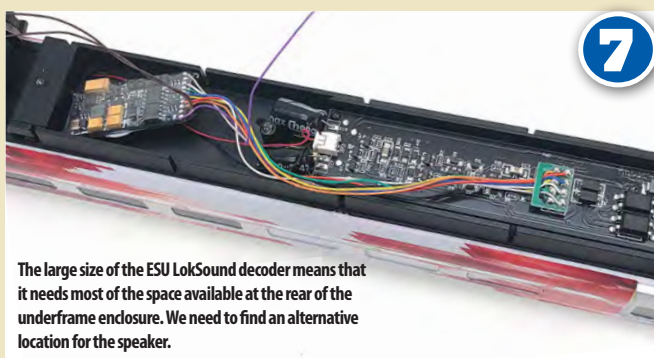
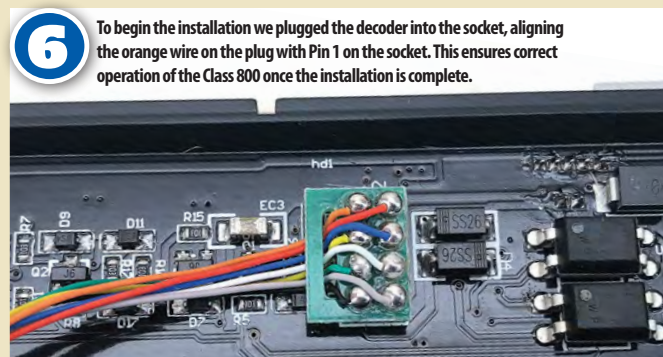
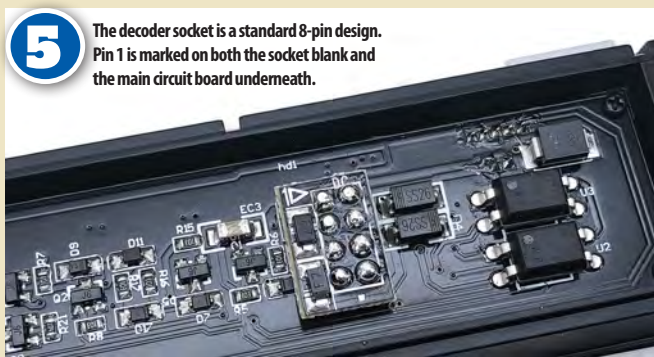
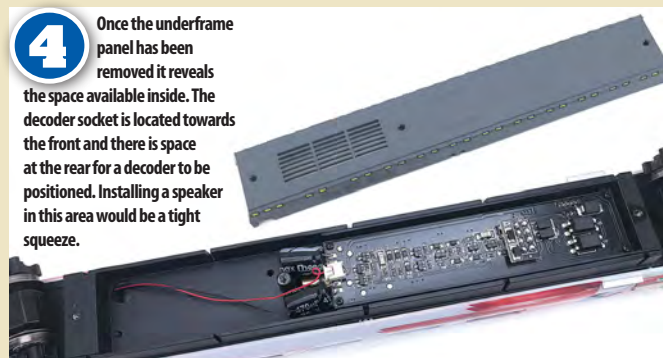
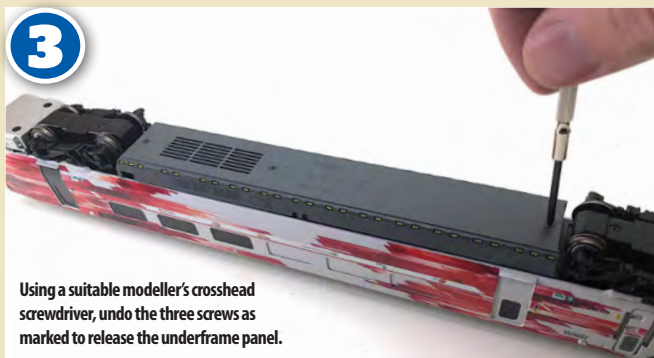
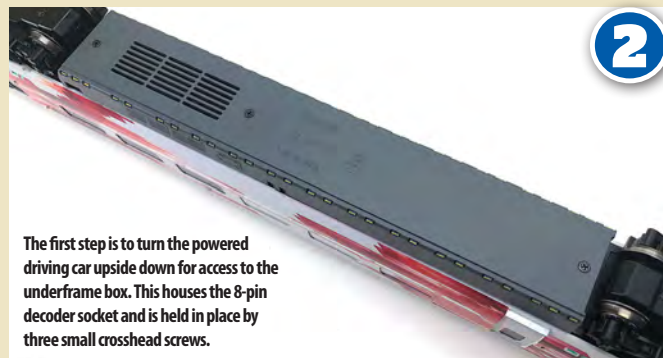
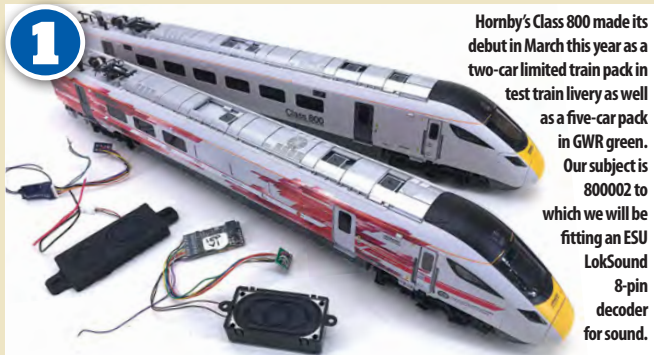
We installed the new decoder, plus a DCC Concepts 8-pin decoder in the trailer car, to take this test train liveried sample into the digital age. It transforms the unit's operation

and includes control of the directional lighting as well as the realistic sounds.

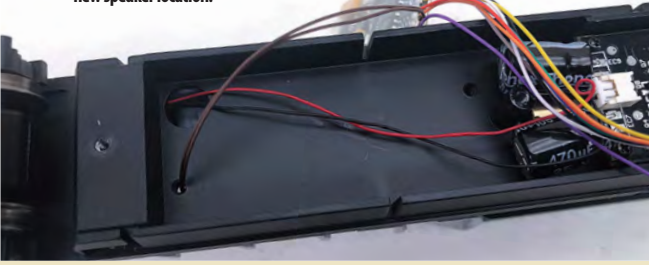
Our step by step guide explains the full process that we followed to install the two decoders in 800002.

Read on to learn more. [▶▶](#)

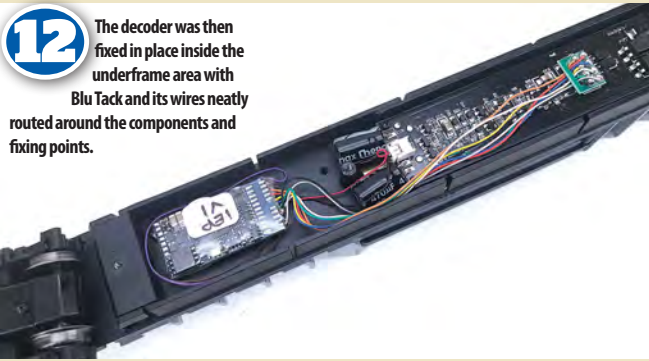
STEP BY STEP INSTALLING DIGITAL SOUND IN A HORNBY CLASS 800



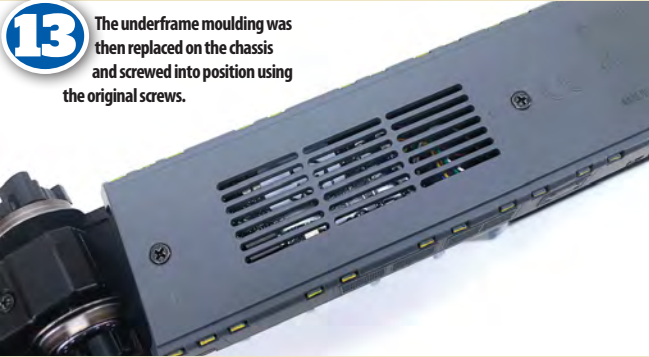
- 11** Returning to the underside, having removed the factory fitted 40mm x 20mm speaker from the ESU decoder, we routed the speaker wires through a spare hole in the chassis to reach the interior and the new speaker location.



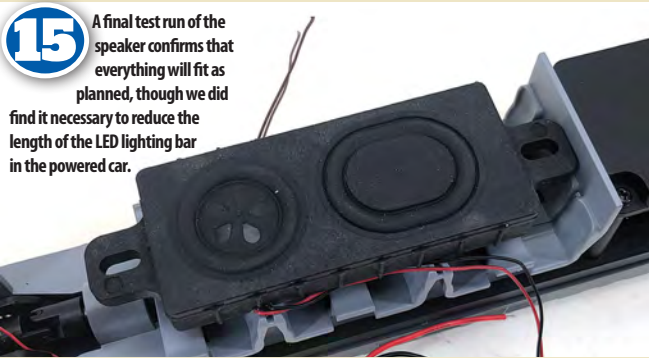
- 12** The decoder was then fixed in place inside the underframe area with Blu Tack and its wires neatly routed around the components and fixing points.



- 13** The underframe moulding was then replaced on the chassis and screwed into position using the original screws.



- 15** A final test run of the speaker confirms that everything will fit as planned, though we did find it necessary to reduce the length of the LED lighting bar in the powered car.



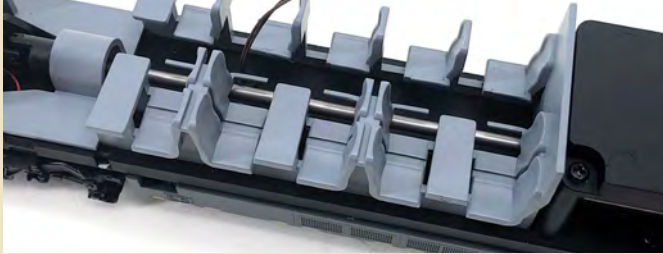
- 17** To shorten the lighting bar, simply cut through it with a pair of side cutters.



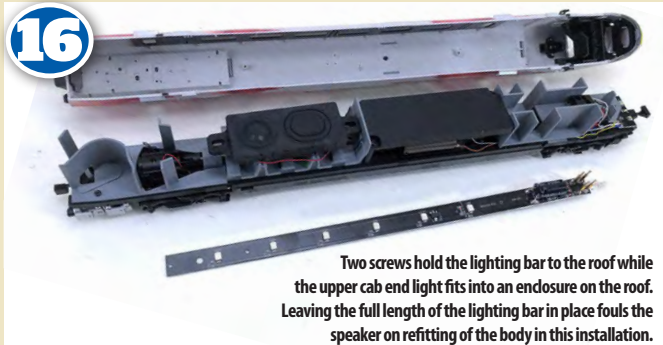
LB-CLASS 800 IEP BI-MODAL DEMU SOUND FUNCTIONS

FUNCTION	SOUND EFFECT
F0	Lights
F1	Startup electric by default, diesel if F8 is on
F2	Playable high note horn
F3	Playable low note horn
F4	Passenger doors open/close, door indicator lights (if fitted)
F5	Manual brake application (when moving) and brake dump when stationary
F6	Driver's door closing
F7	Compressor
F8	Diesel running mode/start up (can be done on the move)
F9	Automatic variable speed flange squeal
F10	Despatch whistle
F11	Guard to driver 'right of way' signal
F12	Not used
F13	Sanders
F14	Nose door opening/automatic coupling
F15	Automatic uncoupling/nose door closing
F16	Configurable passenger announcements
F17	Windscreen wash/wipe
F18	Speed dependent detonators
F19	Aux 1 (cab light if fitted)
F20	Aux 2

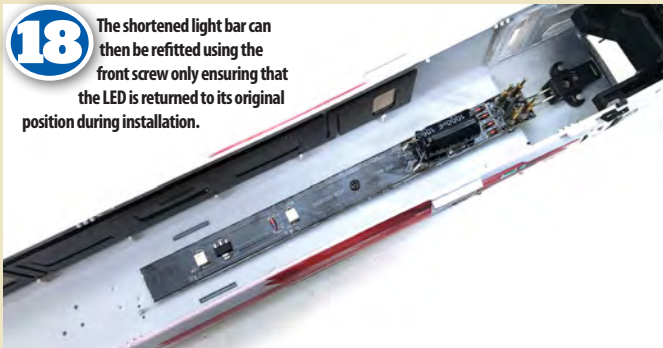
- 14** In the passenger area the two brown speaker wires protrude into the cabin. They will be joined to the speaker to complete the sound installation.



- 16** Two screws hold the lighting bar to the roof while the upper cab end light fits into an enclosure on the roof. Leaving the full length of the lighting bar in place fouls the speaker on refitting of the body in this installation.

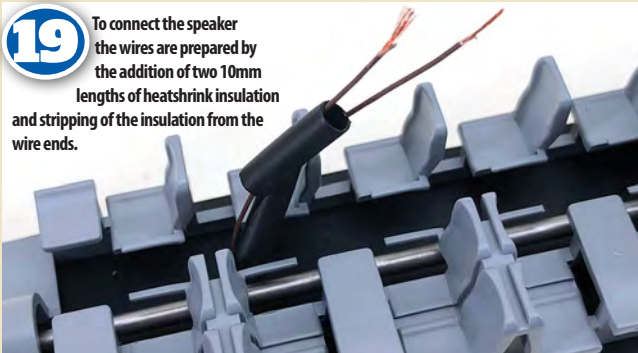


- 18** The shortened light bar can then be refitted using the front screw only ensuring that the LED is returned to its original position during installation.

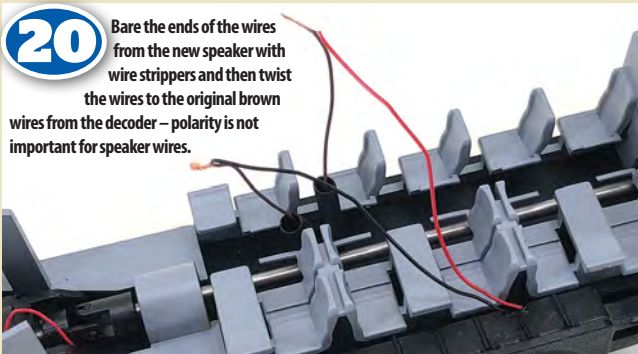


STEP BY STEP INSTALLING DIGITAL SOUND IN A HORNBY CLASS 800

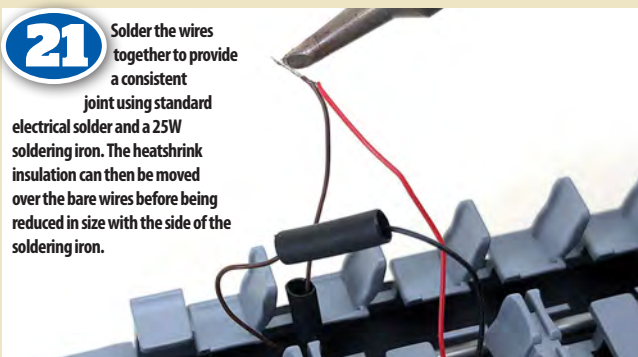
Intermediate
Beginner **SKILL LEVEL** Advanced



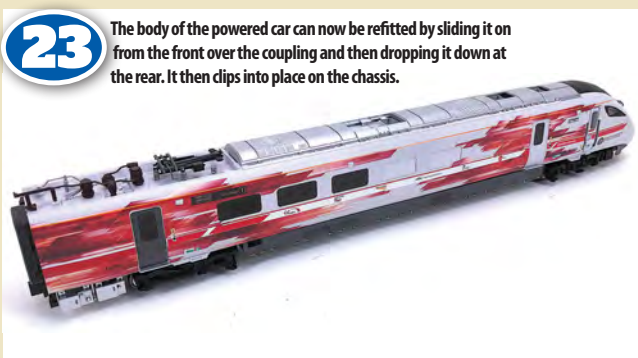
19 To connect the speaker the wires are prepared by the addition of two 10mm lengths of heatshrink insulation and stripping of the insulation from the wire ends.



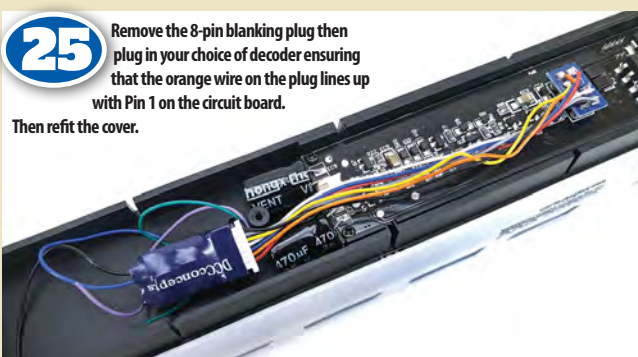
20 Bare the ends of the wires from the new speaker with wire strippers and then twist the wires to the original brown wires from the decoder – polarity is not important for speaker wires.



21 Solder the wires together to provide a consistent joint using standard electrical solder and a 25W soldering iron. The heatshrink insulation can then be moved over the bare wires before being reduced in size with the side of the soldering iron.



23 The body of the powered car can now be refitted by sliding it on from the front over the coupling and then dropping it down at the rear. It then clips into place on the chassis.



25 Remove the 8-pin blanking plug then plug in your choice of decoder ensuring that the orange wire on the plug lines up with Pin 1 on the circuit board. Then refit the cover.

TECHNICAL DETAILS	
Manufacturer:	www.hornby.com
First released:	March 2018 (HM129)
Cat No (featured):	R3579
Current alternatives:	R3691 (due October 2018), R3609/R4870 (due March 2019)
Description:	IEP Class 800 bi-mode electric/diesel unit
Gauge:	'OO'/16.5mm
Scale:	4mm/1ft
Length (over buffers):	340mm per vehicle
Price:	£269.99 (power cars), £179.99 (trailer cars), £399.99 (R3691)
Era:	11
Couplings:	Fishtail couplings between cars, NEM pockets on outer ends
DCC:	DCC ready, 8-pin socket (one in each driving car)
Speaker space:	No specific space designed
Exterior lights:	Front and rear
Interior lights:	Cab interior
Motor type:	Five pole, can motor
Flywheel:	Two
Wheel arrangement:	2-2+Bo-Bo+Bo-Bo+Bo-Bo+2-2
Purpose:	Express passenger
Haulage capacity (expected):	Five carriages
Haulage capacity (actual):	Five carriages



22 The speaker was glued in position on top of the seating units with superglue to provide a strong bond, reducing any chance of the speaker vibrating in operation. Ensure the wiring is neat and tucked within the width of the seating.



24 Preparing the unpowered driving car is simple. Remove the underframe cover panel by undoing the three crosshead screws which hold it in place.

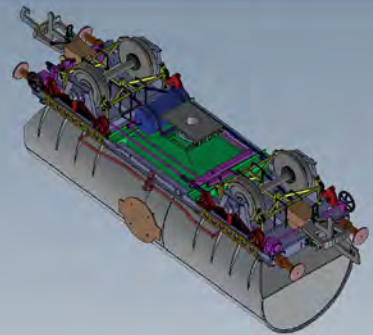
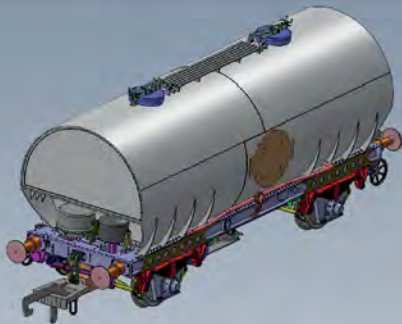


26 The Class 800 is now decoder fitted and ready for testing and addressing. CV29 will need adjusting on the trailer car to reverse operation of its lighting. Read CV29 on the programming track first then add 1 to the number shown. For example, if CV29 reads as 31, set it to 32 to reverse the direction of travel.

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Peterton

*Think you haven't got space for an 'O' gauge layout? **PETER PRICE** thought so too but proved himself wrong in this slice of steam era Glasgow powered by an NCB Power Cab and featuring a full fleet of digital sound locomotives.*

PHOTOGRAPHY, MIKE BISSET.





Right: An Ixion Fowler 0-4-ODM shunter shuffles coal wagons in the yard as a 'Jinty' 0-6-OT arrives in the station.



Below: Dapol LMS 'Jinty' 0-6-OT 47673 draws forward into the headshunt to run round its single carriage train at Peterton.



AS SOMEONE well over normal retirement age, I am somewhat bemused at the idea of writing about my first ever personal layout. At this stage of my life, I certainly did not expect to be learning new skills, building a layout and then exhibiting it at local shows. Proving that you can teach an old dog new tricks, the exercise has provided an immense amount of fun and satisfaction.

I have been a member of East Kilbride Model Railway Club for more than 20 years and have contributed, in a small way, to the development of the club's excellent exhibition layouts including the highly popular Crawford Bridge and Gala Water. During this time, I never considered the idea of building a personal layout, being perfectly content to run my collection of 'OO' and 'N' gauge stock on the club layouts and make it available when the club was invited to exhibitions.

In recent years, however, my ideas started to change when a couple of the club members became involved with 'O' gauge. When I saw their locomotives for the first time, I was so impressed. The solid look and feel of them, the very visible detail, and the imposing size made me realise that this was the direction I had to follow. My enthusiasm seemed to be infectious, with the club members making a decision to plan and build an 'O' gauge exhibition layout.

This provided me with the excuse, if indeed an excuse was needed, to acquire my first 'O' gauge locomotive. A second-hand 'J50' on sale at a small 'O' gauge show caught my eye. It was described as 'non running', but a fellow club member was convinced that it only needed a couple of wires resoldered and a good clean. It turned out to be a good investment as it now runs perfectly.

This was soon followed by a part-built Sentinel with which I got willing help to complete. With the purchase of three of the very affordable Ixion locomotives, I realised that I had the basis of a collection, but nowhere to run them, »



as the club's 'O' gauge project would take a couple of years to complete.

OUTSIDE HELP

In earlier years, I had often thought about building a small 'N' or 'OO' home layout, but there was simply not enough space in the house. The idea of an 'O' gauge layout seemed a definite non-starter. But where there is a will, there is a way. My attention turned to the garden, where with some rearrangement, I could make room for a new shed with a maximum size of 10ft x 6ft, which would provide enough space for at least a test track.

The shed was purchased and erected and then I set about lining and insulating it. With the provision of power and light, I now had a warm, dry but not very spacious railway room. It was at this time that Bill Campbell, a fellow club member,

suggested that, instead of having just a test track, he could design a small working layout using Templot. The resulting plan provided a scenic area of just under 6ft and a 4ft sector plate. Incredibly, the scenic area incorporated a small station, a goods shed and an engine shed - more than enough to provide operational interest. The design allows for a two-coach train, which can be run round using the sector plate as one end of the loop.

The baseboards were constructed using the traditional method of plywood tops on softwood frames. The board with the sector plate had to be tapered to allow for the opening of the shed door.

The Templot design was printed out and pasted on to the baseboards for tracklaying. Due to the space limitations, commercially built pointwork was not feasible. The turnouts had to be handbuilt

from components and were constructed directly on to the baseboards using ply timbering, Exactoscale chairs and C&L rail. The plain track is also from C&L. This was my first experience of building turnouts and I was grateful for the help and guidance provided by the more skilful members, who supervised the building of the first one, giving me the confidence to complete the others myself. Once completed, the trackwork was ballasted using 4mm scale materials from Green Scene, and the grass embankments were 'seeded' with static grass.

The turnouts are switched using push-pull rods under the baseboard which operate four-arm servo horns - one arm for the rod, one for the operating wire which runs through the baseboard to the turnout switch rails, one for the microswitch which changes the polarity of the 'Vee', and the



3 An ex-LNER 'J50' 0-6-0T prepares to depart with a passenger working. Working in 'O' gauge allows a great deal of detail to be introduced, even down to the headline on the newspaper advert.



4 Above: A workman fires up his pneumatic drill while the crew of an Ixion Models Hudswell Clarke 0-6-0ST look on.

5 Left: Even though the scenic area is only 6ft long, the use of digital control means that multiple locomotives can be used at the same time. Most are now sound fitted too.

fourth is connected to an over-centre spring to keep the turnout set one way or the other.

SCOTTISH SETTING

Peterton is set just to the north of Glasgow in the area of my childhood. Then, it was a thriving coal mining region, with numerous collieries and iron and steel works. I remember well, not just the heavy coal trains on the BR lines, but also the numerous little private owner tank locomotives running on the colliery and works systems. With Peterton, I have tried to represent a short branch line which would connect with the main Glasgow to Edinburgh line, and also rekindle memories of the private owner traffic and locomotives.

The buildings have a Caledonian Railway influence. The station, goods shed and engine shed were built in embossed plastic sheet with much help

from Jimmy Anderson, a founder member of the East Kilbride club, who sadly recently passed away. The approach road to the station crosses the line on a stone overbridge that creates the scenic break. Completing the picture is a commercially produced backscene.

Despite its compact size, Peterton allows for a considerable amount of movement, with BR trains coming in and out of the station, and the goods shed and sidings being used by both BR and the private owners. The limited facilities of the engine shed and coaling stage are also shared by the various operators. The rolling stock is fitted with Dingham couplers that provide automatic coupling and easier uncoupling compared with three link couplings and a 'shunter's pole'.

The layout is powered by Digital Command Control (DCC). I opted for the

NCE Power Cab system for its simplicity and ease of use. In particular, I find that the thumbwheel throttle is very comfortable to use, smooth and responsive. The DCC wiring is the only wiring on the layout, with the lights at the station also being powered from the DCC bus. So, if the lights go out, I know I have a problem.

The locomotives were originally fitted with Gaugemaster decoders, but I am now systematically changing them to sound decoders. I have opted for the Zimo MX645R chips which are more usually fitted to 'OO' gauge locomotives, but as my 'O' gauge locomotives are never under load, the current draw is well within the 2 Amp limit of the smaller decoders. The compact size of the 645s also makes them much easier to fit into the small tank locomotives. Speakers are mounted either between the frames or in the cabs. »



6 Left: After taking water from the column, 'J50' 68955 departs Peterton.

7 Below: A kit built Caledonian Railway '3F' 0-6-0T rolls into Peterton alongside a pair of Ixion Models' Hudswell Clarke 0-6-0STs.

ROLLING STOCK

My rolling stock is a mix of kit-built items purchased second hand, some needing remedial work, and Slater's kits which I have built. I found the kit building experience very satisfying as I hadn't built a plastic kit since I was a young teenager with Airfix kits. Since completion of the layout, I have added to my fleet a Caledonian Railway '3F' 0-6-0T, a Dapol 'Jinty' 0-6-0T, and what is now my largest locomotive, a Bachmann BR '4MT' 2-6-4T.

The building of Peterton has certainly been a learning curve for me, but one which has provided me with immense satisfaction. Unfortunately, I am no longer

fit enough to travel to exhibitions far afield. However, with the baseboards compact and light enough to transport in the car, I have been able to exhibit Peterton at local shows. So far, it has been to the 'O' gauge show at Pollokshaws in Glasgow, and an 'O' gauge show in Troon.

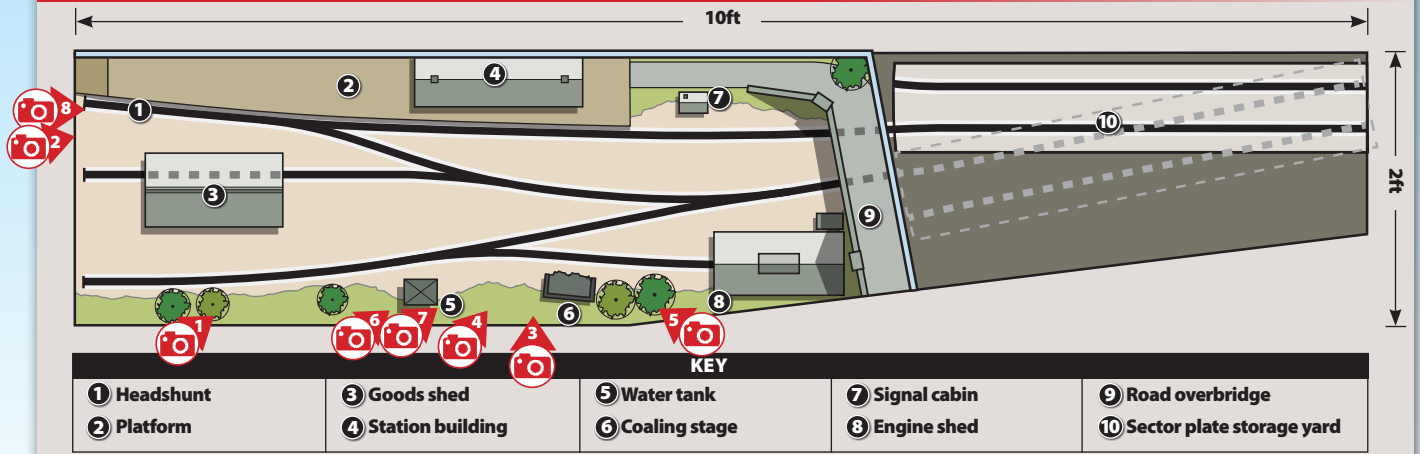
I have been very grateful for the encouraging comments, with many viewers expressing surprise that such a workable layout could be created in such a small space. I can only hope that Peterton may encourage more people, for whom space may be a problem, to attempt a compact layout and enjoy the current resurgence of 'O' gauge modelling. 



8 Passengers, including a West Highland Terrier, wait for the arrival of 'J50' 68955 with the branch line passenger service.



PETERTON TRACK DIAGRAM (Not to scale)





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Car carrying trains

*Although road transport has dominated land travel for decades there have been many occasions when railways have offered a helping hand to the motor car, as **EVAN GREEN-HUGHES** discovered.*

AT THE END OF THE 19th century when the first primitive motor vehicles tentatively chugged and popped their way along the country's roads, Britain already had a well-developed and sophisticated railway system. Our highways though were not so advanced. In cities and towns road surfaces were cobbled while in the country they could be anything from smooth tarmac to unmade dusty earth. Travel was slow, not only because cars themselves had a low top speed but also because main roads went through every village and town and suffered delays as a result.

By the dawn of the motor age railways had already been offering a form of transport service for road vehicles for some time. Horse-drawn carriages were often delivered from their place of manufacture to the

customer by rail, as such journeys could be accomplished in a fraction of the time that would have been needed had horses been used. Surprisingly tramcars were also a considerable source of business, with double-deckers being delivered in two parts, top and bottom, and then offloaded and assembled in the railway yard before being drawn on by horses to the local tramway. Not so well known was the carriage of fire engines by rail. On one occasion when fire broke out at Windsor Castle and reinforcements were required from London it was quicker to send them on flat wagons than to try to make the journey by road.

HOLIDAY TRAFFIC

The railways also had a lucrative business moving the carriages of the rich from London to Scotland during the holiday season, and it was this business which provided much of the early car-carrying

trade. Initially these primitive motors were conveyed on flat wagons attached to the rear of express trains but damage caused by flying sparks and other debris soon led to the introduction of dedicated wagons – amongst the most famous the Covered Carriage Truck (CCT).

These vehicles were essentially four-wheel covered goods vans but equipped with full size end doors which enabled vehicles to be loaded from a suitable dock, remaining protected throughout their journey. Later versions of the CCT could have six or even eight wheels, although the most common design was a long-wheelbase four-wheeler which proved so useful that production continued right into British Railways days with numerous design changes along the way from individual railway companies. Similar vehicles were used to deliver new cars, which in Victorian times were still being made in penny numbers.



It wasn't just cars which the railway transported from factories. In November 1964 Thompson 'B1' 4-6-0s 61191 and 61324 make a stirring sight on the climb to Falahill summit with a train of new BMC commercial vehicles from Bathgate.

W.J. Verden Anderson/Rail Archive Stephenson.



By 1913 there were no fewer than 200 different manufacturers of motor vehicles in the country, many of which were descended from bicycle makers, so deliveries of new cars were easily dealt with on a case-by-case basis. All this changed in 1913 when Henry Ford opened his new production plant in Manchester and at the same time increased production of cars in the country by 50%. Parts for these were imported via the Manchester Ship Canal directly from the USA and complete trainloads of cars were then dispatched to terminals all over the country, with most of these being accommodated on flat wagons.

In the following year the outbreak of the First World War saw a massive increase in vehicle production as many of the country's engineering works were turned over to the manufacture of munitions and vehicles. Railways played their part in moving these around but during this period there were

very few cars built. However, following the conflict, many of those who returned had become familiar with motor vehicle technology, and with a ready supply of war surplus available the scene was set for a massive expansion in motor vehicle use.

DRIVING FORCE

One of the companies that seized on this expansion was Ford and within a short time plans were being drawn up for a huge new production facility at Dagenham in Essex. This location was chosen as it was near land which was suitable for the development of a deep water port but also because the site was large enough to provide for a complex railway system to be built to serve it. Completed in 1931, the facility built cars and light trucks and from the outset despatched trainloads of vehicles away each day. The site also boasted some of the earliest diesel shunters,

which dated from the time of opening.

Austin cars meanwhile had set up its equivalent at Longbridge in Birmingham with its site chosen because it could be served by either the Great Western (GWR) or the London Midland & Scottish Railway (LMS). Again an extensive internal system was provided, although this time initially worked by horse. Trainloads of cars were sent to distribution points scattered all over the country from here.

During this period all the 'Big Four' railway companies produced special vehicles to convey cars. For instance, the GWR had the 'Damo' which was a van which came in various sizes up to 30ft long; there was also the standard 'Mogo' motor car van which appeared in 1933 and which incorporated not only end loading doors, but also a flap which could be dropped down and form an inbuilt loading ramp. This period also saw the first redundant »

English Electric Type 4 D332 climbs Shap with a train of new cars in 1964. The vehicles are being conveyed on BR built 'Carflats' while the testing gradient means the Type 4 is being assisted by a steam banker at the rear.

Gordon Hepburn/Rail Archive Stephenson.



coaches converted into car transporters by the simple expedient of removing their bodies and fitting a planked deck with low handrails and tie-down points.

The inter-war years saw an expansion in the business of moving cars long distances to enable their owners to use them when they went on holiday. Despite improvements in the road system travel, for instance, from London to Scotland was still a long drawn-out affair and this led companies such as the London and North Eastern Railway (LNER) to construct special bogie car-carrying vehicles which could be run at express speeds and which allowed holidaymakers to take their cars with them. These sophisticated vehicles were fully covered and secure from the elements.

The Second World War halted progress in the car industry for some years but there was a massive expansion in the years following the conflict. Plants such as Dagenham and Longbridge massively ramped up production and they were joined by new entrants such as Linwood in Scotland, a site set up by the Rootes Group to produce Hillman Imps, Hillman Avengers and Sunbeams, and Bathgate which made light trucks. These new plants led to a large number of car trains being introduced between Scotland and England.

MASS TRANSIT

In September 1964 due to the sheer number of vehicles requiring transport British Rail brought into service its first double-deck car-carrying wagon, designed in conjunction with Ford. This was the Cartic 4, which was actually four lightweight vehicles, semi-permanently coupled in a set, which could carry 30-40 cars and which were so successful in reducing costs that car traffic doubled within 12 months.

While all this was going on British Rail also had its Motorail service which continued to provide accommodation for cars in specially adapted wagons at the rear of long distance service trains. A network was built up which covered destinations in Scotland, Wales, the West Country and



The Cartic 4 wagons were developed between Ford and BR for the mass transit of new vehicles, but they could also be found on other services too. On May 26 1978 Class 31 31119 heads a lightly loaded rake of Cartic 4s at Brookmans Park. [Gordon Edgar/Railphotoprints.uk](http://GordonEdgar/Railphotoprints.uk)

London with vehicles being accommodated mainly on wagons built once again from the frames of redundant coaches and now known as 'Carflats' with the 'Cartic 4s' being used occasionally. Unfortunately for this service new motorways were making long distance driving easier while cars were becoming ever faster and more reliable, resulting in a steady decline and eventual closure of the service.

With the railways now being asked to carry ever more vehicles, particularly as trade became more global and more were exported and imported, considerable investment was made in new wagons. The PJA Autic Six was a two-wagon set with two decks which also had a depressed centre allowing vehicles of a greater height to be carried while Procor produced the PQA which was a semi-permanent pairing of two wagons which had the benefit of a top deck which could be lowered, thus allowing loading and unloading without

requiring any special two-tier ramps.

The open nature of many of the wagons employed meant that there were many cases where vehicles were damaged during transit, in some cases deliberately

AL6 electric E3112 passes through Watford Junction with an up train of new Ford cars in October 1965. The train, possibly from Halewood, is still crossing over from the fast to slow lines in the background. [Lewis Coles/Rail Archive Stephenson](http://LewisColes/RailArchiveStephenson)



The modern era has seen wagon design advance to double deck stock which has protective sides to keep vehicles safe from debris and deliberate damage in transit. EWS Class 92 92036 Bertolt Brecht passes Crawford with the 5.30pm Mossend Down Yard to Eastleigh East Yard freight service consisting of IPA twinsets on August 13 2013. [John Chalcraft/Railphotoprints.uk](http://JohnChalcraft/Railphotoprints.uk)



by thieves who would target them while trains were recessed in sidings or in loops. Distributor MAT was one of the first to have wagons fitted with mesh side screens but it was found that some debris still found its way onto the cars and so later plastic side sheeting and pneumatically raised roof panels were added. British Leyland continued to use conventional bogie vans with end loading doors for its MG sports cars built in Abingdon, fearing damage to the fragile soft tops.

BIG BUSINESS

Today hundreds of thousands of cars are carried by rail each year, with the majority being conveyed in specially-built fully-enclosed transporters. Some car plants or import terminals can dispatch as many as two or three trains in a day; however as might be expected many new vehicles now make their first journey on a road transporter, rather than by rail.

We shouldn't forget too that although Great Western Trains' Motorail post-privatisation experiment using converted Mk 1 coaches proved unsuccessful, there is one railway in Britain which conveys many thousands of cars, coaches and lorries and their passengers every year – the Channel Tunnel. The vehicles are a massive leap in size and capability compared with anything else and would be challenging to



Colas Rail Class 66 66744 passes Headcorn with 6X50 - the 12.23 Dollands Moor to Didcot - consisting of brand new car carrier wagons on October 16 2011. Brian Stephenson.

model – but nonetheless, they prove that there are some routes where the 'rolling highway' can be highly successful.

Although the days when the country gentry would take their shooting brake

along in a covered van on the rear of an Anglo-Scottish express are over car production is rising year on year. Cars travelling by rail is one traffic that seems to have a bright future ahead of it. [JRM](#)



STAFF PROJECTS

GAS TURBINE

The Great Electric Train Show is just a few weeks away and the fleet for Grosvenor Square is being expanded with new locomotives including gas turbine prototype 18000.

MIKE WILD explains how this sidelined model has been brought back into traffic.

THE BROWN-BOVERI GAS turbine is unique. It sits on two A1A bogies and developed 2,500hp powered by a gas turbine made by the Swiss manufacturer. Construction was carried out by Brown Boveri in Switzerland following authorisation by the GWR in 1940, although it took until 1949 for the locomotive to be completed. It operated exclusively on the Western Region until December 1960, and it remains in preservation at Didcot Railway Centre.

This model of 18000 was built in 2010 for a feature in HM41. It uses the Silver Fox Models resin body kit and a Bachmann Class 37 chassis, but rather embarrassingly it has barely turned a wheel since it was completed for that feature. It had no place to run where it fitted in, but the expansion of Grosvenor Square provided a prime opportunity to

investigate bringing the model back into service as well as a handful of other rarely used locomotives.

It was finished in early BR black livery with silver lining, roof and bogies together with large early crests on each side of the body. Normally we focus on the steam to diesel hydraulic transition period on Grosvenor, so we will be stretching history a little to include 18000 sitting alongside the likes of 'Warships' and 'Westerns'. However, we are more than happy to bend history slightly to see this huge locomotive out and running.

Bringing 18000 up to scratch for a return to service has been a simple procedure, even though it has been out of service for so long. The chassis is an early Bachmann Class 37 with an 8-pin Digital Command Control (DCC) decoder socket, so having cleaned the wheels and checked over the internals with



The rear cab windows are waiting for a replacement set to arrive from Silver Fox Models finishing the model off – unless we decide to add a little weathering too.

a test run on analogue control it was given a light oiling to make sure everything worked as it should. Having completed this

basic maintenance procedure it was fitted with a Hatton's 8-pin harnessed decoder which was then tested on factory address 3 before

Brown Boveri gas turbine prototype 18000 stands in the depot which now forms part of Grosvenor Square's extension – though it will have the roundhouse building over these tracks once completed. It is joined by a '42XX' 2-8-0T, 'Large Prairie' 2-6-2T and a Collett '2251' 0-6-0 on the turntable.



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



MIKE WILD
Grosvenor Square has been occupying most of Mike's modelling time in the run up to the Great Electric Train Show on October 13/14.



MARK CHIVERS
Mark has been preparing for the new modelling season with a growing selection of kits on the workbench including more 'OO' ballast wagons.

RENOVATION



Having cleaned the wheels and oiled the mechanism we tested the chassis for 18000 to ensure it worked as we wanted it to after eight years in storage. It was then fitted with a Hatton's 8-pin decoder.

being changed to 1800 to fit in with the rest of the locomotive fleet.

Next on the cards was the addition of glazing for the rear cab and cab door windows which had gone missing during its time in storage. For the cab door windows we used Deluxe Materials Glue 'n' Glaze which is a simple means of adding glazing to small windows. All you have to do is run a bead of glue around the edge of the window frame then, keeping a small amount of glue

flowing, pull the nozzle across the aperture to create a glazing effect. It takes a few hours to cure and go clear, but the results are excellent.

For the main cab windows a replacement set has been ordered from Silver Fox Models, as the Glue 'n' Glaze wouldn't stretch to the size of window required. Once received it will be a two minute job to pop the new glazing in completing its external appearance.

18000 will be one of a handful



The cab side windows have been made with Deluxe Materials Glue 'n' Glaze. This clever glue dries clear to represent glazing.

of non-sound fitted locomotives running on Grosvenor Square at the Great Electric Train Show. The new depot scene (see pages 58-65) has increased the demands on the previous locomotive fleet so we've also added a Hornby '72XX' 2-8-2T, GWR 'Star' 4-6-0 and 'Large Prairie' to the non-sound roster while new additions to the sound equipped fleet for the show include a Heljan '47XX' 2-8-0 together with a new 'King' and 'Castle' 4-6-0 from the

Hornby range. Other locomotives joining the roster, previously prepared for St Stephen's Road, include a Hornby '42XX' 2-8-0T and a Bachmann Collett '2251' 0-6-0. There might be more, but we have plenty to keep us busy for the show with final preparations on the original rolling stock fleet for the layout.

18000 will be a great addition and we are looking forward to taking Grosvenor Square out on show again. See you at the show! 



HORNBY magazine

MODEL RAILWAY Awards 2018

The first annual *Hornby Magazine* Model Railway Awards are here offering the chance to vote for your favourite manufacturer, models and retailers. **MIKE WILD** introduces the shortlists and opens the voting.

2018 HAS been another brilliant year for model railways. New products have arrived on a regular basis across 'OO', 'N' and 'O' gauge while ready-to-run manufacturers have continued to strive for greater accuracy while also introducing new features.

This year *Hornby Magazine* is recognising the excellence and achievements of the hobby in our first annual *Hornby Magazine* Model Railway Awards. We've generated shortlists – a tough job in itself – for you, the readers, to vote from and all voting will be carried out through the *Hornby Magazine* website from September 13 2018. Plus, every vote will be entered into a prize draw to win a Hornby Gresley 'A4' 4-6-2, a VIP ticket to the Great Electric Train Show on October 13/14 (see pages 30-35) and a one-year subscription to *Hornby Magazine*. The prize package is worth over £250!

For the first awards we have created six categories covering Manufacturer of the Year, Motive Power Awards, Carriage and Wagon Awards, Innovation of the Year, Large Retailer of the Year and Small Retailer of the Year. The motive power and carriage and wagon awards have sub-categories for each scale offering a large choice of winners.

The winners will be announced at the Great Electric Train Show in October and we will publish the full details in HM138. All you have to do to take part and place your votes is visit www.hornbymagazine.com and go to the dedicated awards page which will have images of all items in each shortlist. 



THE AWARDS

Manufacturer of the Year – shortlist

● Bachmann Europe ● Dapol Ltd ● Heljan ● Hornby Hobbies ● Rapido Trains

MOTIVE POWER AWARDS

Best 'OO' gauge locomotive

- Bachmann LBSCR 'H2' 4-4-2 (HM136)
- Hornby Class 800 IEP bi-mode five-car unit (HM129)
- Hornby Stanier 'Princess Coronation' (HM125)
- Kernow MRC Bulleid 1-Co-Co-1 diesel 10201-10203 (HM125/HM135)
- Locomotion Models Stirling 'single' 4-2-2 (HM133)

Best 'O' gauge locomotive

- Dapol GWR '57XX' 0-6-0PT (HM131)
- Dapol LMS 'Jinty' 0-6-0T (HM127)
- Heljan Class 128 Diesel Parcels Unit (HM129)
- Heljan centre headcode Class 20 (HM129)
- Minerva GWR '8750' 0-6-0PT (HM125)

Best 'N' gauge locomotive

- Dapol Class 68 Bo-Bo (HM131)
- Graham Farish Class 40 1-Co-Co-1 (HM125)
- Revolution Trains Class 390 EMU (HM130)





CARRIAGE AND WAGON AWARDS

Best 'OO' gauge carriage/wagon

- Accurascale HUO 24.5ton hopper (HM134)
- Hatton's Beilhack snowplough (HM132)
- Hornby Maunsell restaurant car (HM134)
- Rails of Sheffield Dynamometer Car (HM135)
- The Model Centre Bolster/Plate wagons (HM135)

Best 'O' gauge carriage/wagon

- Darstaed BR Mk 1 carriages (HM130)
- Hatton's LMS 50ton Warwell (HM129)
- Minerva GWR Iron Mink van (HM125)

Best 'N' gauge carriage/wagon

- Dapol MJA twin-set bogie wagons (HM134)
- Dapol four-compartment Maunsell brake carriage (HM134)
- N Gauge Society BR Mk 1 'Carflat' (HM130)
- Revolution Class B fuel tanker (HM134)

Innovation of the Year

- Absolute Aspects banner repeater (HM128)
- DCC Concepts Cobalt SS (HM136)
- DCC Concepts Alpha Mimic ground signals (HM128)
- Gaugemaster Prodigy Wi-Fi (HM136)
- Train-Tech automatic signals (HM127)

Large Retailer of the Year

- Gaugemaster
- Hatton's
- Kernow Model Rail Centre
- TMC Direct
- Rails Of Sheffield

Small Retailer of the Year

- DB Models
- Cheltenham Model Centre
- Osbourne's Models
- Ten Commandments
- H&A Models



HORNBY
magazine

THE
GREAT ELECTRIC
TRAIN SHOW
OCTOBER 13/14 2018

Vote for your favourites and win!

- Place your votes at www.hornbymagazine.com before October 1 and you could win a Hornby Gresley 'A4' 4-6-2 60026 Miles Beevor in BR lined green (Cat No. R3522), a VIP ticket to the Great Electric Train Show on October 13/14 and a one-year subscription to *Hornby Magazine*. The prize value is over £250!

SHOW GUIDE

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

SEPTEMBER

15 BASINGSTOKE AND NORTH HAMPSHIRE MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Basingstoke and North Hampshire Model Railway Society
Location: The Old Scout Hut, Stratton Park, Off Pack Lane, Basingstoke, Hampshire RG22 5HN
Times: 10am-3.30pm
Prices: Free
Website: www.basingstokemrsc.org
Features: Club layouts, trade support, refreshments, parking and disabled access.

15 CULM VALLEY MODEL RAILWAY CLUB EXHIBITION

Host: Culm Valley Model Railway Club
Location: Willand Village Hall, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £4, children £1.50
Website: www.cvmrc.co.uk
Contact: 01884 840369
Features: 15 layouts, trade support, refreshments, parking and disabled access.

15 KETTERING AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Kettering and District Model Railway Society
Location: Greenfields Primary School, Highfields Road, Kettering NN15 6HY
Times: 10am-4pm
Prices: Adults £4, concessions £3, family (2+2) £10
Website: www.kdmrs.org.uk
Contact: 07880 033612
Features: 19 layouts, trade support, refreshments and parking.

15 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: The Life Church, Netherstowe, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £4, children £3, family (2+2) £11
Website: www.tvrms.co.uk
Contact: 0121 329 2487
Features: 16 layouts, trade support, refreshments, parking and disabled access.

15 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St Peter's Church Hall, Church Road, Earley, Reading RG6 1EY
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £9
Website: www.lvrmc.co.uk
Features: Layouts, trade support and refreshments.

15 MID ESSEX MODEL RAILWAY EXHIBITION

Host: Mid Essex Model Railway Club
Location: Shenfield High School, Oliver Road, Shenfield, Essex CM15 8PX
Times: 10am-5pm
Prices: Adults £6, children £4
Website: www.midessexmrc.org
Contact: 01277 216098
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free classic bus service between venue and Shenfield railway station.

15/16 AYR MODEL RAILWAY EXHIBITION

Hosts: Ayr Model Railway Group
Location: Citadel Leisure Centre, South Harbour Street, Ayr KA7 1JB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £4, family (2+2) £12
Website: www.ayrmrg.co.uk
Features: Layouts, trade support, displays, societies, refreshments, parking and disabled access.

15/16 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancashire FY7 8AY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2.50, family (2+2) £14
Website: www.blackpoolandnorthfyldemrc.co.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access.

15/16 DARTFORD MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: Leigh Academy, Green Street Green Road, Dartford, Kent DA1 1QE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children free
Contact: erithrms@gmail.com
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

15/16 LUMSDALE MODEL CLUB OPEN WEEKEND

Hosts: Lumsdale Model Club
Location: George Centre, North Parade, Matlock Bath, Derbyshire DE4 3NS
Times: Sat 1pm-5pm, Sun 1pm-5pm
Prices: By donation
Contact: 07733 386194
Features: Layouts and club members.

15/16 THE MODEL SHOW

Hosts: TMS
Location: Poynton Leisure Centre, Yew Tree Lane, Poynton, Cheshire SK12 1PU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7.50, accompanied children free
Website: www.themodelshow.co.uk
Features: 20 layouts, trade support, demonstrations, model displays, refreshments, parking and disabled access.

15/16 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove St, Redditch B98 8HB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.50, concessions £5, children £2, family (2+2) £14
Website: www.redditch-mrc.com
Contact: 01527 540289
Features: 15 layouts, trade support, refreshments, parking and disabled access.

15/16 SHIPLEY MODEL RAILWAY SOCIETY 40TH ANNIVERSARY EXHIBITION

Hosts: Shipley Model Railway Society
Location: Baildon Recreation Centre, Shipley, West Yorkshire BD17 5JH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free (max. 3), unaccompanied children £3
Website: www.shipleymrs.org.uk
Contact: 01274 593031
Features: 17 layouts, trade support, refreshments and parking.

16 MODELLERS OPEN DAY

Hosts: The Junction 72A MRC/Exeter and District Model Engineering Society
Location: St. Katherine's Priory, St. Katherine's Road, Exeter EX4 7JY
Times: 11am-4pm
Prices: Free
Contact: 07989 178741
Features: Layouts, outdoor rides (weather permitting), refreshments and parking.

22 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION

Hosts: Bury St Edmunds Model Railway Club
Location: Thurston Sixth, Beyton Campus, Drinkstone Road, Beyton, Bury St Edmunds, Suffolk IP30 9AQ

Times: 10am-4pm
Prices: Adults £5, concessions £4, accompanied children under 14 free
Website: www.burystedmundsmrc.com
Features: 22 layouts, trade support, refreshments & parking.

22 CLEVELAND MODEL RAILWAY CLUB AUTUMN OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.cmrc.club
Features: Eight layouts, demonstrations, displays, chat with club members, refreshments, parking and disabled access.

22 ERNE MODEL RAILWAY CLUB EXHIBITION

Hosts: Erne Model Railway Club
Location: Cathedral Hall, Halls Lane, Enniskillen, Co. Fermanagh BT74 7DR
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Contact: 028 66322163
Features: Layouts and trade support.

22 WEST SUSSEX N GAUGE SOCIETY AUTUMN OPEN DAY

Hosts: West Sussex Area Group of the N Gauge Society
Location: Sompting Village Hall, West Street, Sompting, West Sussex BN15 0BE
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.wsng.co.uk
Contact: 01403 266689
Features: Club layouts, demonstrations, refreshments, parking and disabled access

22/23 HALIFAX MODEL RAILWAY CLUB EXHIBITION

Hosts: Halifax Model Railway Club
Location: North Bridge Leisure Centre, North Bridge, Halifax HX3 6TE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6.50, accompanied children free, unaccompanied children £3
Website: www.halifaxmrc.co.uk
Contact: 01706 813833
Features: 15 layouts, trade support, parking and disabled access.

22/23 LEIGH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Leigh Model Railway Society
Location: St Joseph's Hall, Chapel Street, Leigh, Greater Manchester WN7 2DA
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, accompanied children under 15 free
Website: www.leighmodelrailwaysociety.wordpress.com
Contact: 01942 895030
Features: Ten layouts, trade support, refreshments, parking and disabled access.

22/23 SCALEFORUM 2018

Hosts: Scalefour Society
Location: Stoke Mandeville Stadium, Guttman Road, Aylesbury, Buckinghamshire HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10am-4pm
Prices: Adults £10, members £8, accompanied children free
Website: www.scalefour.org/scaleforum/2018
Features: Layouts, trade support, demonstrations, test tracks, refreshments, parking & disabled access.

28-30 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times: Fri 10.30am-4.30pm, Sat 10.30am-4.30pm, Sun 10.30am-4pm

Prices: Adults £1.50, children 50p
Website: www.ukmodelshops.co.uk/tmrj/
Contact: 07879 852736
Features: Layouts on display and refreshments.

29 BANRAIL 2018 – BANBURY MODEL RAILWAY EXHIBITION

Hosts: Banbury and District Model Railway Club
Location: St Hugh's Church, Ruskin Road, Banbury, Oxfordshire OX16 9HU
Times: 10am–4pm
Prices: Adults £4, children £2
Contact: 01295 596719
Features: Ten layouts and trade support.

29 BRADFORD MODEL RAILWAY CLUB AUTUMN OPEN DAY

Hosts: Bradford Model Railway Club
Location: Sedbergh Centre, Huddersfield Road, Odsal, Bradford, West Yorkshire BD6 1DJ
Times: 10.30am–4.30pm
Prices: Adults £3, children £1
Website: www.bradfordmrc.org.uk
Contact: 07941 553307
Features: Club layouts, trade support, chat with club members, refreshments and disabled access.

29 ENFIELD WHITEWEBBS MODEL RAILWAY EXHIBITION

Hosts: Enfield Whitewebbs Railway Modellers
Location: Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Times: 10.30am–4.30pm
Prices: Adults £5, children 11+ £3, family (2+2) £13
Contact: 07798 765859
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

29 SMALL AND DELIGHTFUL RAILWAY GROUP OPEN DAY AND EXHIBITION

Hosts: Small and Delightful Railway Group
Location: Meadway Hall, Ham Lane, Compton Dundon, Somerset TA11 6PQ
Times: 10.30am–4pm
Prices: Adults £5, children £1, family (2+2) £10
Features: 22 narrow gauge layouts, trade support, demonstrations and refreshments.

29 SOMPTING AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Sompting and District Model Railway Club
Location: Sompting Village Hall, West Street, Sompting, West Sussex BN15 0BE
Times: 10am–4pm
Prices: Admission £1
Website: www.somptingdistrictmrc.co.uk
Features: Club displays, layout and refreshments.

29 WALTON-ON-THAMES MODEL RAILWAY EXHIBITION

Hosts: Gellert Kiss
Location: All Saints Church Hall, Queens Road, Walton-on-Thames, Surrey KT12 5LU
Times: 10am–5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £12
Website: www.waltonmodelrailwayexhibition.co.uk
Contact: 07763 438150
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

29/30 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney, Boston, Lincolnshire PE22 8BG
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £3, children £1, family £7
Contact: 07958 137122
Features: Seven layouts, trade support, refreshments, parking and disabled access.

29/30 NEW CROSS MODEL RAILWAY SHOW

Hosts: Selkent Model Rail Group
Location: The London Theatre, 443 New Cross Road, London SE14 6TA
Times: Sat 11am–6pm, Sun 11am–6pm
Prices: Free
Website: www.thelondontheatre.com
Contact: 0208 694 1888
Features: Layouts, refreshments and parking.

29/30 WORTHING MODEL RAILWAY CLUB EXHIBITION

Hosts: Worthing Model Railway Club
Location: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA

Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £5, accompanied children free
Website: www.worthingmrc.co.uk
Features: 16 layouts, trade support, societies, refreshments, parking and disabled access.

OCTOBER

6 BROADLAND MODEL RAILWAY EXHIBITION

Hosts: Broadland Model Railway Club
Location: Jubilee Centre, Norwich Road, Aylsham, Norfolk NR11 6JG
Times: 10am–4pm
Prices: Adults £5, concessions £4, children £4
Website: www.broadlandmodelrailwayclub.co.uk
Contact: 01263 588374
Features: 13 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

6 DAVENTRY MODEL RAILWAY CLUB MINI EXHIBITION

Hosts: Daventry Model Railway Club
Location: Daventry Methodist Church Hall, Golding Close, Daventry NN11 4FB
Times: 10am–4.30pm
Prices: Adults £3, children free
Contact: 07771 627507
Features: Nine layouts, trade support, test tracks, refreshments, parking and disabled access.

6 HORSHAM MODEL RAILWAY CLUB 10TH ANNIVERSARY EXHIBITION

Hosts: Horsham Model Railway Club
Location: The Drill Hall, Denne Road, Horsham, West Sussex RH12 1JF
Times: 10am–5pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.horshammrc.org.uk
Contact: 01403 269397
Features: 12 layouts, trade support, refreshments and disabled access.

6 SHEFFIELD MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Sheffield Model Railway Society
Location: Davy's Sporting Club, Prince of Wales Road, Sheffield S9 4ER
Times: 10am–4pm
Prices: Adults £4, children £2
Contact: 01709 555578
Features: Layouts, trade support, refreshments, parking and disabled access.

6 SUDBURY MODEL RAILWAY EXHIBITION

Hosts: Sudbury Model Railway Club
Location: St Peter's Church, Market Hill, Sudbury, Suffolk CO10 2EA
Times: 10am–4.30pm
Prices: Adults £5, concessions £4, children £2
Website: www.sudburymrc.org
Contact: 01787 461224
Features: 14 layouts, trade support, societies, refreshments and disabled access.

6 TRING AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Tring and District Model Railway Club
Location: Cottesloe School, Aylesbury Road, Wing, Nr Leighton Buzzard, Bedfordshire LU7 0PD
Times: 10.30am–4.30pm
Prices: Adults £6, children £3.50, family (2+2) £14
Website: www.tdmrc.co.uk
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

6/7 FAREHAM RAILEX 2018

Hosts: Fareham and District Model Railway Club
Location: Fareham Leisure Centre, Park Lane, Fareham, Hampshire PO16 7JU
Times: Sat 10am–5.30pm, Sun 10am–4.30pm
Prices: Adults £7, accompanied children free
Website: www.fareham-mrc.org.uk
Features: 30 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free heritage bus running between venue and Fareham railway station.

6/7 FOLKESTONE MODEL RAILWAY EXHIBITION

Hosts: Folkestone, Hythe and District Model Railway Club
Location: Leas Cliff Hall, The Leas, Folkestone CT20 2DZ
Times: Sat 10am–5pm, Sun 10am–5pm

Prices: Adults £6.50, children £3, family £16
Website: www.folkestone-mrc.com
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

6/7 SHILDON MODEL RAILWAY CLUB AUTUMN EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion Museum, Shildon, Co. Durham DL4 2RE
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Free
Website: www.shildonmrc.com
Contact: 07720 975208
Features: 25 layouts, trade support, museum exhibits, locomotive rides (small charge), refreshments, parking and disabled access.

6/7 SWANSEA RAILWAY MODEL SHOW

Hosts: Swansea Railway Modellers Group
Location: Swansea Leisure Centre, Oystermouth Road, Swansea, West Glamorgan SA1 3ST
Times: Sat 10am–5pm, Sun 10am–5pm
Prices: Adults £6, concessions £5, children £2
Website: www.srmg.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

6/7 WIGAN MODEL RAILWAY EXHIBITION

Hosts: Wigan Finescale Railway Modellers
Location: Robin Park Leisure Centre, Loire Drive, Wigan WN5 0UL
Times: Sat 10am–5.30pm, Sun 10am–4.30pm
Prices: Adults £10, accompanied children free
Website: www.wiganfrm.org.uk
Features: 30 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free vintage bus service between venue and Wigan North Western railway station.

6/7 YORKSHIRE GARDEN RAILWAY SHOW

Hosts: Yorkshire Group 16mm Narrow Gauge Modellers
Location: Richard Dunn Sports Centre, Rooley Avenue, Bradford, BD6 1EZ
Times: Sat 10am–4.30pm, Sun 10am–4pm
Prices: Adults £5, accompanied children free
Website: www.yorkshire.16mm.org.uk
Features: Six layouts, trade support, live steam, refreshments, parking and disabled access.

7 G SCALE KENT AUTUMN INDOOR MEET

Hosts: G Scale Society Kent Group
Location: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Kent BR6 7PQ
Times: 11am–4pm
Prices: Adults £2.50, children £1
Contact: www.gscalekent.co.uk
Features: Three large-scale layouts, trade support, refreshments, parking and disabled access.

7 RUSPER MODEL RAILWAY CLUB RUNNING DAY

Hosts: Ruspur 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.

13 CRADLEY HEATH MODEL RAILWAY CLUB EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Cradley Heath Community Centre, Reddal Hill Road, Cradley Heath, West Midlands B64 5JG
Times: 10am–5pm
Prices: Adults £5, accompanied children £2.50, family £11
Website: www.cradleyheathmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

13 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.



13/14 CHRISTCHURCH MODEL RAILWAY CLUB EXHIBITION

Hosts: Christchurch Model Railway Club
Location: Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth BH8 9UJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.christchurchmrc.org.uk
Contact: 07340 332857
Features: Layouts, trade support and refreshments.

13/14 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: SS Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northants NN18 0EH
Times: Sat 10am-5pm, Sun 11am-4pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.cdmrs.co.uk
Features: 13 layouts, trade support, demonstrations, refreshments, parking and limited disabled access.

13/14 CROYDON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Croydon Model Railway Society
Location: Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2
Website: www.croydonmrs.org.uk
Features: 11 layouts, trade support, demonstrations, societies, refreshments and parking.

13/14 DORKING AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Dorking and District Model Railway Exhibition
Location: Oddfellows Hall, High Street, Dorking, Surrey RH4 1QT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £11
Website: www.dorkingmodelrailwayclub.com
Features: Layouts, trade support and refreshments.

13/14 ELIZABETHAN RAILWAY SOCIETY EXHIBITION

Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby-in-Ashfield, NG17 7LL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.elizabethanrailwaysociety.co.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access.

13/14 FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Farnham and District Model Railway Club
Location: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2, family £15
Website: www.farnhammrc.org.uk
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

DON'T MISS...

13/14 GREAT ELECTRIC TRAIN SHOW 2018

Hosts: Hornby Magazine
Location: *New Venue* Arena MK, Stadium Way, Milton Keynes MK1 1ST
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £12 (£9), children £9 (£7), family (2+3) £34 – advance ticket prices in brackets
Website: www.grealelectrictainshow.com
Contact: 01780 755131
Features: 32 layouts, 44 trade stands, skills zone, refreshments, free parking and disabled access. Advance tickets gain entry 30 minutes early. Free bus to/from Milton Keynes Central railway station both days.

14 KEIGHLEY 7MM FESTIVAL

Hosts: Keighley Model Railway Club
Location: Keighley Business Centre, Knowl Mills, South Street, Keighley BD21 1SY
Times: 10am-4.30pm
Prices: Adults £4, children £2.50
Website: www.keighley-mrc.org.uk
Features: Ten layouts, trade support, displays, demonstrations, DCC clinic, refreshments, parking and disabled access.

18-21 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, The Fosse, Fosse Way, Nr Leamington Spa, Warwickshire CV31 1XN
Times: Thu 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10.50 (£9.50), concessions £9.50 (£8.50), children £4 (£3) – advance ticket prices in brackets
Website: www.midlandsmodelengineering.co.uk
Features: Models, displays, demonstrations, live steam, trade support, societies, parking and refreshments.

20 BECKENHAM MODEL RAIL SHOW

Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Beckenham, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.bwmrc.co.uk
Features: 12 layouts, trade support, demos, societies, refreshments, parking and disabled access.

20 CHELMSFORD MODEL RAILWAY EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS
Times: 10am-4.30pm
Prices: Adults £5, 12-16yrs £2, accompanied children under 12 free
Website: www.chelmsford-and-district.mrc.webs.com
Contact: 01245 465854
Features: Layouts, trade support, refreshments, parking and disabled access.

20 CHICHESTER MODEL RAILWAY EXHIBITION

Hosts: Lions Club of Chichester
Location: Chichester High School for Boys, Kingsham Road, Chichester, West Sussex PO19 8AE
Times: 10am-4.30pm
Prices: TBC
Website: www.chilions.org.uk
Features: Layouts, trade support, societies, outdoor rides and refreshments.

20 DIDCOT MODEL RAILWAY EXHIBITION

Hosts: Abingdon and District Model Railway Club
Location: Didcot Civic Hall, Britwell Road, Didcot OX11 7JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.admrc.org.uk
Features: 16 layouts, trade support, refreshments and parking.

20 HINCKLEY MODEL RAILWAY SHOW

Hosts: Earl Shilton Scouts
Location: St. Peter's RC Church Hall, Leicester Road, Hinckley LE10 1LW
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 07805 078720
Features: 18 layouts, trade support, refreshments, parking and disabled access.

20 SHREWSBURY MODEL RAILWAY SHOW

Hosts: Chantilly Grey
Location: United Reformed Church, Coleham Head, Shrewsbury SY3 7NJ
Times: 10am-4pm
Prices: Adults £4, children £2
Website: www.chantillygrey.co.uk
Features: Layouts, trade support, demonstrations and refreshments.

20/21 CATHCART MODEL RAILWAY EXHIBITION

Hosts: Clydeside Model Railway Club
Location: Pollokshaws Burgh Hall, 2025 Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4.50, children £2, family (2+2) £12
Website: www.clydesidemrc.com
Features: Ten layouts, trade support and societies.

20/21 GREENOCK MODEL RAILWAY SHOW

Hosts: Greenock and District Model Railway Club
Location: Lyle Kirk, Union Street, Greenock PA16 8DD
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Adults £4.50, concessions £3.50, family (2+2) £13
Contact: 07795 681994
Features: Layouts, trade support and refreshments.

20/21 HARTLEPOOL MODEL RAILWAY SHOW

Hosts: Hartlepool Model Railway Group
Location: Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+3) £18
Contact: paul.bolton4@ntlworld.com
Features: 20 layouts, trade support, demonstrations, refreshments and disabled access.

20/21 UCKFIELD MODEL RAILWAY EXHIBITION

Hosts: Uckfield Model Railway Club
Location: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.uckfieldmrc.co.uk
Features: 15 layouts, trade support, demos, societies, refreshments, parking and disabled access.

20/21 WARRINGTON MODEL RAILWAY EXHIBITION

Hosts: Warrington Model Railway Club
Location: Warrington and Vale Royal College, Winwick Road, Warrington WA2 8QA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £1, family £12
Website: www.warringtonmodelrail.co.uk
Features: 15 layouts, trade support, demonstrations, refreshments and parking.

20/21 WEYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Weymouth Model Railway Association
Location: Wey Valley School, Dorchester Road, Weymouth, Dorset DT3 5AN
Times: Sat 10.30am-4.30pm, Sun 10am-3.45pm
Prices: Adults £6, children £2, family £14
Website: www.weymouthmra.org.uk
Features: 30 layouts, trade support, demonstrations, refreshments and parking.

21 CENTRAL SOUTHERN GAUGE O GROUP MODEL RAILWAY SHOW

Hosts: Central Southern O Gauge Group
Location: Allendale Community Centre, Hanham Road, Wimborne, Dorset BH21 1AS
Times: 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.csgog.org
Features: Layouts, trade support, test track, demonstrations, refreshments and parking.

27 AMERSHAM MODEL TRAIN SHOW

Hosts: Chiltern Hills Vintage Train Group
Location: St John's Methodist Church Hall, Woodside Road, Amersham, Buckinghamshire HP6 6AN
Times: 10.30am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 01895 672251/01494 875904
Features: 14 vintage layouts, displays, trade support, refreshments and parking.

27 BIRMINGHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Birmingham Model Railway Club
Location: Arden Hall, Water Orton Road, Castle Bromwich B26 9PB
Times: 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 0121 608 5564
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

PLANNING AN EXHIBITION?

● Hornby Magazine's Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact Hornby Magazine by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.



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R3534

GWR, 6000 'King' Class, 4-6-0, 6023 'King Edward II' - Era 3



R3408

BR, 6000 'King' Class, 4-6-0, 6016 'King Edward V' - Era 3



R3410

BR, 6000 'King' Class, 4-6-0, 6025 'King Henry III' - Era 4



R3409

BR, 6000 'King' Class, 4-6-0, 6002 'King William IV' - Era 5

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- H4-66-004** 66207 in EWS livery
- H4-66-005** 66088 in EWS livery with DB branding
- H4-66-006** 66097 in DB Schenker livery
- H4-66-007** 66118 in DB Schenker livery
- H4-66-008** 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009** 66218 in Euro Cargo Rail livery with DB branding
- H4-66-010** 66404 in DRS compass livery
- H4-66-011** 66433 in DRS compass livery
- H4-66-012** 66301 in DRS plain livery "Kingmoor TMD"
- H4-66-013** 66429 in DRS plain livery
- H4-66-014** 66502 in Freightliner livery "Basford Hall Centenary 2001"



- H4-66-015** 66513 in Freightliner livery
- H4-66-016** 66593 in Freightliner livery "3MG Mersey Multimodal Gateway"
- H4-66-017** 66621 in Freightliner livery

H4-66-018 66957 in Freightliner livery "Stephenson Locomotive Society 1909-2009"

H4-66-019 66418 in Freightliner Powerhaul livery "Patriot"

H4-66-020 66504 in Freightliner Powerhaul livery

H4-66-021 66528 in Freightliner Powerhaul livery "Madge Elliot MBE - Borders Railway Opening 2015"



H4-66-022 66704 in GBRf original livery

H4-66-023 66705 in GBRf original livery with Union Flag "Golden Jubilee"

H4-66-024 66727 in GBRf/First group livery "Andrew Scott CBE"

H4-66-025 66731 in GBRf/First group livery

H4-66-026 66740 in GBRF Europorte livery "Sarah"

H4-66-027 66756 in GBRF Europorte livery "Royal Corps of Signals"

H4-66-028 66762 in GBRF Europorte livery

H4-66-029 66847 in Colas Rail Freight livery

H4-66-030 66848 in Colas Rail Freight livery



H4-66-031 66789 in BR Large Logo blue "British Rail 1948 - 1997"

H4-66-032 66783 in Biffa red "The Flying Dustman"

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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 8P Streamlined Princess Coronation 4-6-2

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R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

Class W4 Peckett 0-4-0ST

Pre-order for £82
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Dec 2018 to Feb 2019 for other variations



R3680 'Forest No.1' in Charity Colliery lined green
R3615 560 in Peckett works leaf green with builders lettering
R3640 882 "Niclausse" in Peckett works leaf green
R3679 74 in Port of London Authority lined blue

Class 87

Pre-order from £144
Due in Stock: September 2018



R3582 87010 'King Arthur' in Intercity Swallow livery

R3580 87035 'Robert Burns' in BR Blue

R3656 87019 "Sir Winston Churchill" in Virgin Trains red and black

LNER 20-ton Toad Brake van

Pre-order for £19
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R6833 140422 in LNER bauxite

R6833A 140526 in LNER bauxite

R6834 E175712 in BR grey

R6834A E1788614 in BR grey

Class J36 0-6-0

Pre-order from £112. TTS-fitted £132
Due in Stock: December 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



2018 Range Announced

see the full range at www.hattons.co.uk/bachmann2018

Class 90

Pre-order for £152.96
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



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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

Class 117 3-Car DMU

Pre-order from £254.96
Due in Stock: July 2019



35-500 BR green with speed whiskers

35-501 BR blue and grey

35-502 Network SouthEast livery

OO9 Quarry Hunslet 0-4-0ST

Pre-order from £114 (Estimated)
Due in Stock: TBC



391-051 "Britomart" in Pen-yr-Orsedd Quarry blue

391-050 "Alice" in Dinworic Quarry red

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 for £127.46
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

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Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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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
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
BR Mk1 Carflat	hattons.co.uk/BRCarflat	from £31.41	Jan 2017							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
LSWR Class B4 0-4-0T	hattons.co.uk/b4	from £93.50	Apr 2014							
N Gauge 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
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
Class 66	hattons.co.uk/66	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	£111	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 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							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

 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 22/08/18.



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R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set (Hor) **NEW**£184



H4-AB14-004 Andrew Barclay 0-4-OST 14" 1863 in Caledonian Railway lined blue (Hat)£99
H4-AB14-007 Andrew Barclay 0-4-OST 14" 1927 "No.1" in Burnley Corporation Gas Department blue (Hat)£99



H4-AB14-001 Andrew Barclay 0-4-OST 14" 2047 '705' in BR black early crest (Hat)£99



H4-AB14-003 Andrew Barclay 0-4-OST 14" 2134 "Coronation" in lined green (Hat)£99



H4-AB16-002 Andrew Barclay 0-4-OST 16" 2043 'No 6' in NCB green (Hat)£99



H4-AB16-003 Andrew Barclay 0-4-OST 16" 2226 "Katie" in lined maroon (Hat)£99



H4-AB16-001 Andrew Barclay 0-4-OST 16" 2244 'No.10' in NCB lined black (Hat)£99



1301 Class 1361 0-6-OST 1363 in GWR green shirtbutton emblem (Hel)£124



1302 Class 1361 0-6-OST 1364 in GWR green (Hel)£124



1323 Class 1366 0-6-OST 1367 in BR black early emblem (Hel)£124



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

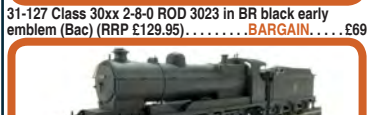


H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (Dj)£99



R3692 Class 14xx 0-4-2T 1424 in BR green late crest (Hor) **NEW**£51

H1409 Class 14xx 0-4-2T 1470 in BR lined black early emblem (Dj)£99
31-440 Class 2MT Ivatt 2-6-2T 41243 BR lined black early emblem (Bac)£110.46



32-236 Class 3F 'Jinty' 0-6-OT 47619 in early British Railways black (Bac) **NEW**£93.46



32-227DS Class 3F Jinty 0-6-OT 7365 in LMS black - DCC sound fitted (Bac)£182.71



R3619 Class 4073 'Castle' 4-6-0 5013 "Abergavenny Castle" in BR green late crest (Hor)£136



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



R3422 Class 415 Adams Radial 4-4-2T 3125 in Southern Railway wartime black (Hor) (RRP £140.99) **BARGAIN**£101



4780 Class 47xx 2-8-0 "Night Owl" 4704 in GWR green shirtbutton emblem (Hel)£154



4784 Class 47xx 2-8-0 "Night Owl" 4705 in BR lined green late crest (Hel) **NEW**£154



4781 Class 47xx 2-8-0 "Night Owl" 4705 in GWR green Great Western lettering (Hel)£154



4783 Class 47xx 2-8-0 "Night Owl" 4706 in BR black early emblem (Hel)£154



4782 Class 47xx 2-8-0 "Night Owl" 4707 in GWR green post-war GW lettering (Hel) **NEW**£154

4785 Class 47xx 2-8-0 'Night Owl' 4709 in BR lined green late crest - as preserved (Hel) **NEW**£154



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)£74



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



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered (Bac) (RRP £139.95) **BARGAIN**£94



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) (RRP £114.95) **BARGAIN**£79



32-083A Class 56xx 0-6-2T 6644 BR green late crest - weathered (Bac) **NEW**£101.96



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



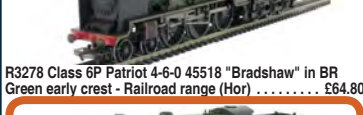
R3385TTS Class 5MT Black 5 4-6-0 45116 in BR black early emblem - TTS sound fitted (Hor)£170



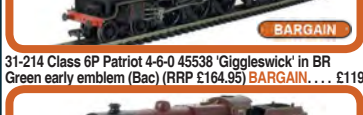
31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



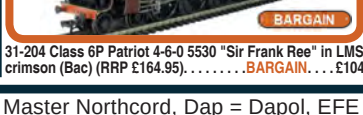
R3516 Class 6000 "King" 4-6-0 6004 "King George III" in post-war GWR green - "The Final Day" special edition (Hor)£153



R3330 Class 6000 King 4-6-0 6000 "King George V" in BR green early crest - as preserved (Hor)£148.14



31-636A Class 64xx 0-6-OST pannier tank 6422 in BR black early emblem (Bac)£84.96



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



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



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor)£144



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor)£136



32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac)£161.46



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac)£161.46



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



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



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



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99) **BARGAIN**£129



R3336 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Green - NRM Special Edition (Hor)£144



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



R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green (Hor) **NEW**£136

R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor)£152



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R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) **BARGAIN** £87
 R3004 Class B17 4-6-0 61631 'Seribly Hall' in BR Green early emblem-weathered (Hor) (RRP £131.99) **BARGAIN** £79



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



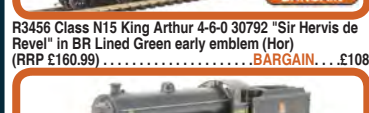
31-138 Class D11/2 4-4-0 62682 'Haystoun of Bucklaw' in BR black early emblem (Bac) (RRP £139.95) **BARGAIN** £99
 R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2824 in early BR black (Hor) (RRP £109.99) **BARGAIN** £73



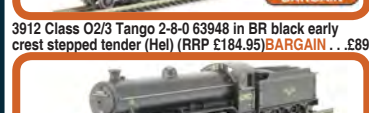
35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95) **BARGAIN** £80



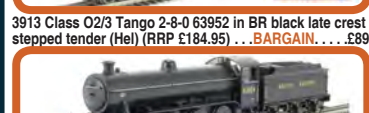
R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervis de Revel' in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** £108



3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest stepped tender (Hel) (RRP £184.95) **BARGAIN** £89



3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) (RRP £184.95) **BARGAIN** £89



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN** £89



3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) (RRP £184.95) **BARGAIN** £89



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £89



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN** £89
 3921 Class O2/4 Tango 2-8-0 63983 in BR black early crest flush tender (Hel) (RRP £184.95) **BARGAIN** £89



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) £84
 R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £100



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



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £160.99) **BARGAIN** £109



R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** £89



R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) £89.50



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN** £89
 R3421 Drummond Class 700 0-6-0 30686 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £89



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £89
 R3602 LSWR 0-6-2T Webb Coal tank 58900 BR black early emblem (Bac) £101.96
 4S-018-003D LSWR Class B4 0-4-0 88 in Southern Railway lined black - DCC fitted (Dap) £115.33



4S-018-002 LSWR Class B4 0-4-0T 90 'Caen' in Southampton Docks brown (Dap) £93.50
 R3524 Rebuilt 'West Country' 4-6-2 34096 'Trevone' BR green late crest (Hor) £144



H4-P-005 SECR P Class 0-6-0T 1555 in SR black Egyptian lettering (Hat) £99
 H4-P-006 SECR P Class 0-6-0T 1558 in SR black sunshine lettering (Hat) £99



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) **NEW** £99



H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat) £99



H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) £99



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) **NEW** £99



H4-P-012 SECR P Class 0-6-0T 323 'Bluebell' in Bluebell Railway lined blue (2010s) (Hat) £99



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) **NEW** £99
 H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (Hat) **NEW** £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99



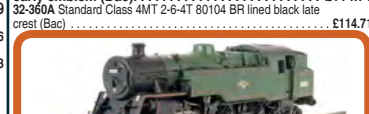
H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering (Hat) £99



31-980 Standard Class 3MT 2-6-2T 80200 in BR green late crest - weathered (Bac) (RRP £139.95) **BARGAIN** £99



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) £114.71
 32-360A Standard Class 4MT 2-6-4T 80104 BR lined black late crest (Bac) £114.71



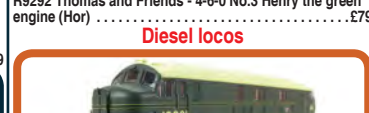
32-353 Standard Class 4MT 2-6-4T 80135 in BR green late crest (As Preserved) (Bac) (RRP £134.95) **BARGAIN** £99



R3500 The Sir Nigel Gresley Collection (Hor) £480



R9292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (Hor) £79



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



2503 Class 05 Hunslet shunter 'Cider Queen' in green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69



2500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95) **BARGAIN** £69



2523 Class 05 Hunslet shunter Departmental No.88 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN** £69
 2830 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) £111



2912 Class 07 shunter 07001 in Peakstone yellow (Hel) £111



2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) £111
 2910 Class 07 shunter 2993 in BR blue wasp stripes and air brakes (Hel) £111



2902 Class 07 shunter D2992 in BR blue wasp stripes (Hel) £111



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN** £76



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118



1409 Class 14 D9531 in BR green - as preserved (Hel) £110
 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
 40-012-007 Class 22 D6321 BR green small yellow panels and headcode boxes (Dap) £127.46
 40-012-007D Class 22 D6321 in BR green small yellow panels and headcode boxes - DCC fitted (Dap) **NEW** £146.91



40-012-009 Class 22 D6322 in BR green small yellow panels and disc headcodes (Dap) £127.46



40-012-004 Class 22 D6325 in BR green no yellow panels and disc headcodes (Dap) £127.46
 40-012-004D Class 22 D6325 in BR green no yellow panels and headcode boxes - DCC fitted (Dap) **NEW** £146.91



40-012-006 Class 22 D6327 in BR blue small yellow panels and headcode boxes (Dap) £127.46
 40-012-006D Class 22 D6327 in BR blue small yellow panels and headcode boxes - DCC fitted (Dap) **NEW** £146.91

Visit

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4D-012-008 Class 22 D6332 in BR blue (Dap) £127.46
2655 Class 26/0 D6008 in BR railfreight coal sector grey (Hel) £104



2615 Class 26/1 26044 in BR blue - weathered (Hel) £104
2815 Class 28 CoBo D5709 BR green small yellow ends - lightly weathered (Hel) £119



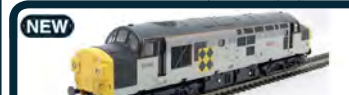
2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) £119
3357 Class 33/1 33116 in BR engineers grey (Hel) £94



3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel) £101



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £88
32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £135.96



32-790 Class 37/0 37049 'Imperial' in Railfreight Coal Sector triple grey (Bac) **NEW** £135.96



32-789 Class 37/0 37099 'Merl Evans 1947-2016' in Colas Rail Freight (Bac) **NEW** £135.96



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



32-370 Class 37/4 37405 in DRS Compass blue (Bac) £117



32-389 Class 37/4 37421 in Colas Rail (Bac) £135.96



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



32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) (RRP £179.95) **BARGAIN** £119



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £59



32-066 Class 43 North British (NBL) Warship D835 'Pegasus' in BR Green Small Yellow Panel (Bac) £118.96



31-659 Class 47/0 47001 in BR Blue - weathered (Bac) £144.46



32-818 Class 47/0 47245 in West Coast Railway Company maroon (Bac) £135.96
31-660A Class 47/4 47444 'University of Nottingham' BR large logo blue (Bac) £135.96



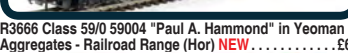
5311 Class 53 D0280 'Falcon' in BR two tone green - Ltd Ed (Hel) (RRP £125) **BARGAIN** £94



5313 Class 53 D0280 'Falcon' in original lime green and brown - Ltd Ed (Hel) (RRP £125) **BARGAIN** £94



5827 Class 58 58016 EWS maroon and gold (Hel) (RRP £125) **BARGAIN** £99



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) **BARGAIN** £96



R3666 Class 59/0 59004 'Paul A. Hammond' in Yeoman Aggregates - Railroad Range (Hor) **NEW** £68



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



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



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



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



4D-022-010S Class 68 68008 'Avenger' in Direct Rail Services compass - DCC sound fitted (Dap) £254.96



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



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £144.46



4D-006-001 Class 73 electro-diesel 73105 in BR large logo blue (Dap) (RRP £146.22) **BARGAIN** £99



4000 Hawker Siddeley Brush HS4000 'Kestrel' prototype diesel electric loco (Hel) (RRP £155) **BARGAIN** £129

Electric locos



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160) **BARGAIN** £124



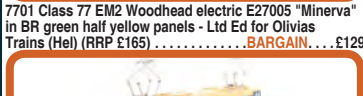
7700 Class 77 EM2 Woodhead electric 27000 'Electra' in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



7703 Class 77 EM2 Woodhead electric 27002 'Aurora' in BR black - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



7705 Class 77 EM2 Woodhead electric E27003 'Diana' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



7701 Class 77 EM2 Woodhead electric E27005 'Minerva' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



7706 Class 77 EM2 Woodhead electric E27006 'Pandora' in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) **BARGAIN** £89



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



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95) **BARGAIN** £74



9007 Metropolitan Bo-Bo electric 11 'George Romney' in London Transport maroon (Hel) (RRP £139.95) **BARGAIN** £74



9009 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in London Transport/Metropolitan (1990s preserved condition) (Hel) (RRP £139.95) **BARGAIN** £74



9008 Metropolitan Bo-Bo electric 12 'Sarah Siddons' in Metropolitan (As currently preserved) (Hel) (RRP £139.95) **BARGAIN** £74



9005 Metropolitan Bo-Bo electric 19 Metropolitan (Hel) (RRP £139.95) **BARGAIN** £74

HSTs



R3478 Class 43 HST train pack 43070 'The Corps of Royal Electrical and Mechanical Engineers' & 43036 in First Great Western (Hor) £199

DMUs



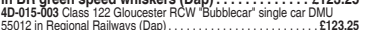
32-290DS Class 101 2 car DMU in Network SouthEast passenger figures and DCC sound (Bac) £254.96



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - 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-015-003 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55012 in Regional Railways (Dap) £123.25



8920 Class 128 parcels DMU 55991 in BR blue yellow ends 'Parcels Service' branding (Hel) (RRP £119.95) **BARGAIN** £59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) £297.46



32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe (Bac) (RRP £164.95) **BARGAIN** £96



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

EMUs



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



31-427B Class 411 4-CEP 7106 BR Blue & Grey (Bac) (RRP £299.95) **BARGAIN** £220



31-426B Class 411 4-CEP EMU 7122 in BR Green yellow warning panels (Bac) (RRP £299.95) **BARGAIN** £220



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) **NEW** £144

Track Maintenance vehicles



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

Train sets - analogue



R1220 Highland Rambler train set Class OF 'Pug' 0-4-0ST in HR blue 4-wheel coach and open wagon (Hor) **NEW** £64



R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) **BARGAIN** £80

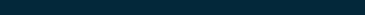


R9283 Thomas the Tank Engine starter Train Set (Hor) £55

Train sets - digital



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

Prices valid until 10/10/18

All prices correct
when going to press.
Errors excepted.R1184 Western Express digital train set eLink TTS sound
Hall steam loco (Hor) (RRP £329.99) ... **BARGAIN** ... £199**Coaches**

39-601 60' ex-SECR Birdcage brake third lavatory 3518 SR olive green (Bac) £55.21
39-611 50' ex-SECR Birdcage brake third lavatory 3518 SR olive green (Bac) £55.21
R4684A Collett corridor third W4910W in BR crimson and cream (Hor) £40
39-025E Mk1 SK second corridor M25704 BR blue and grey (Bac) **NEW** £38.21
MM5152 Mk2D CK composite 5152 in CIE Supertrain (Mur) **NEW** £47
MM5102 Mk2D FO first open 5102 in CIE Supertrain (Mur) **NEW** £47
MM5605 Mk2D generator van 5605 in CIE Supertrain (Mur) **NEW** £47
MM5402 Mk2D restaurant car 5402 in CIE Supertrain (Mur) **NEW** £47
MM5408 Mk2D restaurant car 5408 in CIE Supertrain (Mur) **NEW** £47
MM5202 Mk2D SO second open 5202 in CIE Supertrain (Mur) **NEW** £47
MM5214 Mk2D SO second open 5214 in CIE Supertrain (Mur) **NEW** £47
MM5224 Mk2D SO second open 5224 in CIE Supertrain (Mur) **NEW** £47
R4617A Mk2E FO first open 3221 BR intercity (Hor) (RRP £24.99) **BARGAIN** £17
R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor) £60
34-460 Thompson 3rd class brake corridor in LNER teal (Bac) £46.71

**Wagons**

37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04
R6837 20 ton coke hopper B447526 in BR bauxite (Hor) **NEW** £20
R6843 21-ton HTO steel hopper E306716 in BR grey (Hor) **NEW** £14
R6844 21-ton steel hopper wagon "NCB internal user" (Hor) **NEW** £14
R6842 21-ton steel mineral wagon "Blairnavon" (Hor) **NEW** £11
A024Dap 4 wheel lime wagon - unpainted (Dap) **NEW** £6.50
A023 4 wheel Salt van - unpainted (Dap) **NEW** £6.50
4F-016-027 4-wheel banana van B882128 BR bauxite Geest logo (Dap) **NEW** £9.50
4F-013-039 4-wheel gunpowder van - "Spillers Flour" (Dap) **NEW** £9.50
4F-013-040 4-wheel gunpowder van - "Spillers Flour" - weathered (Dap) **NEW** £10.50
4F-052-019 5 plank open wagon "William Thomas & Company, Whitland" (Dap) **NEW** £10
4F-052-020 5 plank open wagon "William Thomas & Company, Whitland" - weathered (Dap) **NEW** £11



4F-072-015 7 plank open wagon "Alfred J Thomas, Gloucester" (Dap) **NEW** £10
4F-072-016 7 plank open wagon "Alfred J Thomas, Gloucester" - weathered (Dap) **NEW** £11
R6876 7-plank open wagon "George & Matthews, Wolverhampton" (Hor) **NEW** £11
4F-090-009 9 plank open wagon "LNER loco coal" (Dap) **NEW** £13
4F-090-010 9 plank open wagon "LNER loco coal" - weathered (Dap) **NEW** £11
37-326C 90 Tonne JGA Bogie Hopper in RMC - weathered (Bac) £39.06
H4-BH-001 Beilhack snow plough (ex Class 40) ZZA ADB965576 BR yellow (Hat) £43
H4-BH-003 Beilhack snow plough (ex Class 40) ZZA ADB965576 BR yellow (Hat) £43
H4-BH-009 Beilhack snow plough (ex Class 40) ZZA ADB965576 Network Rail black (Hat) £43



H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) £43

H4-BH-005 Beilhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) **NEW** £43
H4-BH-006 Beilhack snow plough (ex Class 45) ZZA ADB966099 in BR yellow NSE Branding (Hat) **NEW** £4338-900 BR Mk1 carflat wagon in BR bauxite (Bac) **NEW** £31.41

4F-025-008 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap) £42.50

R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" (Hor) £38
GV6016 Pack of three 7-plank open wagons "Allied Steel and Wire" (Go) **NEW** £26
R6866 PCA vee tank wagon 10567 in Rockware blue (Hor) **NEW** £14
R6846 YGB Seawood bogie ballast hopper DB980053 EWS maroon (Hor) **NEW** £25**Containers & Loads**

44-551 Coal loads for 4-wheel wagons x 4 (Bac) £6.76
76CONT004 Container Samskip (Ord) **NEW** £7.50
4F-028-013 Pair of 45 foot curtain sided containers - "P & O Ferry" - 008460-2 and 008037-7 (Dap) **NEW** £12.50
4F-028-014 Pair of 45 foot curtain sided containers - "P & O Ferry" - 008460-2 and 008037-7 - weathered (Dap) **NEW** £14

Analogue controllers

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

**Digital controllers
Point motors**

R8214 DCC Elite unit digital controller (Hor) £210

Switches & Levers

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

Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

AccessoriesR913 Nut Spanner for loco connecting rod nuts - double ended (Hor) **NEW** £3.50

R7200 Pack of four cosmetic screw couplings (Hor) £4.50

Model railway spares

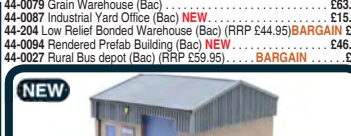
36-025 10 x Mk2 Couplings mini type - short (Bac) £7.61
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NEM362 Kadecou coupling - Long (110.76mm) - Pack of four (Kad) £5
18KADEE NEM362 Kadecou coupling - Medium (86.3mm) - Pack of four (Kad) £5

Man-made scenic structure - railway-related

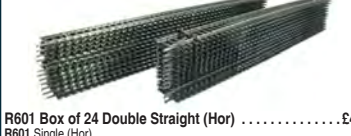
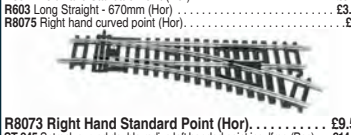
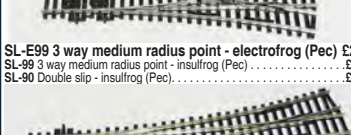
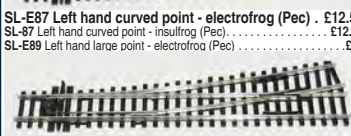
44-153 2 straight platforms - Great Central style (122 x 165 x 20mm) (Bac) £12.71

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £199
LK-95 76ft Well type turntable (Pec) £41R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80R070 Electrically Operated Turntable (Hor) £64
44-0055 GWR Pagoda shed and store (Bac) (RRP £35.95) **BARGAIN** £19R514 Platform Canopy x 2 (Hor) £17
R460 Straight Platform (Hor) £7**Signals**

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general44-0052 Church (Bac) (RRP £94.95) ... **BARGAIN** £54
44-0050 Depot coal drop (Bac) (RRP £59.95) **BARGAIN** £36
44-0079 Grain Warehouse (Bac) £63.71
44-0087 Industrial Yard Office (Bac) **NEW** £15.26
44-204 Low Relief Bonded Warehouse (Bac) (RRP £44.95) **BARGAIN** £31
44-0094 Rendered Prefab Building (Bac) **NEW** £46.71
44-0027 Rural Bus depot (Bac) (RRP £59.95) **BARGAIN** £3944-0090 Small Industrial unit (Bac) **NEW** £29.71**Man-made scenic structure - non-railway**44-584 Clock Tower (Bac) (RRP £31.95) **BARGAIN** £1844-0009 Container terminal crane (Bac) (RRP £169.95) **BARGAIN** £115
44-0018 Small water tower (Bac) (RRP £42.95) **BARGAIN** £21**Bridges, Tunnels & Walls**44-590 Tall Retaining Walls (Bac) **NEW** £19.51**Trees**GM132 Mixed trees - Pack of 10 (Gau) **NEW** £11**Grass, Ground, Lichen, Hedges & Foliage**GM106 Flowers and plants in pots - Set 1 - Pack of 9 (Gau) **NEW** £9
GM107 Flowers and plants in pots - Set 2 - Pack of 9 (Gau) **NEW** £7**People - civil**36-408 12 x Seated Coach Passengers (Bac) £11.50
36-047 Locomotive staff x 6 (Bac) £8.46**Track - Code 100 Setrack**

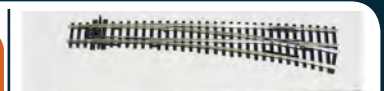
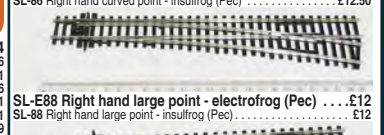
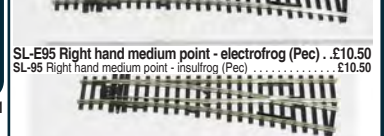
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £1.8
R607 2nd radius double curve track (8 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor) £1.8
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £2.0

R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2
R607 Left hand curved point (Hor) £12
R6072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £3.70
R6075 Right hand curved point (Hor) £14R6073 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
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 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70SL-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) £33SL-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

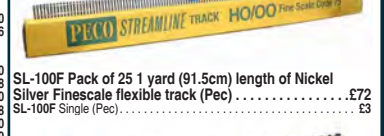
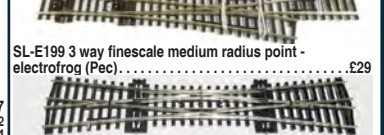
SL-E96 Left hand medium point - electrofrog (Pec) £10.50



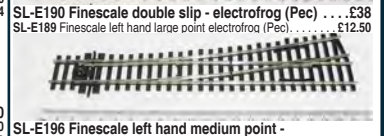
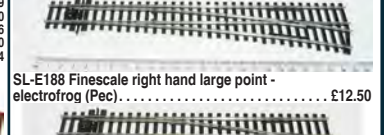
SL-96 Left hand medium point - insulfrog (Pec) £10.50

SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-86 Right hand curved point - insulfrog (Pec) £12.50SL-E88 Right hand large point - electrofrog (Pec) £12
SL-88 Right hand large point - insulfrog (Pec) £12SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-95 Right hand medium point - insulfrog (Pec) £10.50SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50**Track - Code 75 Finescale**

SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £100
SL-108F Single (Pec) £4
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30
SL-102F Pack of 25 (Pec) £82

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3

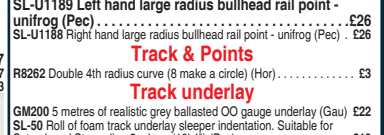
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29

SL-E190 Finescale double slip - electrofrog (Pec) £38
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50

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



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



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

SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) £26
SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) £26**Track & Points**

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

Track underlayGM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £22
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10**Railway publications**

R8156 Hornby book of track plans - 14th Edition (Hor) £9.50

Buses34112 AEC RT Bus 'London Transport' (EFE) £29.71
GDG-19 Daimler "Glasgow Corporation Transport" 11 Yorker Omo washing powder / Rentaset televisions adverts (FYS 524) (For) £49
GDM-20 Daimler CVG6K "Manchester Corporation Transport" 95 East Didsbury Crawfords Crackers / Heinz Ketchup adverts (NNB 264) (For) £49

Visit

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for all forthcoming releases



NEW



76PAN007 Plaxton Panorama - Ribble (Oxf) **NEW**...£16

Cars

76SET53 5 Place Triumph Set (Oxf) **NEW**...£24.50

NEW



76SOM001 Austin Somerset Black (Oxf) **NEW**...£5

NEW



76HE001 Heinkel Trojan Roman Blue (Oxf) **NEW**...£4.50

76LAN188023 Land Rover Series 1 88" Canvas Marine Blue (Oxf) **NEW**...£4.50

76LAN2019 Land Rover Series II LWB Station Wagon Limestone (Oxf) **NEW**...£5

76MGBGT003 MGBGT Glacier White (Oxf) **NEW**...£4.50

76RRP5002 Rolls Royce Phantom V Burgundy/Silver Sand (Oxf) **NEW**...£6

76TS003 Triumph Stag Pimento (Oxf) **NEW**...£4.50

76SCRE010 Vauxhall Corsa Moonlight Blue/Bermuda Blue (Oxf) **NEW**...£4.50

Commercial vehicles

76CWT004 Commer Walk Thru Scottish & Newcastle (Oxf) **NEW**...£8.50

76FDE010 Ford 400E Van Cargo Grey (Oxf) **NEW**...£5

NEW



76TPU001 Ford Transit Dropside - Stobart Rail (Oxf) **NEW**...£10

76FT1008 Ford Transit Mk1 Castrol (Oxf) **NEW**...£4.50

76LR25004 Land Rover Series II SWB Post Office Telephones (Yellow) (Oxf) **NEW**...£5



76LW001 Living Wagon Maroon/Red (Oxf) ...£10

76TCAB010 Scania T Cab Short Curtainside - Stuart Nicol Transport (Oxf) **NEW**...£20

Farming & Construction

NEW



76CHV001 Combine Harvester - Red (Oxf) **NEW**...£13.50

NEW



76JCX001 JCB 3CX - 1980s (Oxf) **NEW**...£17

NEW



763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) ...£19.50

763CX002 JCB 3CX Eco Backhoe Loader Union Jack (Oxf) ...£20

Military ground vehicles

A01305V 25pdr Field Gun and Quad - Airfix Classics range - plastic kit (Air) **NEW**...£5.50

A01302V Bren gun carrier & 6 pdr anti-tank gun - Airfix Classics range - plastic kit (Air) **NEW**...£5.50

76CHT004 Churchill Tank 6th Guards Brigade 1943 (Oxf) **NEW**...£11



76LRFCA002 Land Rover FC Ambulance Nato Green (Oxf) ...£8.50

A01302V Panzerkampfwagen V Panther tank - Airfix Classics range - plastic kit (Air) **NEW**...£5.50

A01306V Stug III 75mm assault gun - Airfix Classics range - plastic kit (Air) **NEW**...£5.50

N Gauge

Steam locos

372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line' in BR green late crest (Gra) (RRP £169.95) ...BARGAIN...£124

2S-009-004 Class 2884 2-8-0 3803 in GWR green GWR lettering (Dap)...£124

372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in BR green early emblem (Gra) ...£118.96

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

372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) ...£118.96

372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson tender (Gra) ...£101.96

372-750 Class 4MT Fairburn 2-6-4T 2891 in LMS black (Gra) ...£99



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) ...£101.96

2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton emblem - DCC Fitted (Dap) ...£97



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) ...£144.46



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

Diesel locos



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



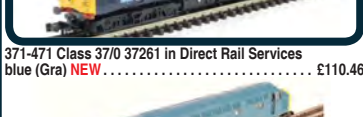
371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra) ...£103.66



371-470 Class 37/0 37068 "Grainflow" in BR Railfreight triple grey distribution sector (Gra) **NEW**...£110.46

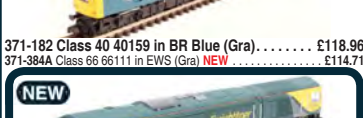


371-471 Class 37/0 37261 in Direct Rail Services blue (Gra) **NEW**...£110.46



371-182 Class 40 40159 in BR Blue (Gra) ...£118.96

371-384A Class 66 66111 in EWS (Gra) **NEW**...£114.71



371-386 Class 66 66416 in Freightliner Powerhaul (Gra) **NEW**...£114.71



371-387 Class 66/8 66846 in Colas Rail Freight (Gra) **NEW**...£114.71

DMUs



371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) ...£144.46



2D-009-002D Class 121 single car DMU 'Bubble car' 55032 in BR blue/grey (DCC Fitted) (Dap) ...£125



371-628 GWR Railcar W22W in BR Brunswick green speed whiskers (Gra) ...£80.71

Train sets - digital



370-048 The Highlander Digital Train Set Class 37/4 in BR large logo blue and two Mk2 coaches in 'Kyle Line' green and cream (Gra) ...£229.46

Coaches



374-108A Mk1 RMB buffet in BR southern region green (Gra) **NEW**...£29.71

2P-012-253 Pack of three Maunsell coaches - Set 394 - brake third, compartment third and compartment third in SR olive green (Dap) ...£70.13

Wagons



2F-038-053 20 ton steel mineral wagon - "Bolsover" (Dap) **NEW**...£10.50

2F-038-054 20 ton steel mineral wagon - "Bolsover" (Dap) **NEW**...£11.50

2F-013-065 4 wheel Gunpowder van W105730 in GWR grey (Dap) **NEW**...£8.50

2F-013-066 4 wheel Gunpowder van W105730 GWR grey - weathered (Dap) **NEW**...£9.50

2F-025-001 MJA mineral & aggregates twin bogie box wagon 502003 and 502004 in Freightliner green (Dap) **NEW**...£32.26

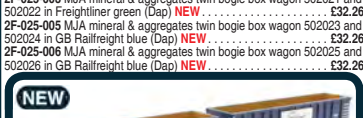


2F-025-002 MJA mineral & aggregates twin bogie box wagon 502017 and 502018 in Freightliner green (Dap) ...£32.26

2F-025-003 MJA mineral & aggregates twin bogie box wagon 502021 and 502022 in Freightliner green (Dap) **NEW**...£32.26

2F-025-005 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap) **NEW**...£32.26

2F-025-006 MJA mineral & aggregates twin bogie box wagon 502025 and 502026 in GB Railfreight blue (Dap) **NEW**...£32.26



2F-025-007 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue (Dap) **NEW**...£32.26

2F-025-004 MJA mineral & aggregates twin bogie box wagon 502045 and 502046 in Freightliner green (Dap) **NEW**...£32.26

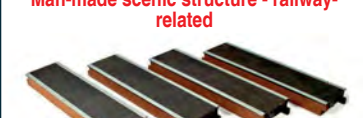
Containers & Loads

2F-028-102 Pair of 40 foot containers - "Mitsui Lines" - 8186026 and 7016440 (Dap) **NEW**...£13.50

2F-028-103 Pair of 40 foot containers - "Mitsui Lines" - 8186026 and 7016440 - weathered (Dap) **NEW**...£14

Model railway spares

Man-made scenic structure - railway-related



379-200 4 x Platform sections (red brick) (Gra) ...£11

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSiGN1) (Dap) ...£26

Track - Code 80 Setrack

ST-11 Double straight track (Pec) ...£1.60

ST-17 N Setrack No3 radius double curve (8 form a circle). 298.5mm/11.75" radius (Pec) ...£2

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

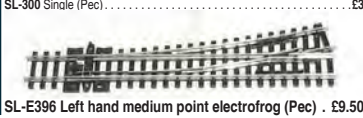
ST-300 Starter Track Set (Pec) ...£49

Track - Code 80 Streamline

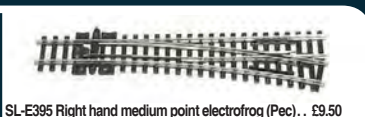


SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ...£64

SL-300 Single (Pec) ...£3



SL-E396 Left hand medium point electrofrog (Pec) ...£9.50



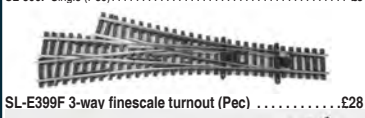
SL-E395 Right hand medium point electrofrog (Pec) ...£9.50

Track - Code 55 Finescale

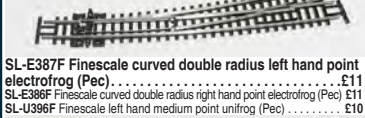


SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ...£84

SL-300F Single (Pec) ...£3



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



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

SL-E388F Finescale curved double radius right hand point electrofrog (Pec) £11

SL-U396F Finescale left hand medium point unifrog (Pec) ...£10



SL-E392F Finescale left hand small point electrofrog (Pec) ...£9.50

SL-U395F Finescale right hand medium point unifrog (Pec) ...£10

Buses

SL-E391F Finescale right hand small point electrofrog (Pec) ...£9.50

SL-E393F Finescale scissors crossover electrofrog (Pec) ...£63

Commercial vehicles

NSEA002 Burlington Seagull Stratford Blue (Oxf) **NEW**...£7.50

NDEF002 Land Rover Defender Royal Mail (Oxf) **NEW**...£4



NVOL4003 Volvo FH4 curtainside "Knowles" (Oxf) **NEW**...£12

Military ground vehicles

NLRL002 Land Rover Lightweight Military Police (Oxf) **NEW**...£4



NMB006 Mercedes Actros curtainside - "Sparks Transport" (Oxf) **NEW**...£12

009 Narrow Gauge

Steam locos



391-028 Baldwin Class 10-12-D 4-6-0T "Hummy" in Ashover Railway black - weathered (Bac) ...£131.71



391-026 Baldwin Class 10-12-D 4-6-0T 590 in Welsh Highland Railway black (Bac) ...£123.21

Wagons

GR-231U Lynton and Barnstaple 8 ton bogie open wagon plain brown (Pec) **NEW**...£20

GR-230U Lynton and Barnstaple 8 ton bogie open wagon plain grey (Pec) **NEW**...£20

Track - Code 80 Setrack

ST-412 Setrack No.1 radius double curves (pack of 4 - half curve) radius 228mm/9", 22.5deg (Pec) ...£12

ST-406 Setrack O09 left-hand point (Pec) ...£9.50



ST-405 Setrack O09 right-hand point (Pec) ...£9.50

Track - Code 80 Streamline

SL-400 1 yard length of O09 narrow gauge flexible track work wooden sleepers (Pec) ...£3.50

SL-400 Box of 25 (Pec) ...£83

O Gauge (1:43 Scale)

Steam locos

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

7S-007-002S Class 57xx 0-6-0PT pannier 5700 in Great Western Green - DCC sound fitted (Dap) ...£357.60

7S-007-001 Class 57xx 0-6-0PT pannier 5717 BR Black early emblem (Dap) ...£199.75

Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details

NEW



7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon (Dap) **NEW** £206.13
 7S-007-006S Class 57xx 0-6-0PT pannier L92 in London Transport maroon - DCC sound fitted (Dap) **NEW** £363.97

NEW



7S-007-004 Class 57xx 0-6-0PT pannier L94 in London Transport maroon (Dap) **NEW** £206.13
 7S-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shirtbutton emblem - DCC sound fitted (Dap) £467.50
 7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) £467.50



7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest (Dap) **NEW** £199.75
 7S-007-005S Class 8750 0-6-0PT pannier 3716 in BR Black late crest - DCC sound fitted (Dap) £357.60



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) £199.75
 7S-007-003S Class 8750 0-6-0PT pannier 9659 GWR green - DCC sound fitted (Dap) £357.60
 7S-007-003U Class 8750 0-6-0PT pannier GWR green - unnumbered (Dap) £199.75



7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) **NEW** £191.25

Diesel locos



7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) **NEW** £191.25
 7D-008-009 Class 08 shunter D3002 BR green late crest and wasp stripes (Dap) £191.25



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £360



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £340



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) **BARGAIN** £470



4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels (Hel) **BARGAIN** £550
 5352 Class 53 1200 'Falcon' BR Blue full yellow ends (Hel) (RRP £699) £390

DMUS



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

Coaches



4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325) **BARGAIN** £180

BARGAIN



4993 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) (RRP £325) **BARGAIN** £220

Wagons



1052 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN** £39



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95) **BARGAIN** £39



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN** £39



5050 2797 695 IWB Cargowagon (Hel) **BARGAIN** £151



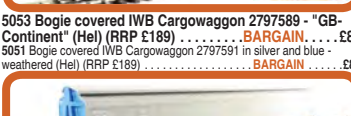
4352 4-wheel 'Catfish' ballast hopper DB983503 in BR olive green (Hel) (RRP £99.95) **BARGAIN** £44



1004 4-wheel Class B tank in Mobil Charrington red (Hel) (RRP £84.95) **BARGAIN** £39



1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95) **BARGAIN** £39



5053 Bogie covered IWB Cargowagon 2797589 - 'GB-Continent' (Hel) (RRP £189) **BARGAIN** £89



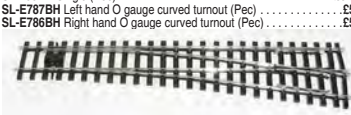
5052 Bogie covered IWB Cargowagon 2797669 in silver and blue (Hel) (RRP £189) **BARGAIN** £89



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



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) **BARGAIN** £75



SL-E787BH Left hand O gauge curved turnout (Pec) **BARGAIN** £54

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43

ST-U751 Setrack second radius Unifrog left hand point (Pec) £43
 ST-U750 Setrack second radius Unifrog right hand point (Pec) £43
 SL-E797BH Y Point bullhead rail & electrofrog (Pec) £43

Cars

43AMV003 Aston Martin Vanquish Coupe Quantum Silver (Oxf) **NEW** £21
 VA02541 Austin Mini Cooper S Mk1 - Almond Green (Cor) **NEW** £24
 43RUB003 Austin Ruby Saloon Dark Green (Oxf) **NEW** £15
 43RUB001 Austin Ruby Saloon Maroon (Oxf) £15



VA10818 Ford Capri Mk3 3.0S - Arizona Bronze (Cor) **NEW** £24
 43JAG5002 Jaguar MkV DHC Closed British Racing Green (Oxf) £24
 43EMP003 Rolls Royce Silver Cloud/Hooper Empress Black/Silver (Oxf) **NEW** £21
 43JSS007 SS Jaguar Gunmetal (Oxf) **NEW** £20



VA11509 Triumph TR5 - Jasmine Yellow (Cor) **NEW** £24

Commercial vehicles

43TX5001 London TX5 Taxi black (Oxf) **NEW** £10.50

G Scale

Steam locos



91404 Emily Steam loco (with moving eyes) (Thomas the Tank Engine) (Bac) **NEW** £239

91403 James the Red Engine (with moving eyes) (Thomas the Tank Engine) (Bac) £210

Wagons

98021BAC Spiteful brake van (Thomas the Tank Engine) (Bac) **NEW** £72

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) **BARGAIN** £34



D Double/Twin track power controller (Gau) **BARGAIN** £80
 Q Quadruple 4 circuit power controller (Gau) £149

Digital decoders

36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £14.50
 DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £15
 DCR-21PIN-Direct Box of 5 (Hat) £10
 DCR-21PIN-Direct Box of 10 (Hat) £120
 36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £18.66
 36-557 Pack of 5 (Bac) (RRP £109.75) £90
 X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12



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

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



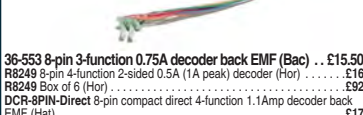
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) **BARGAIN** £23

BPDCC27 6 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x127x10 (10mm) x 5 (Gau) £79



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

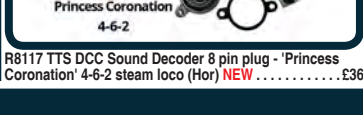
DCR-8PIN-Harness Single (Hat) £15
 DCR-8PIN-Harness Box of 5 (Hat) £68



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

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
 R8249 Box of 6 (Hor) £92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
 DCR-8PIN-Direct Box of 5 (Hat) £77
 DCR-8PIN-Direct Box of 10 (Hat) £138



R8117 TTS DCC Sound Decoder 8 pin plug - Princess Coronation 4-6-2 steam loco (Hor) **NEW** £36



R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) **BARGAIN** £36



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



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

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' 4-6-0 steam loco (Hor) £36

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

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

R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 'King' 4-6-0 steam loco (Hor) £36

R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor) £36

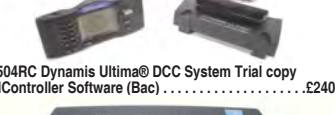
R8116 TTS DCC Sound Decoder 8 pin plug - Class S15 4-6-0 steam loco (Hor) £36



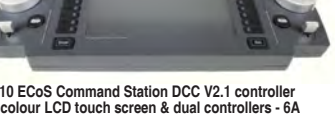
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) **BARGAIN** £36

R8108 TTS DCC Sound Decoder 8 pin plug - Peppercorn Class A1 4-6-2 steam loco (Hor) £36

Digital controllers



36-504RC Dymatis Ultima@ DCC System Trial copy RailController Software (Bac) **BARGAIN** £240



50210 EcoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) **BARGAIN** £600

36-520 EZ Command 5 amp booster transformer (Bac) (RRP £149.95) £99



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



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) **BARGAIN** £239

DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £138

Point motors

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

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34

PL-10E Point Motor Extended Pin (use PL-9) (Pec) £3

PL-10E Bag of 6 (Pec) £34

PM-2 Seep point motor (Gau) £4



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

PL-26B Passing Contact Switch - Black Lever (Pec) £8

TT300 Slow motion DCC point motor (Tra) £20

Switches & Levers

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

PL-26B Passing Contact Switch - Black Lever (Pec) £6

Accessories

PL-41 Rail Cleaning Track Rubber (Pec) £3.50

Track underlay

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

ST1411 Incline For Transition from 1 Level To Another - 4% Set - Elevates Track 4" In 8' - 2.5" Wide - Pack Of 4 (Woo) £15



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R.T.R. in unpainted brass/factory painted

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LY/LMS/BR Pug black	£450.00
GWR/BR J39 0-6-0 black	£925.00
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Fully assembled in unpainted brass
GWR/BR Collett D127 brake 3rd £235.00

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GWR/BR Razor Edge railcar	£835.00
GWR/BR Parcels railcar	£810.00
LNER/BR J39 0-6-0	£1075.00
LMS/BR Original Patriot	£1650.00
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GTR3 LNER/BR J11 0-6-0	£320.00
GTR10 LMS/BR de-streamlined Duchess	£415.00
GTR20 LMS/BR Princess	£415.00
GTR21 LMS/BR Rebuilt Royal Scot	£355.00
GTR24 LMS/BR Original Patriot	£355.00
GTR25 LMS/BR Rebuilt Patriot	£355.00
GTR28 LMS/BR 2P 4-4-0	£315.00
GTR36 LBSG/BR H2 Atlantic	£370.00
GTR60 LNER/BR Beyer Garratt 2-8-8-2	£920.00
GTR61 LBSG/BR H1 Atlantic	£370.00
GTR62 SR/BR Urie King Arthur	£415.00
FTS LNER/BR B16/1 4-6-0	£355.00
FT4 LNER/BR D171 D172 4-4-0	£300.00
FT9 NER/LNER/BR G6/BTP 0-4-4T	£215.00

JAVELIN LOCOMOTIVE KITS

JLK5 SEC/BR/BR D Class 4-4-0	£325.00
JLK6 G.W.R. Dean Goods 0-6-0	£315.00
JLK11 LMS/BR Long Fire Box Black Five	£355.00

MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST	£180.00
GW2 GWR/BR 1400 Autotank	£175.00

TOWER COLLECTION (D.L.H.) BEGINNERS KITS

Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter	£240.00
TC3 Andrew Barclay 0-4-0 Steam Shunter	£240.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor

TC2 LMS streamlined Coronation	£550.00
TC4 LMS/BR not streamlined Duchess	£550.00
TC5 LMS/BR de-streamlined Duchess	£550.00
TC6 LMS/BR Sir William Stainer	£550.00
TC7 LMS/BR Black Five 4-6-0	£550.00
TC14 LMS/BR Stainer BF 2-8-0	£550.00
TC16 LMS/BR Duchess with sloping firebox	£550.00

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K300 B.R. Standard 84xx 2-6-2T	£362.00
K301 B.R. Standard 2MT 2-6-0	£415.00
K302 LMS/BR Ivatt 2-6-2T	£362.00
K303 LMS/BR Fairburn 2-6-4 T	£362.00
K310A LNER/BR A3 with Corridor tender	£595.00
K317B BR Britannia with B1/1A tender	£595.00
K324B B.R. 9F 2-10-0 BR1/BR1C	£595.00
K326 B.R. Class 03 complete kit	£415.00
K336 LNER/BR R. Peppercorn A2	£562.00
K338 LNER/BR R. G5 0-4-0T	£415.00
K340 B.R. Class 14 complete kit	£415.00
K344 NEW LNER/BR Hunt Class 4-4-0 4499.00	
K345 NEW LNER/BR Thompson A2/1	£584.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit	£19.95
LK705 Brick lineside hut	£19.95
LK709 Ground Level Signal Box	£28.75
LK735 GWR Yard Crane	£21.50
LK741 GWR spear fencing	£11.00
LK742 GWR spear fencing ramps	£11.00
LK743 Field fencing and gates	£9.95
LK747 Telegraph Poles (4)	£6.50
LK749 Loading Gauges (2)	£12.45
LK750 Single track level crossing gates	£20.25
LK758 Platelayers tools	£6.45
LK759 Platform lamps (4)	£8.75
LK760 Telephone boxes (2)	£8.75
LK761 GWR Station seats (4)	£8.30
LK762 MR/NER station seats (4)	£8.30
LK763 SR/BR Station seats	£8.30
LK764 Bicycles (8)	£8.30
LK790 GWR home or distant signal	£18.65

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7062 B.R. 12ton Vanwide	£38.00
7063 B.R. Standard Van	£38.00
7064 B.R. 12ton Standard/Flat Van	£38.00
7065 B.R. Meat Van	£38.00
7066 B.R. Insulated Van	£38.00
7067 B.R. 13 ton conflat 'A'	£34.00
7069 B.R. Lowlift Wagon	£34.00
7070 B.R. 12 ton Patvan	£38.00
7071 B.R. 13 ton High Goods Wagon	£34.00
7033 LNER/BR 20T Brake Van	£49.00
7053 LNER/BR 20T Brake Van	£53.00
70202 SEC/BR/BR 4 wheel PLV/GUV	£79.00
70201P SR/BR Bogie Van	£126.00
70202 SR/BR 4 wheel BY	£80.00

PECO WAGON KITS

W601 GWR Toad brake can	£40.50
W602 GWR Permanent Way brake	£40.50
W603 GWR 6 wheel brake	£42.30
W604 GWR 4 plank open	£34.00
W605 GWR Steel Open	£34.00
W606 GWR 10 ton Van	£41.65
W607 BR 16 ton Mineral wagon	£42.30
W608 BR 27 ton Iron Ore wagon	£41.65
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SLE786BH Curved R/H Point	£54.75
SLE787BH Curved L/H Point	£54.75
SLE790BH 12 yards flexitrack	£80.00
SLE791BH Right Hand Point	£43.75
SLE792BH Left Hand Point	£43.75
SLE797BH Y Point	£43.75
SLE790BH Double Slip	£92.25
SLE10 24 metal railjoiners	£2.80
SLE11 12 insulated railjoiners	£2.80
SLE740BH Buffer stop	£2.80
TP1 Long Track pins (15mm)	£3.25
ST700 Box (6) 393mm straight	£45.50
ST725 Half circle 1028mm radius curves	£48.75
STU750BH R/H Setback Point	£41.95
STU751BH L/H Setback Point	£41.95

HELMAN CONTROLLERS

CF5A 5amp Single Controller	£169.00
RMS Remote handset for above	£45.00

H.M.R.S. TRANSFERS

H1 L.M.S. gold loco and coach	£20.00
H2 L.M.S. yellow loco and coach	£20.00
H2A L.M.S. black style/Crews loco	£20.00
H3 L.M.S. loco lining	£20.00
H3A L.M.S. coach lining	£20.00
H4 L.N.E.R. green loco and coach	£20.00
H4A L.N.E.R. black loco and Gill Sands	£20.00
H5 L.N.E.R. loco lining	£20.00
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H8 G.W.R. loco and coach lining	£20.00
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H12 L.N.E.R. goods wagon lettering	£18.50
H13 S.R. goods wagon lettering	£18.50
H14 BR steam loco and coach lettering	£20.00
H15 BR blue diesel and coach lettering	£18.50
H16 LMSR/WCS loco coach & wgn	£21.00
H17 LMSR/MP/SD/L/MCR gds lettering	£20.00
H18 N.E.R. loco and coach lettering	£21.00
H20 GB/NSR/MSR/HR/GNSR wgn lettering	£20.00
H22 B.R. mixed traffic/L.N.W.R. loco lining	£20.00
H24 MR/SDJR/LTSR/MGN loco & coach	£21.00
H25 B.R. pre-TOPS wgn numbers etc	£18.50
H26 B.R. pre-TOPS wgn instructions etc	£18.50
H31 Pullman crests, names and numbers	£21.00
H32 Pullman lining	£18.50
H40 G.N.R. coach lettering	£21.00

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon	£33.00
PS15 BR 21 Ton Mineral wagon	£33.00
PS16 LNER Loco Coal wagon	£33.00
PS17 BR 12 ton Pipe wagon	£33.00
PS23 GWR/BR 13 ton open wagon	£33.00
PS24 GWR/BR 12 ton unfitted van	£33.00
PS25 BR 24.5 ton mineral wagon	£33.00
PS26 GWR/BR 12 ton fitted van	£33.00
PS27 GWR/BR 12 ton open with tarp bar	£33.00
PS28 GWR/BR 12 ton plywood van	£33.00
PS29 GWR/BR Fruit van	£33.00
PS30 BR 16 ton mineral wagon	£33.00
PS31 BR 16 ton slope sided mineral	£33.00
PS32 BR 16 ton mineral (ex SNCF)	£33.00
PS33 BR 8 Plank wooden mineral	£33.00
PS42 LMS/BR 12 ton open wagon	£33.00
PS45 LNER/BR 12 ton goods van	£33.00
PS46 LNER/BR 12 ton fruit van	£33.00
PS49 GWR/BR Mica van	£33.00
PS100 SR/BR Banana van	£33.00
PS101 SR/BR Meat van	£33.00
PS104 BR 21 ton coal hopper	£33.00
PS106 SR/BR Cattle truck	£33.00
PS112 GWR/BR Gunpowder van	£33.00
PS114 LMS/BR Banana van	£33.00
PS115 LNER/BR Brake Van	£39.15

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47040 Diesel Refuelling Point	£39.95
47047 Hampton Hill Platelayers Hut	£19.95
47203 Low Relief Corner Shop	£19.95
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HJ6101 6106 G.W.R.
HJ6102 6114 B.R. unlined black
HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
HJ6124 5184 Great Western
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7 standard versions in G.W.R. and B.R. all un-numbered and 3 limited editions numbered
List Price £779.00 OUR PRICE £630.00
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HELJAN CLASS 45

3 liveries available
RRP £699.00 OUR PRICE £550.00
LAST FEW

NEW HELJAN CLASS 03

Several versions from original green to later blue
Price to be confirmed
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NEW HELJAN CLASS 05

HJ2590 B.R. Plain Green
HJ2591 B.R. Green with chevrons early
HJ2592 B.R. Green with chevrons late
HJ2593 B.R. Blue with chevrons
HJ2594 CEGB Yellow
HJ2595 NCB Green
HJ2596 Industrial Maroon
RRP £395.00 OUR PRICE £315.00
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HELJAN READY TO RUN WAGONS

Class B tankers 4 types
VAA vans 4 types
OAA open wagons 5 types
RRP £84.95 OUR PRICE £70.00
Mix and match any ten for £65.00 each

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CENTRE HEAD CODE VERSION
Green with yellow ends
Blue large logo
Railfreight Coal Sector
Railfreight Petroleum
Railfreight Speedlink
RRP £599.00 OUR PRICE £475.00

HELJAN CLASS 40

B.R. Blue with yellow ends
RRP £649.00 OUR PRICE £500.00
Last few

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Two Road Shed RRP £89.00 OUR PRICE £75.00
Extension Pack RRP £39.00 OUR PRICE £35.25
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See website for details and sizes

HELJAN DELTIC

Ltd Edition original green
RRP £599.99 OUR PRICE £475.00
LAST FEW

HELJAN AC RAILBUS CLEARANCE

Light green with speed whiskers
Dark green with yellow panel
List Price £495.00
SPECIAL OFFER £299.95

NEW HELJAN CLASS 52

Six versions available late 2018
RRP £599.00 OUR PRICE £475.00
RESERVE YOURS NOW

NEW HELJAN CLASS 50

Six liveries AVAILABLE LATE 2018
RRP £699.00 OUR PRICE £550.00
RESERVE YOURS NOW

HELJAN CLASS 25/1

Ltd Ed Plain Green
Green with yellow panel
Green full yellow ends
RRP £599.00 OUR PRICE £475.00

HELJAN BR PARCELS STOCK

G.U.V. available B.R. Parcels red, Express Parcels blue or S.R. green
BG available BR maroon, crimson & cream, chocolate & cream, Newspapers blue or Royal Mail red
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Buy four or more, pay only £240.00 each
Stocks now running low

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OUR PRICE £79.95 or £75.00 for 6 or more
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HELJAN CLASS 42

WARSHIP
Ltd Ed original green (no panel)
Green, yellow panel D

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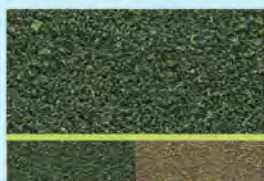
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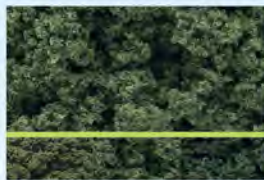
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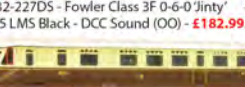
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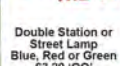


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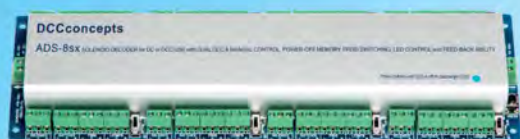
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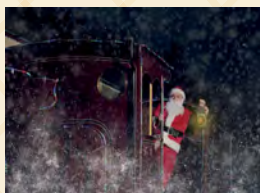
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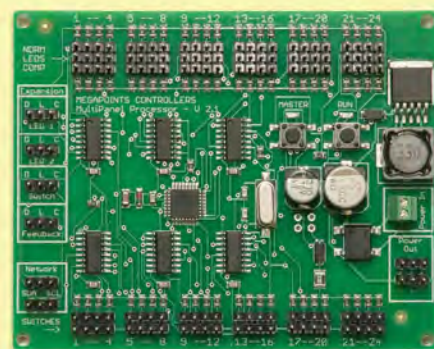
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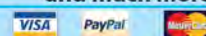
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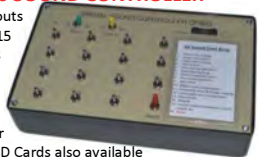
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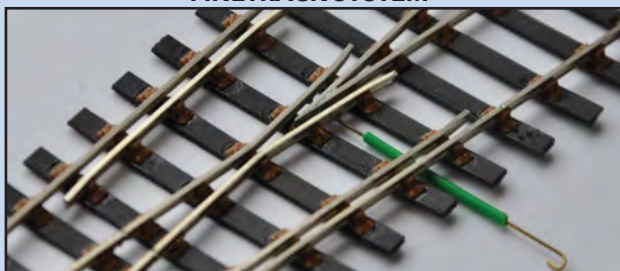
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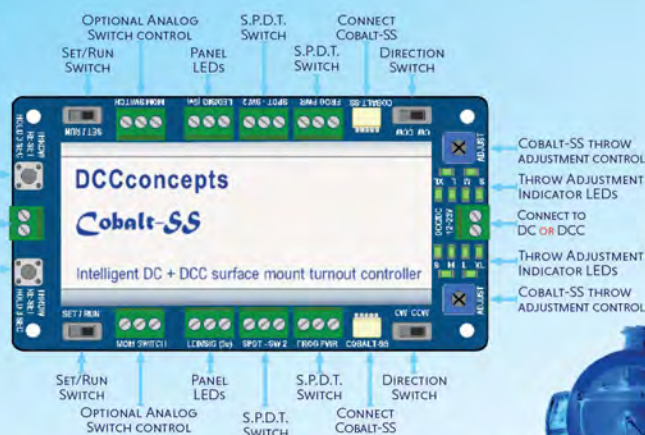
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Huddersfield Railway Modellers Union Mills, Tanyard Road, Milnsbridge, Huddersfield HD3 4BN



Due to circumstance beyond our control, Huddersfield Railway Modellers regret to announce that our forthcoming annual exhibition has been cancelled. We sincerely apologise for any inconvenience this may cause.

We are, however, having a two day open weekend in our club rooms at Union Mills, Tanyard Road, Milnsbridge, Huddersfield HD3 4BN on the same weekend, **Saturday the 27th October and Sunday 28th October** from 10am to 4pm on both days. Admission will be free, refreshments available, ample parking, visiting layouts and trade support. Regrettably there is no disabled access to the club rooms. Once again we would like to offer our sincere apologies for any inconvenience the cancellation was only decided on after much heart searching and coordinated attempts to find a suitable alternative venue. For any further updates please visit our web site <https://huddersfieldrailwaymodellers.weebly.com/> For and on behalf of Huddersfield Railway Modellers James Porter Publicity Officer.



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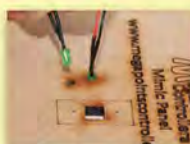


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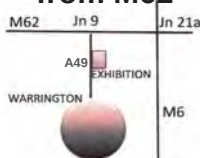
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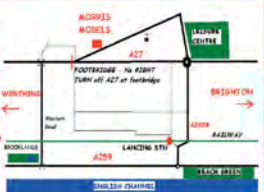
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Limited Edition of 350

Standard - £159.99
DCC Fitted - £186.99
DCC Sound Fitted - £284.99

Between March 1964 - November 1964 D1039 was fitted with an experimental Clear View Screen designed by George Kents Ltd. It was hoped this style of wiper would perform better than the standard wipers being used on Westerns at this time. This model will represent the loco as it was when fitted with this style of windscreen wiper.



D1006 'Western Stalwart' BR Maroon Small Yellow Panel With Experimental Rotary Windscreen Wiper

Limited Edition of 350

Standard - £159.99
DCC Fitted - £186.99
DCC Sound Fitted - £284.99

This model will represent D1006 as it was between July 1966 - February 1967. D1006 was the second Western to be fitted with a Clear View Screen after improvements had been made over the original used on Western King.



D1000 'Western Enterprise' BR Maroon Small Yellow Panel

Limited Edition of 300

Standard - £151.99
DCC Fitted - £178.99
DCC Sound Fitted - £276.99

This model will represent D1000 as it was between October 1964 - June 1967 with larger name & number plates compared to the other Westerns. Cast BR aluminium crest and ventilation grilles on the front valances, features unique to D1000, are also included.

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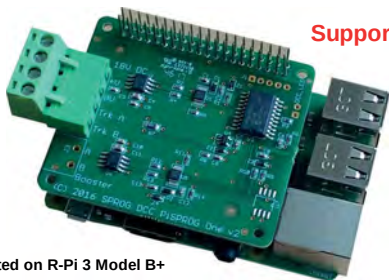
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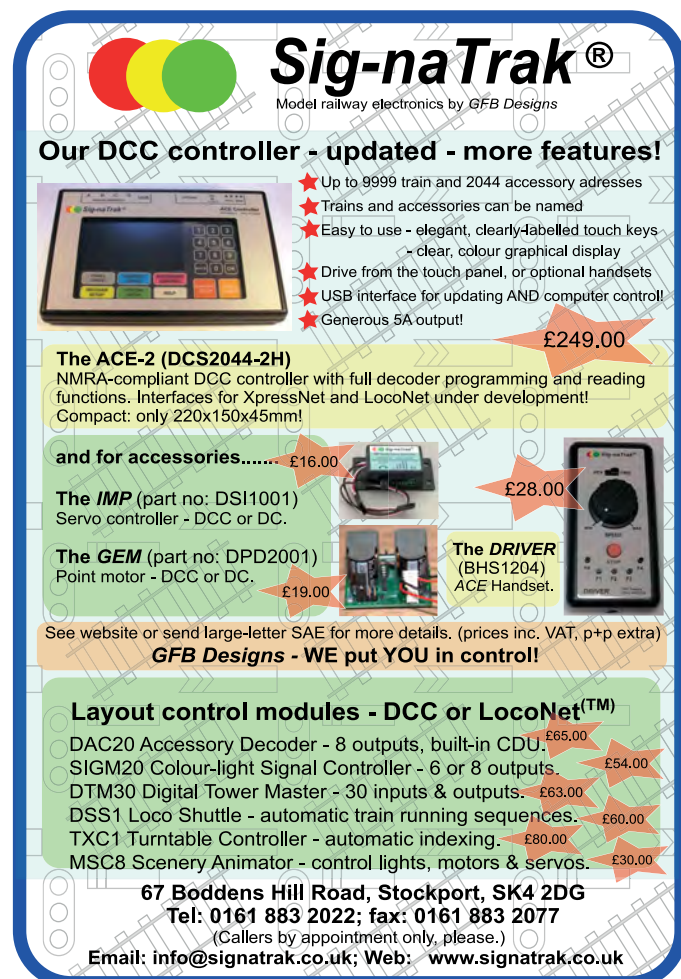
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COVENTRY TOY & TRAIN FAIR, The Connexion Leisure Club, Leamington Rd, Ryton-on-Dunsmore, Coventry, CV8 3FL Sunday 14th October 2018 10.30am-3pm more than 150 stalls Adults £3 Seniors £2.50 Children £1 (under 5s free) FREE PARKING www.bpfairs.com Tel: 01604846688

CHESTER TOYFAIR, The Cheshire County Sports Club, Plas Newton Lane, Upton, Chester CH2 1PR. Saturday 13th October 10.30am-2.30pm, £2.00 entry, Tony Oakes Fairs 01270 652773

KIDDERMINSTER TOYFAIR, GILT EDGE LEISURE CENTRE, Zortech Avenue, Kidderminster. DY11 7DY (off A451). Sunday 23rd September 10.30am-2.00pm, £1.50 entry, Tony Oakes Fairs 01270 652773

WIRRAL SUNDAY 30TH SEPTEMBER 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

- SEPT 15/16 AYR MR Exhibition**, The Citadel Leisure Centre, Ayr, KY7 1JB. Sat 10-5, Sun 10-4.
SEPT 22 - BURY ST. EDMUNDS Model Railway Club Annual Exhibition, Thurston Sixth, Beyton Campus, Drinkstone Rd, Beyton, Bury St Edmunds, Suffolk IP30 9AQ. Saturday 10 - 5
SEPT 22/23 - HALIFAX MR Exhib, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.
SEPT 29/30 - WORTHING MR EXHIBITION, Durrington High School, The Boulevard, Durrington, Worthing, West Sussex. BN13 1LA Sat 10-5, Sun 10-4. Plenty of FREE Parking
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 MR Exhibition, The Leas Cliff Hall, Folkestone, Kent. CT20 2DZ. Sat 10 – 5.30, Sun 10 – 5.
OCT 6/7 - FAREHAM Fareham & District MR 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 Rd, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30. www.farnhammrc.org.uk
OCT 20 - CHICHESTER M/RAILWAY EX, Boy's H/Sch, Kingsham Rd, Chichester, W.Sussex. PO19 8AE. 10-5.
OCT 20/21 - UCKFIELD MODEL RAILWAY EX, Uckfield Civic Centre, Uckfield. TN22 1AE Sat/Sun 10 - 5.
OCT 27/28 - ABERDEEN MR EXHIBITION, Hallmark Hotel, Aberdeen Airport, Aberdeen, AB21 7DW Sat 10-5/Sun 10-4. www.facebook.com/AberdeenModelRailwayclub
OCT 27/28 - LEEDS The Leeds Model Railway Society MR Exhibition, The Grammar School, Alwoodley Gates, Harrogate Rd, Leeds, LS17 8GS, Sat 10 – 5, Sun 10 – 4.30. Plenty of Free Parking.
OCT 27/28 - STOCKPORT Hazel Grove & District MR Society Exhibition, Hazel Grove Recreation Centre, Jacksons Ln, Hazel Grove, Stockport, Cheshire, SK7 5JX. Sat10 – 5, Sun 10 – 4.
NOV 3 - HIGH WYCOMBE - WYCRAIL 18 MR Exhibition, Cressex Community School, Cressex Rd, High Wycombe Bucks, HP12 4UD. Sat 10-5.
NOV 3/4 - SPALDING MR 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 - IPSWICH MR Ex, Rushmere Hall Primary School, Lanark Rd, Ipswich, Suffolk IP4 3EJ, Sat 10 - 5pm.
NOV 10/11 TELFORD IPMS SCALE MODEL WORLD, The Telford International Centre, St. Quinten Gate, Telford, TF3 4JH. Sat 10-6, Sun 10-4.
Nov 16-18 - WAKEFIELD 57th Model Railway Ex, Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY Fri 5.30-9. Sat 10-5.30. Sun 10-4.30.
Nov 17 - PORTSMOUTH South Hants Model Railway Ex, Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hants PO3 5XT. 10-5. *Plenty of Free Parking.
Nov 17/18 - WORKINGTON Model Rail Show, University of Cumbria, Enercus Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria, CA14 4JW. Sat 10 - 5, Sun 10 - 4. 5th Year at this NEW VENUE.
Nov 24/25 - BIRMINGHAM Warley National Model Railway Ex, Hall 5, NEC Birmingham B40 1NT. Sat 9.15 - 6, Sun 9.15 - 5. www.warley-mrc.org.uk.
Coming to Warley? - Why not try Sunday?? The show is less busy see more of the layouts AND a lot easier to get to our stand!!! :-)
Been to Warley before? Didn't like it?? Found it too crowded???
Maybe you said "never again"???? Well.....
The show is now planned to have much wider aisles, larger gaps between layouts, much more seating in the refreshment areas and now with the "Kids for a Quid" Promotion - now is the time to think about revisiting Warley and see just how the show has evolved!!!!Plus for this event Squires assembles the largest exhibition display stand of Modelling Tools, Materials and Accessories of any show in the country!!!! (Probably!!!!!!) :-)

EXHIBITIONS AND SHOWS IN 2019

- Jan 12/13 - BOGNOR REGIS Model Railway Ex**, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL Sat 10 - 5, Sun 10 - 4.30. Plenty of Free Parking.
Jan 19/20 - CALNE Model Railway Ex, Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - **Enlarged Show for 2019**
JAN 20 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meys Road, Guildford, Surrey, GU2 7AD. Sunday 10-5.
JAN 26/27 KENDAL MODEL RAILWAY EX, Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5
Jan 27 BRISTOL - Bristol 'O' Gauge Group Ex, University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sun 10 - 4.00pm.
Feb 22/23/24 GLASGOW Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW Fri 10.30-6, Sat 9.30-6, Sun 9.30-5 www.modelrail-scotland.co.uk.
Mar 2/3 - PRESTON Preston & District Model Railway Ex, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8JR. Sat/Sun 10 - 5pm
Mar 9/10 - Keighley Model Railway Club 44th Exhibition University Academy Keighley, Green Head Rd, Utley, Keighley, BD20 6EB. Sat/Sun 10-4.30. Plenty of FREE Parking.
Mar 16 - ABINGDON ABRAIL 2018 Model Railway Ex, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5pm.
MAR 16/17 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.
APRIL 13/14 CORSHAM Trainwest 2019 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 **Plenty of FREE Parking**
April 20/21/22 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - 5, Monday 10 - 4.30.
April 27 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs WN7 4JY 10 - 4.00

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NEXT ISSUE

Bewdley

Graham Heald's love for the Great Western Railway and prototype modelling led him to recreate the Severn Valley Railway's impressive station at Bewdley in the West Midlands. However, he didn't set out to model it in preservation, instead reflecting its operation between 1958 and 1969. Next issue we bring you the full story on this fascinating and instantly recognisable 'OO' gauge layout.



PLUS!

- The latest reviews
- Highlights from the Great Electric Train Show

- Exclusive competition
- Railway history
- Staff Projects

- The latest news
- Step by step guides
- Inspirational layouts

MODELLING EASTERN 2-8-0s



The Eastern Region had a wide range of heavy freight 2-8-0s. Next month Tim Shackleton begins a two part voyage into the realms of 2-8-0s by building an 'O4/8' using a Bachmann 'B1' 4-6-0 and 'O4' 2-8-0 as well as creating an unusual vacuum braked 'O1' 2-8-0 using Hornby's model as the basis.

WATFORD JUNCTION

Few could find the space to model several areas of the southern section of the West Coast Main Line, but Andrew Armitage did just that in this fascinating and compelling 'N' gauge loft layout. Set in the 1970s and 1980s, this 30ft layout never leaves home, but has all the operation you could ever want and more. Read all about it in HM137.



THE NEXT ISSUE OF
HORNBY
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2D-019-009 - Class 43 HST GWR Green 43187/43188

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4F-043-004 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978337

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7F-048-001 - MGR HAA Coal Wagon (Red Cradle) 350274 ERA 7-8

7F-048-002 - MGR HAA Coal Wagon (Red Cradle) 355203 ERA 7-8

7F-048-003 - MGR HAA Coal Wagon (Red Cradle) 353823 ERA 7-8

7F-048-004 - MGR HAA Coal Wagon (Blue Cradle) 351351 ERA 8-9

7F-048-005 - MGR HAA Coal Wagon (Brown Cradle) 354317 ERA 5-7

7F-048-006 - MGR HAA Coal Wagon (Brown Cradle) 359180 ERA 5-7

7F-048-007 - MGR HAA Coal Wagon (Brown Cradle) 359447 ERA 5-7

7F-048-008 - MGR HAA Coal Wagon (Yellow Cradle) 354469 ERA 7-8

4F-012-019 - Ventilated Van - BR Bauxite B768120

4F-012-020 - Ventilated Van - BR Bauxite B768120 Weathered

4F-014-015 - Fruit D - GWR Shirtbutton 2873

4F-014-016 - Fruit D - GWR Shirtbutton 2873 Weathered

4F-036-025 - Grain Hopper - BR B885320

4F-036-026 - Grain Hopper - BR B885320 Weathered

4F-071-152 - 7 Plank - Buckley Junction 26

4F-071-153 - 7 Plank - Buckley Junction 26 Weathered

4L-001-005 - Junction Signal GWR Right hand with two arms shorter post to right

4L-001-006 - Junction Signal GWR Left hand with two arms shorter post to left

4L-001-007 - Bracket Signal GWR Right hand with one arm

4L-001-008 - Bracket Signal GWR Left hand with one arm

All product release dates correct at time of going to press

2F-028-104 - 45Ft High Cube Container P & O Ferry 008460 2 & 008037 7

2F-028-104 - 45Ft High Cube Container P & O Ferry 008460 2 & 008037 7 Weathered

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