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HORNBY

magazine

Issue 138 **December 2018**

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REVIEWED

**HELJAN 'O' GAUGE
CLASS 25/3**



PLUS...

- Hornby GWR Class 43s for 'OO'
- Olivia's BOC tankers for 'OO'
- Dapol BR 20ton brake van for 'O'

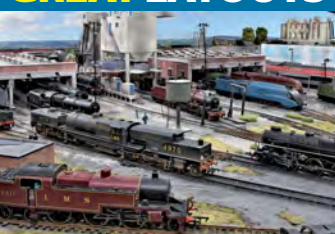
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GREAT LAYOUTS



- Lakeside in 'OO' gauge
- Wolfe Lowe in 'O' gauge
- Clifton and Lowther in 'N'

**LATEST
NEWS**

RHAPSODY IN BLUE

BR's first passenger
livery - full locomotive
survey and new
2019 models



- GT3 'OO' model official launch
- Diesel brake tenders are back in stock
- Accurascale plans 'OO' PCA
- Hornby Magazine award winners revealed

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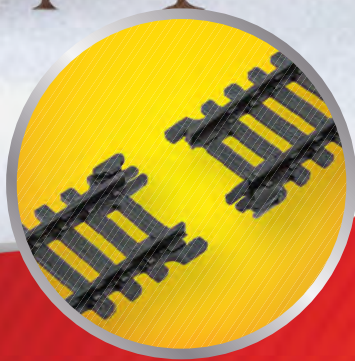
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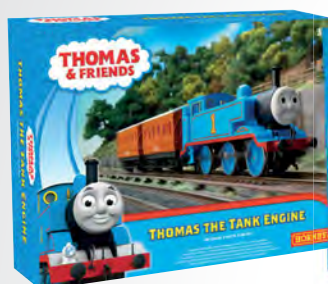
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HORNBY magazine

December 2018

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HORNBY magazine

LATEST OFFERS

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WE SHOW YOU HOW!

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BASIC ELECTRICS

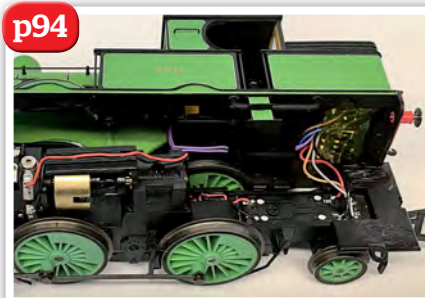
In the latest installment of the basic electrics series Mike Wild shows you how to improve the electrical reliability of live frog turnouts.

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Nigel Burkin develops a Class 310 Electric Multiple Unit (EMU) for 'N' gauge from ready-to-run carriages, 3D printed parts and a set of vinyl overlays.

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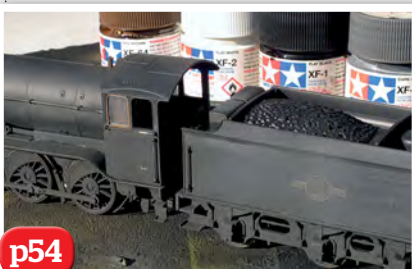
WEATHERING

Tim Shackleton demonstrates how he achieved a realistic weathered finish using his collection of 'OO' gauge Eastern Region 2-8-0 heavy freight locomotives.

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Jeremy Fairlie-Smith adds digital sound with 'stay-alive' capability to Oxford Rail's 'OO' gauge Adams 'Radial' 4-4-2T.



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Nigel Burkin takes on construction of a West Coast Main Line Class 310/0 in 'N' gauge using Electra Railway Graphic vinyl overlays, Graham Farish Mk 2 carriages and 3D printed cabs.

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UPDATE

The latest news from around the model railway scene including new model announcements from Accurascale and Train Tech, a preview to the Warley National Model Railway Exhibition, highlights from the Great Electric Train Show and much more. Plus, you could win Hornby models worth £1,000 in our latest exclusive competition.

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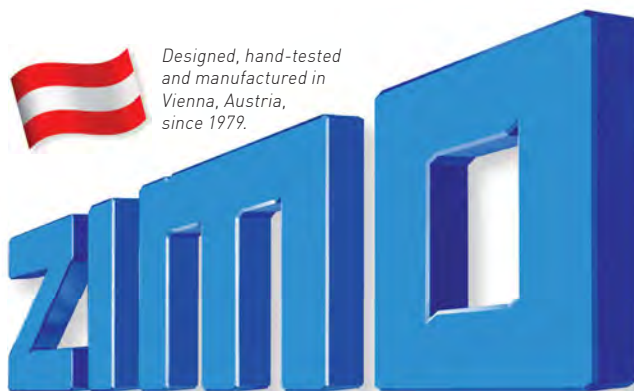
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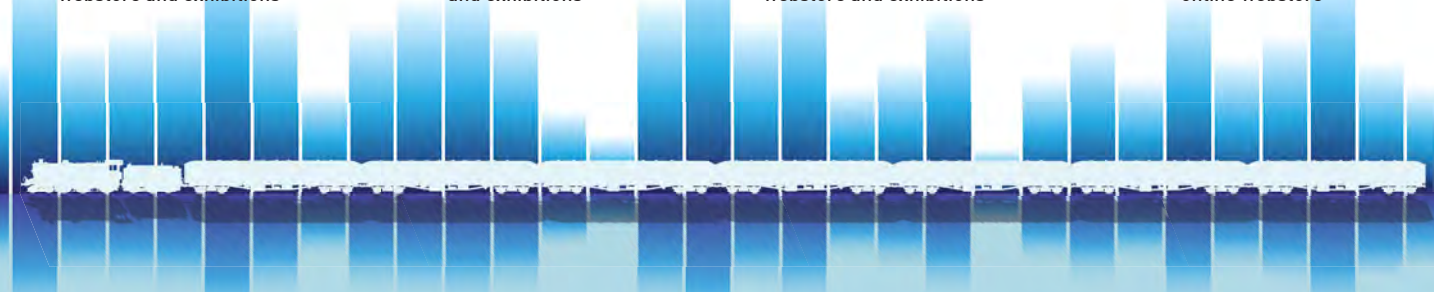
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Welcome

THE EDITOR'S PAGE



NOVEMBER is always filled with anticipation as we approach the biggest event of the year for the hobby - the Warley National Model Railway Exhibition. This year's event takes place on

November 24/25 at the National Exhibition Centre (NEC) in Birmingham where more than 90 layouts, over 100 traders and an impressive list of demonstrators join together for a spectacular event.

I've been attending the Warley show at the NEC since I was a teenager and I've loved being there every year. It is a huge event and there is always a great buzz in the atmosphere as modellers attend searching for the best prices, elusive models and in the hope of sniffing out the latest announcements for new ready-to-run products.

New products are a big part of our weekend at the show. Every year we have a studio set up behind the scenes to photograph the latest samples so, even if you can't be there

in person, we can bring you the full list of new announcements and the latest samples in the next issue of *Hornby Magazine*.

This year will also see KR Models officially launch its 'OO' gauge model of unique English Electric gas turbine prototype GT3 at the Warley show - a bold move but one which has been gaining support since it first appeared on social media in spring this year (HM133). You can read more about the model in Update this issue.

Warley 2018 also marks the launch of our latest exhibition layout - a late 1990s West Coast Main Line theme 'OO' gauge scene which includes overhead electrics and a cement works. You can read more about this in Staff Projects this issue while the full story and more forms part of this year's annual *Hornby Magazine Yearbook* which goes on sale on November 24 at the Warley show.

There is much more to look forward to in this issue too including news of a new range of figures by Hardy's Hobbies, Heljan's latest 'O' gauge ready-to-run locomotive, new rolling stock from Bachmann, Olivia's Trains and Hornby for 'OO' gauge, new wagons for 'O' by Dapol and all the latest model railway news from around the scene.

We have three great layouts in 'OO', 'O' and 'N' gauge to inspire your own model railways as well as hands on features showing you how to build a Class 310 in 'N' gauge, explaining how frog switching can benefit live frog points and a guide to installing digital sound in the Oxford Rail Adams '0415' 4-4-2T. Plus Tim Shackleton is back in the weathering saddle with his guide to Eastern Region heavy freight locomotives.

Add to this Trevor Jones' comprehensive survey of BR lined blue steam locomotives, the history of the Class 25 and its sub classes and full listings for all the model railway shows coming up this November and December and we are sure that this issue will keep you occupied on the long winter evenings.

We hope you enjoy the latest issue and if you are attending the Warley show do come over and meet the team.

Happy modelling!

Mike Wild
Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE DECEMBER 2018

WIN! £1,000 MODEL GIVEAWAY

20 Your chance to win one of four stunning prizes in our exclusive Hornby Hobbies model giveaway competition including train packs and sets.

REVIEWED

74 Heljan has released its new 'O' gauge Class 25/3 Bo-Bo diesel. It headlines this issue's reviews alongside all the latest releases.

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54 Tim Shackleton returns to his weathering palette to show you how to recreate authentic heavy freight locomotives.

94 Jeremy Fairlie-Smith goes to town on the Oxford Rail Adams 4-4-2T to give it a digital sound makeover.

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• Wolfe Lowe in 'O' gauge
• Clifton and Lowther in 'N'

LATEST NEWS
• GT3 'OO' model official launch • Diesel brake tenders are back in stock
• Accurascale plans 'OO' PCA • Hornby Magazine award winners revealed

RHAPSODY IN BLUE
BR's first passenger livery - full locomotive survey and new 2019 models

FREE EXCLUSIVE 2019 CALENDAR

Free with this issue is our annual calendar featuring the best in model imagery.



FEATURE LAYOUTS

- **Lakeside:** We go behind closed doors to take a full tour of Michael Smith's impressive 40ft long 'OO' gauge loft layout.
- **Wolfe Lowe:** Shaun Horrocks reveals the story behind this fascinating early 1920s 'O' gauge layout.
- **Clifton and Lowther:** Eric Farragher chose the West Coast Main Line in the 1960s for his latest 'N' gauge project.

LATEST NEWS

- The latest model railway news including the official launch of GT3 for 'OO', new wagons from Accurascale and the return of Hornby Magazine's diesel brake tenders.

'OO' GT3 SET FOR WARLEY LAUNCH



KR MODELS IS SET TO officially launch its project to produce a ready-to-run model of English Electric gas turbine prototype GT3 at the Warley National Model Railway Exhibition on November 24/25.

The 'OO' gauge model of GT3 was first proposed in June this year (HM133), but since then project

leader Keith Revell has moved forward to be able to offer DCC ready and potentially a DCC sound equipped version of the unique 4-6-0. The current schedule will see GT3 arrive with customers in December 2019 with prices starting from £185 for a DCC ready model.

GT3 was built by English Electric at Vulcan Foundry in Newton-le-

Willows between 1958 and 1961. It was the third gas turbine prototype following on from the Western Region operated 18000 (built by Brown-Boveri in Switzerland) and 18100 (built by Metropolitan Vickers). GT3 stood out as it used a steam locomotive style 4-6-0 chassis for the locomotive with a tender behind to carry kerosene fuel.

GT3 had a reported maximum speed of 90mph, 2,750hp and 38000lbf of tractive effort. It only operated on British Railways metals until 1962 when it was returned to Vulcan Foundry.

KR Models is currently researching the project to move it forward to tooling and production. This is complicated by

New 2019 products from Train-Tech

Train-Tech launched its new 2019 products on October 13/14 at the Great Electric Train Show in Milton Keynes. Spearheading the new announcements is Smart Screen (Cat No. SD1), a self-contained working animated screen for 'OO', mimicking electronic destination display boards seen on station platforms and on some modern multiple units. Displays can be customised to suit your requirements, with messages also capable of scrolling across the screen too, such as station calling points. Suitable for use with analogue (DC) or digital (DCC) operation, the OLED screen measures 31mm x 9.5mm and has been designed to be platform mounted or fitted within a suitable 'OO' gauge model. It can display different



messages according to the direction of travel, using an in-built digital decoder and can also be used in conjunction with the manufacturer's Track Sensor system. Also launched during the weekend

is Train-Tech's new Sound Track sound recorder. This hand-held device has been designed so that you can record your own audio and play it back on the layout. It features four different sound

tracks, which can be played back instantly by pressing one of the four buttons on the device, or it can be triggered using a digital command or in conjunction with Train-Tech's Track Sensor system. The portable sound recorder features an in-built microphone, loudspeaker, volume control, storage for four audio files up to 35 seconds each, a lock feature and more. Measuring 111mm x 57mm x 30mm, it can be powered from DC or DCC inputs, as well as a 9volt internal battery. Prices for the Smart Screen are set at £50, with a twin-pack (SD2) also available, priced £90. Compatible 3D-printed screen enclosures are priced at £10. The Sound Track sound recorder is priced at £69. ● Visit www.train-tech.com to find out more on these and Train-Tech's new 2019 range.

Unique gas turbine prototype GT3 passes Moor Park in September 1961. This English Electric built locomotive is the subject of KR Models first 'OO' gauge ready-to-run locomotive which is to officially launch at the Warley show on November 24/25. Colour Rail.



the fact that the real locomotive was scrapped in 1966.

Visitors to the Warley National Model Railway Exhibition will be able to find out more at the KR Models stand - A41 - while the manufacturer's new website is due to go live during November.

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

Hornby Peckett



Hornby has received the latest version of its sought after Peckett 'W4' 0-4-0ST for 'OO' gauge. Modelling works number 560 of 1893, the model is delivered in Peckett works livery of leaf green with black lining and works lettering along the running plate. The locomotive was built for the United Alkali Co of St Helens in Lancashire. This new issue of the Peckett 'W4' has the same highly detailed body as the original batch launched in 2016 (HM115), small tension lock couplings in NEM pockets, and space for a Hornby four-pin decoder.

● Visit www.hornby.com for more information.

Named train Bulleids for Kernow

Kernow Model Rail Centre is producing a new batch of its 'OO' gauge Bulleid 1-Co-Co-1 diesels, following the sell-out of its previous releases.

Six models are planned, four of which are re-issues but will come with appropriate named train headboards for the first time. The new batch will model 10201 in BR black with early crests and 'Bournemouth Belle' headboard (Cat No. K2701A), 10202 in BR black with early crests and a 'Golden Arrow'

headboard (K2702A), 10203 in BR black with early crests and an 'Atlantic Coast Express' headboard (K2703A) and 10203 in BR green with late crests and a 'Royal Scot' headboard (K2704A).

Headboards will be supplied separately within the packaging, together with limited-edition certificates. Just 150 of each will be produced.

The remaining two locomotives will be standard releases as 10201 in BR green with late crests and grey roof (K2705) and 10202 in

BR green with late crests and grey roof (K2706) - this being the first time these models have appeared in this livery with late crests suitable for use on London Midland Region set layouts.

Prices are £179.99 DCC ready and £309.99 for DCC sound-fitted locomotives, with a discount offered to customers who pay in full immediately. Delivery is anticipated during the first quarter of 2019.

● For more details visit www.kernowmodelrailcentre.com

Kernow is producing a set of new limited editions using its Bulleid diesels as the basis, some of which will come with named train headboards. In July 1958 10203 approaches Weaver Junction carrying the 'Royal Scot' headboard. R. Whitfield/Railphotoprints.uk.



Heljan updates 'O' gauge Class 117, 121 and 122 DMU projects

Heljan has shown progress on the CAD drawing works for its series of Pressed Steel and Gloucester Diesel Multiple Units (DMUs) for 'O' gauge covering the Class 117 three-car units as well as the Class 121 and 122 single DMUs. The range also incorporated the Class 149/150 driving trailer cars suitable to run with the Class 121 and 122 respectively. Tooling for the models is now in progress and the Class 117 will be available in early and later formats with different buffers and exhausts while the Class 122 will have options for the front end layout. Heljan has also stated that work on the Class 120 Swindon cross-country units has been put on hold due to a lack of drawings and reference material. Prices for the models are expected to start from £275 and Heljan is expecting



to show the latest progress on the DMU projects at the Warley National Model Railway

Exhibition in November this year. ● Visit www.heljan.dk for more information.

DIESEL BRAKE TENDERS NOW IN STOCK!

HORNBY MAGAZINE'S new production run of 'OO' gauge diesel brake tenders are now in stock and available to purchase.

This latest batch of the popular models consists of three limited runs of 500 units, all with new running numbers, as B964039E in BR plain green (Cat No. HM-DBT-014), B964065 in BR green with small yellow warning panels (HM-DBT-015) and B964116 in BR blue with split yellow warning panels (HM-DBT-016).

Prices are set at £34.99 each, inclusive of postage and packaging, and can be ordered online at www.keypublishing.com/shop or by telephoning our mail order team on 01780 480404, while stocks last. Subject to availability they will also be on sale from the Hornby Magazine stand at the Warley Model Railway Exhibition on November 24/25.

● Visit www.hornbymagazine.com for more information.

Hornby Magazine's 'OO' gauge diesel brake tenders are back in stock. On June 6 1967 Class 37 D6772 heads an up freight past Norton South towards Stockton and Thornaby with a diesel brake tender at the front of the formation.

Chris Davies/Railphotoprints.uk.



Cat No. HM-DBT-014 models B964039E in plain BR green with three-spoke handwheels.



Cat No. HM-DBT-016 models B964116 in BR blue with split yellow warning panels.



Cat No. HM-DBT-015 models B964065 in BR green with small yellow warning panels.



Realtrack shows latest Class 156 samples



Realtrack Models has received decorated samples of its next batch of 'OO' gauge Class 156 Diesel Multiple Units (DMU) for evaluation.

Nine new models are planned, including five in British Rail's Provincial sector colour scheme,

each displaying different destinations as 156438 Cardiff-Portsmouth Harbour (Cat No. RT156-311), 156497 Carlisle-Leeds (RT156-312), 156458 Inverness-Glasgow (RT156-313), 156418 Liverpool-Norwich (RT156-314) and

156452 Cambridge-Birmingham (RT156-315). Four models will appear in East Midlands Trains' livery as 156405 Derby-Crewe (RT156-115), 156473 Lincoln-Leicester (RT156-116), 156410 Nottingham-Skegness (RT156-118) and 156406

Nottingham-Worksop (RT156-119).

Prices are set at £230 DCC ready, £290 DCC-fitted and £350 for DCC sound-fitted models. A delivery date has yet to be confirmed.

● **For more information visit** www.realtrackmodels.co.uk.

'15 Guinea' special pack out now

Hornby's 2018 train pack to mark 50 years since the end of British Railways main line steam operation is now available (Cat No. R3607).

The limited edition of 1,000 packs features BR's last operational 'Britannia' 4-6-2 70013 *Oliver Cromwell* in BR lined green, BR maroon Mk 1 Brake Second Open E9223 and BR blue and grey Mk 1 Tourist Second Opens M4995 and M4933.



'Cromwell' hauled the special, reporting code 1T57, forward from Manchester Victoria to Carlisle and the accessory pack includes a 4mm

scale replica of the train reporting number for optional addition to the front of the 'Britannia'. A limited edition certificate is also included.

This special edition train pack is available now from Hornby retailers.

● **Visit** www.hornby.com **for more information.**



NEW MARKLIN MYWORLD CHILDRENS SETS ARRIVE

Gaugemaster has taken delivery of two new children's starter sets in the Marklin MyWorld range.

Designed for ages 3-6, MyWorld trains feature sturdy construction, three speed levels using on board batteries which can be recharged using a USB cable.

The Airport Express elevated starter set includes MyWorld's new power control stick, elevated track sections as part of the included circuit, a two-car airport train, a removable roof and interior detail plus sounds and lights.

Also newly released is an airport with light and sound functions which is designed to join with the Airport Express elevated starter set. It is a clip together kit which is also compatible with the Majorette Creatix road system and consists of an airport building which can be decorated with the supplied sticker sheet.

Further sets and additional track components are available in the MyWorld series.

● **Visit** www.gaugemaster.com **for more information.**

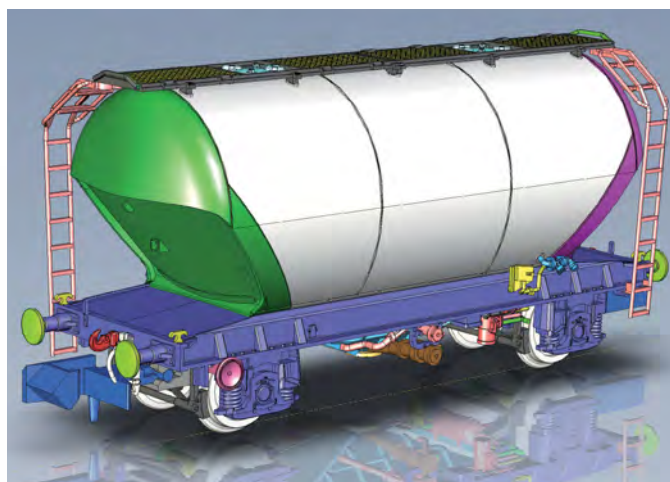
Accurascale announces **PCA CEMENT WAGON**

ACCURASCALE unveiled plans for its next wagon project at the Great Electric Train Show in Milton Keynes on October 13, the CFMF PCA cement wagon in both 'OO' and 'N' gauge – the latter model in collaboration with Realtrack Models.

The wagons were built in France and entered service with STS Leasing in the early 1980s, finding work initially with Rugby Cement and Blue Circle Cement on their respective traffic flows, while in the mid-1990s they were leased to Castle Cement, where they are still in operation today.

Each 'OO' wagon will feature a wealth of detail and is expected to include over 100 separate parts including ladders, etched walkways, pipe runs, small tension lock couplings in NEM pockets together with thought given to 'EM' and 'P4' conversion and more.

15 triple-packs of individually numbered PCA cement wagons are planned with four packs in STS dark grey (Cat Nos. ACC2020STA-ACC2023STD), five packs in



Rugby Cement (ACC2024RGE-ACC2028RGI) and six packs in Castle Cement (ACC2029CSJ-ACC2034CSO) colour schemes.

Prices are set at £69.95 per triple-pack of 'OO' gauge wagons, while rake deals are also available containing 12 STS dark grey PCAs at £255.20, 15 Rugby Cement PCAs at £319 and 18 Castle Cement PCAs at £389. All 45 wagons can also be purchased as one bundle, priced £925.

Accurascale's 'OO' gauge project is well advanced with delivery anticipated during January 2019.

Meanwhile, Realtrack Models will be releasing individually numbered 'N' gauge PCA cement wagons with a single triple-pack of STS dark grey PCAs (Pack A), two triple-packs in Rugby Cement (Pack E/Pack F) and four triple-packs in Castle Cement (Pack J-M) colour schemes. Each 'N' gauge triple-pack of PCA wagons is priced at £78, with delivery also expected during the first quarter of 2019.

● Visit www.accurascale.co.uk and www.realtrackmodels.co.uk for more information.



Irish Railway Models announces CIE A/001 Co-Co diesel for 'OO'

The Coras Iompair Éireann (CIE) Metropolitan-Vickers A/001 Co-Co diesel-electric locomotive has been selected as Irish Railway Models first 'OO' gauge ready-to-run locomotive with release anticipated in the fourth quarter of 2019.

The CIE A/001 diesels were built at Dukinfield Works, Manchester, between 1955 and 1956 with a Crossley two-stroke engine developing 1,200hp. They were used across the country on express and freight traffic, but were rebuilt with General Motors

engines in the late 1960s to replace the original power units.

The Irish Traction Group owned preserved example, A39R, was surveyed at the Downpatrick and County Down Railway during 2018 and CAD work has been completed by Irish Railway Models. The specification includes a tungsten metal chassis, five-pole motor with twin flywheels, Kinematic couplings and NEM pockets, metal helical gearbox, realistic maximum speed, DCC ready, factory fitted speakers, directional lighting, marker lights,

separate cab lighting and engine bay lighting. Other features include rotating axlebox hubs, and design for a minimum of second radius curves. The CIE A/001 will also be designed to accept 21mm gauge axles.

Irish Railway Models will be modelling the original and rebuilt locomotives with a range of liveries including lined green, plain green, black, black and tan, supertrain and Irish Railway colours.

Prices are set at €189.95, with the special limited edition of A1 priced at €219.95.

● **For full details visit**
www.irishrailwaymodels.com



NEWS IN BRIEF



■ Vintage Miniature Models has added a Thames Spirit sail barge to its range of 4mm and 2mm scale models. Supplied as a kit it includes a four-piece hull, deck, hatch covers, masts, sails and more. Semi-complete models with fully-painted hull, crew figures, cargo, masts and sails will also be offered. Prices start from £75 for the 4mm scale kit and £110 for semi-completed models. The 2mm scale kit is priced at £36.

● **www.vintageminiaturemodels.co.uk**

■ 3dk has added two new kits to its range of 'OO' gauge downloadable model building kits, with sets of industrial arch workshops (Cat No. 00-27) and brick retaining walls (00-28).

14 different designs of industrial arch workshops can be selected in a variety of finishes, which have been designed to complement the brick retaining wall kit. As supplied, the workshops measure 150mm x 90mm, while the brick retaining walls measure 720mm x 130mm. Each can be downloaded and printed, enabling multiple kits to be assembled.

Priced at £2.99 for the workshops and £3.99 for the retaining walls, they are available now.

● **www.3dk.ca**

Hardy's Hobbies launches finescale figures range



A new range of figures for 4mm and 7mm ('OO' and 'O') scales has been launched by Hardy's Hobbies. The range uses 3D scanning and CAD techniques to generate resin printed figures created using railway staff and reenactors to create highly detailed models.

Prices start from £3 for 'OO' and £5 for 'O' gauge figures with subjects including railway workers, passengers, locomotive

crews, accessories and animals. Painted figures are also available priced from £6 each in 'OO'.

In total 50 figures are currently available and Hardy's can also produce figures to order in larger scales.

Accessories, in 'O' gauge, include an oil can pack, drivers accessories, high intensity lamps and tea cans.

● **To see the full range visit**
www.hardyshobbies.co.uk

Accurascale's 'OO' Cemflo progresses

Accurascale has received the first pre-production sample of its forthcoming 'OO' gauge Metropolitan-Cammell Cemflo/PCV cement wagon for evaluation.

More than 40 of the wagons are planned in Blue Circle Cement's distinctive aluminium finish, split between pre-TOPS and TOPS identities. Single wagons include pre-TOPS LA200 (Cat No. ACC1057PCV1) and TOPS APCM8594 (ACC1072PCV2), while seven pre-TOPS triple packs



(ACC1050PCVA-ACC1056PCVG) and six TOPS triple packs (ACC1065PCVH-ACC1070PCVM) will each contain three individually

numbered Cemflo/PCV wagons.

The company has identified several alterations that are required before the wagon can progress to the decoration stage. Delivery is still planned for April 2019.

Revised prices (HM137) are set at £24.99 for single wagons, £69.95 for triple packs, £459.95 for a 22 wagon pre-TOPS bundle and £399.95 for a 19 wagon TOPS bundle.

● **For more details visit**
www.accurascale.co.uk



■ Fox Transfers has added a selection of new etched steel headboards commemorating the Centenary year of the end of the First World War. Eight exclusive designs are available in 2mm, 4mm and 7mm scales, with each depicting the iconic Poppy image. All profits from the sales of the headboards will go to the British Legion Poppy appeal (registered charity no. 219279).

● **www.fox-transfers.co.uk**

Warley National Model Railway Exhibition PREPARES TO OPEN ITS DOORS

Britain's biggest model railway exhibition takes place on November 24/25. **MARK CHIVERS** previews the Warley show and picks out highlights from the show line-up.



THE COUNTDOWN IS ON to the Warley National Model Railway Exhibition at the National Exhibition Centre (NEC) in Birmingham over the weekend of November 24/25.

This year's show promises more than 90 layouts including the debut of *Hornby Magazine's* latest yearbook project, West Coast Cement, a 'OO' gauge modern-era layout based on West Coast Main Line (WCML) practice in the late 1990s/early 2000s. This brand-new 20ft x 10ft Digital Command Controlled (DCC) exhibition layout features overhead catenary and

THE DETAILS

Event:	Warley National Model Railway Exhibition
When:	November 24/25
Where:	Birmingham National Exhibition Centre, Hall 5, B40 1NT
Times:	Sat 9.45am-6pm, Sun 9.45am-5pm
Website:	www.thewarleyshow.co.uk
Prices:	Adult one-day £17, Adult two-day £31 Child one-day £1, Child two-day £2

a cement works at its heart. It features in *Hornby Magazine* Yearbook No. 11, which goes on sale at the event. *Hornby Magazine's* editorial team will also be on hand throughout the weekend to answer your questions and queries,

while the *Hornby Magazine* stand (A42) will also be there with special offers on subscriptions, accessories and limited-edition models.

Also booked to appear are Darren Johnson's Croydon North Street (HM93), Leamington and

Warwick Model Railway Society's Duxbury (HM71), Somerset Railway Modellers Club's Gorbriton Hill (HM130), Jamie Mathlin's Oakley Green (HM104), Thornbury Hill Owners Group's Thornbury Hill (HM63), John Witts' Warton Road Preservation Society (HM79), John Holden's Liverpool Lime Street, Mick Bryan and Peter Taylor's New Bryford, Richard Harper's Sidmouth, Hayle Model Railway Club's Longreach and Rory Hamblin's Didcot 'A' Power Station, together with the first appearance of Warley Model Railway Club's Hawes Junction, and many more. 20



Above: Hornby Magazine will be displaying its new 'OO' gauge layout West Coast Cement. Full feature coming up in Hornby Magazine Yearbook No. 11.



Right: John Witts' Gauge 3 layout Warton Road Preservation Society is always a great hit (HM79). Trevor Jones/Hornby Magazine.



Right: Leamington and Warwick MRS will be exhibiting its 'OO' gauge layout Duxbury where BR steam runs side by side with London Underground stock.

Left: Somerset Railway Modellers Group's Gorbriton Hill is one of several 'O' gauge layouts booked for the Warley show in November (HM130). Trevor Jones/Hornby Magazine.

continental outline layouts will also be on display including Alton Model Railway Group's Pine Bluffs and Red Dot Mine, Cupar and District Model Railway Club's Four Feather Falls and Chris Middleton's Harpers Ferry.

If that wasn't enough, there will also be a special selection of layouts reflecting narrow gauge modelling, with prototype centrepieces from the Romney, Hythe and Dymchurch Railway and the War Office Locomotive Trust. A collection of micro-layouts will also be gathered together to demonstrate what can be achieved in a small space.

As with previous years, Warley is a great opportunity for manufacturers to display their latest releases and in-development prototype samples, with Accurascale, Bachmann Europe, Dapol, Darstaed, DJ Models, Hatton's Model Railways, Heljan, Hornby Hobbies, Oxford Diecast/Oxford Rail, Rapido Trains, Realtrack Models and Revolution Trains due to attend.

If you're looking for a specific modelling item or just have an eye for a bargain, more than 130 traders are expected, including ADM Turntables, C&L Finescale,

Cheltenham Model Centre, DC Kits/DE Videos, DCC Supplies, Digitrains, Ellis Clark Trains, Gaugemaster Controls, Going Loco, Grimy Times, Hereford Model Centre, Kernow Model Rail Centre, LCUT Creative, Locomotion Models, Megapoint Controllers, Petite Properties, Rails of Sheffield, Sawyer Models, South West Digital, Squires Tools, Ten Commandments, The Model Centre (TMC), Trains4U, WM Collectables, YouChoos and many more.

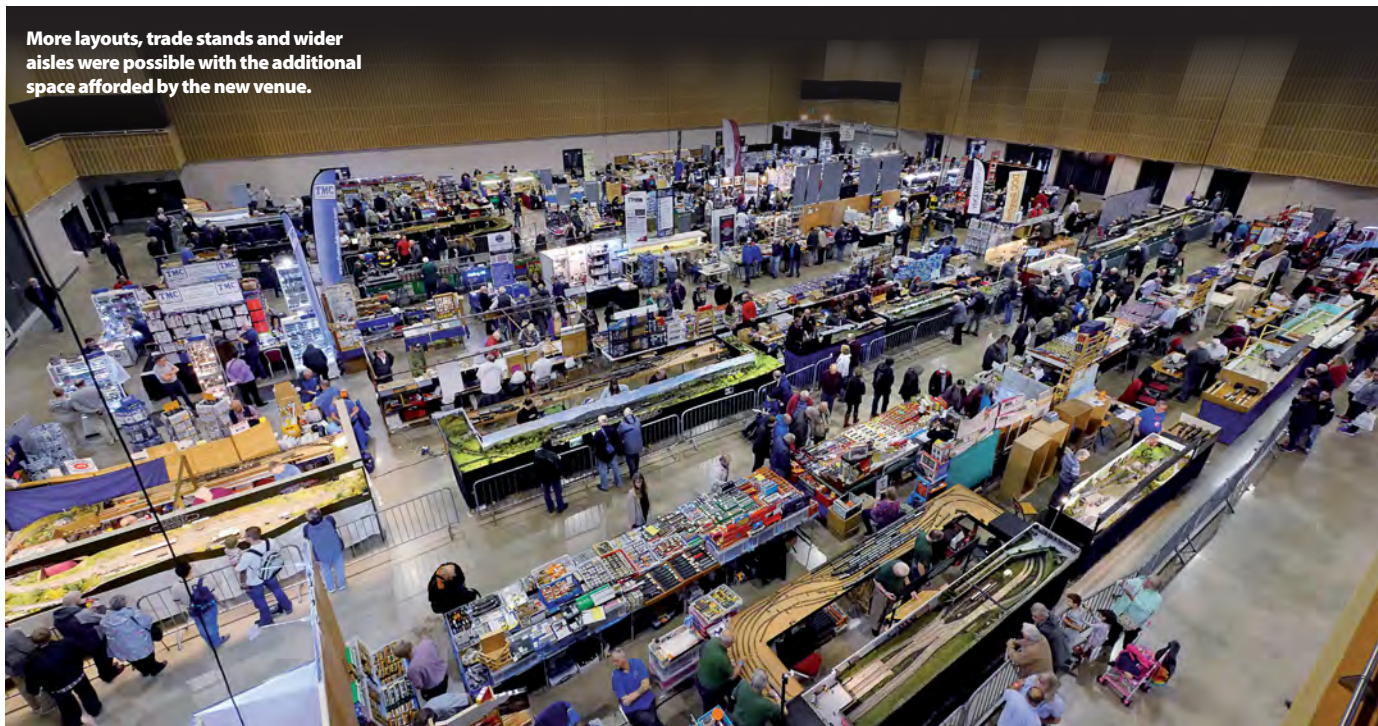
If it's advice or inspiration you're after, look no further than the line-up of experts who will be demonstrating their modelling skills,

know-how and techniques across the weekend, including digital control, electrics, ground cover, kit building, servicing, soldering, weathering and 3D printing.

Doors open at 9.45am both days, with advanced ticket holders gaining admission half-an-hour earlier from 9.15am and in a new move this year, children will be admitted for just £1 each when accompanied by a paying adult. 

● Visit www.thewarleyshow.co.uk for a full listing of this year's exhibitors, traders and demonstrations.

More layouts, trade stands and wider aisles were possible with the additional space afforded by the new venue.



The Great Electric

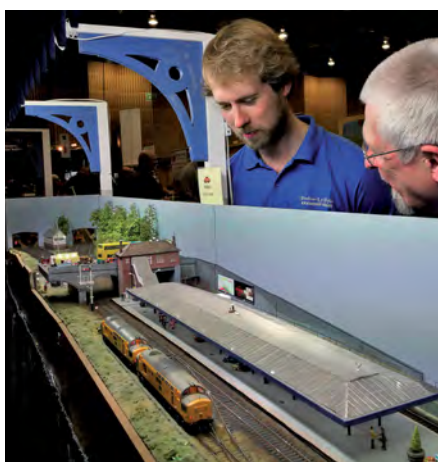
On October 13/14 thousands of visitors joined us for the 2018 Great Electric Train Show at its new venue in Milton Keynes. Here are a few of the highlights.

PHOTOGRAPHY, TREVOR JONES



Above: Hydraulic harmony as Hornby Magazine's Mark Chivers (centre) turns a Class 42 'Warship' on the MPD's turntable, while a second 'Warship' head away from Grosvenor Square bound for the storage yard with a third waiting to head to the depot for servicing.

Right: Greig Mackenzie's Poulton-le-Fylde showcased the modern privatised railway scene. A pair of Network Rail Class 37's await their next turn of duty.



Proving popular throughout the weekend, Graham Heald's 'OO' gauge slice of the Severn Valley Railway in the 1960s saw Bewdley win trophies for Best Scenic Layout and Best in Show.



Steve Cox's 'OO' gauge contemporary layout Readham, inspired by Reading and Cheltenham, caught visitors' attention through its use of Digital Command Controlled (DCC) trains, trams and accessories.



Set in the 1950s/1960s, Somerset Railway Modellers Club's 'OO' gauge layout, Oake, kept visitors entertained during the weekend.



Colin Snowdon's Batcombe was amongst the 'OO' gauge exhibits that drew crowds to the upper balcony at the Marshall Arena on both days.



Left: The Double O Gauge Association (DOGA) hosted a stand on the upper balcony, explaining more about the organisation and demonstrating 'OO' gauge locomotives under analogue and digital control.



Right: As well as ready-to-run models for sale, visitors could purchase plenty of kits and scenic bits, too, from traders such as Skytrex.

Train Show



AWARD WINNERS



Above: Hornby Magazine's 2018 Great Electric Train Show moved to the Marshall Arena in Milton Keynes this year. Expectant visitors hurry through the entrance to escape the elements and explore the new venue.



The Best in Show trophy, selected by visitors and the Best Scenic Layout awards, chosen by Hatton's Model Railways, were awarded to Graham Heald's 'OO' layout Bewdley (HM137). Mark Chivers.



Hatton's Model Railways attended the Great Electric Train Show for the first time, displaying recent releases and pre-production samples of their forthcoming models in 'OO' and 'O'.



Hornby Hobbies' Researcher Paul Isles awarded the Best Digital Layout to Steve Cox's Digital Command Controlled (DCC) 'OO' gauge model railway Readham. Mark Chivers.

Winner of the Best 'OO' gauge Locomotive category was Locomotion Models' Stirling 'single' 4-2-2 (HM133).



Hornby Magazine

THE WINNERS of the first annual *Hornby Magazine* Model Railway Awards were revealed at the Great Electric Train Show in Milton Keynes on October 13 following counting of the public votes entered on the *Hornby Magazine* website during September.

The Model Railway Awards were launched in HM136 offering short lists in seven categories including Manufacturer of the Year, Best Locomotive awards in three scales, innovation and retailer votes.

The winner of the **Best 'OO' gauge Locomotive** was Locomotion Models for its Great Northern Railway Stirling 'single' No. 1 with Hornby's Stanier 'Duchess' 4-6-2 a close second and Kernow Model Rail Centre's Bulleid 1-Co-Co-1 in third. The **Best 'O' gauge Locomotive** award went to Dapol for the Great Western Railway '57XX' 0-6-0PT followed by the Heljan centre headcode Class 20 in second and the Dapol LMS 'Jinty' 0-6-0T in third place.

Best 'N' gauge Locomotive

Below: Rails of Sheffield scooped the Best 'OO' gauge Carriage/Wagon award for its LNER Dynamometer Car (HM135).



Above: Dapol won the Best 'O' gauge Locomotive award for its GWR '57XX' 0-6-0PT (HM131).



Above: Dapol won the Best 'N' gauge Carriage/Wagon award for its Maunsell four-compartment Brake Third (HM134).

Below: The English Electric Class 40 by Graham Farish won the Best 'N' gauge Locomotive category (HM125).



Winner of the Best 'O' gauge Carriage/Wagon category was Ellis Clark Trains for the Darstaed BR Mk 1 carriages (HM130).



Model Railway Award 2018 winners

was received by Graham Farish for its English Electric Class 40 diesel in one of the tightest categories. The Dapol Class 68 for 'N' was a very close second followed by an equally close vote for the Revolution Trains Pendolino in third.

The award for **Best 'OO' gauge Carriage/Wagon** with more than 50% of the votes was Rails of Sheffield for its London and North Eastern Railway Dynamometer Car. Second place went to Hornby's Maunsell Restaurant Car with

third place in the vote occupied by Hatton's Beilhack snowplough.

The Best 'O' gauge Carriage/Wagon was a two-horse race between the Darstaed/Ellis Clark Trains British Railway Mk 1 carriages and Hatton's LMS 'Warwell' bogie wagon – the new Mk 1 carriages taking the award. Third place went to Minerva's GWR Iron Mink. Meanwhile, in 'N' gauge Dapol won the **Best 'N' gauge Carriage/Wagon** category for the Southern Railway Maunsell four-compartment Brake Third

with Revolution Trains coming second with its Class B fuel tanker and Dapol third with its MJA twin-set bogie box wagons.

Train-Tech received the **Innovation of the Year** award for its automatic colour light signals for 'OO' gauge with Gaugemaster's Prodigy Wi-fi in second and Absolute Aspects' banner repeater signal in third.

Large retailer of the Year was received by Rails of Sheffield ahead of Hatton's Model Railways in second and Kernow Model Rail Centre in third while

Small Retailer of the Year was won by Cheltenham Model Centre ahead of Osbourne's Models in second and Ten Commandments in third.

The prized **Manufacturer of the Year** vote was awarded to Bachmann Europe with Hornby Hobbies coming a close second and Dapol in third.

Congratulations to the winners all of which were selected by *Hornby Magazine* readers. The *Hornby Magazine* Model Railway Awards will return in 2019 with new categories for public voting.

AWARD WINNERS



Above right: Train-Tech received the Innovation of the Year award for its automatic colour-light signals in 'OO' gauge. David and Tammy Palmer receive the award from *Hornby Magazine* Editor Mike Wild.

Above: Winner of the Large Retailer of Year category was Rails of Sheffield. *Hornby Magazine* Editor Mike Wild presents the Rails team with its award on October 13.

Left: Small Retailer of the Year went to Cheltenham Model Centre. Trevor Morgan and Rosemary Morgan receive the award from *Hornby Magazine* Editor Mike Wild.

Right: Manufacturer of the Year was awarded to Bachmann Europe. *Hornby Magazine* Editor presents Dennis Lovett with the award.



WIN 4 GREAT PRIZES IN OUR £1,000 MODEL GIVEAWAY



HORNBY MAGAZINE has joined forces with Hornby Hobbies to offer a stunning collection of four prizes for our latest competition drawing from its new Signature and Sovereign packs as well as standard train packs.

The total value is over £1,000 and the prizes will be allocated to four lucky winners. They are:

First prize: Eastern Suburban Signature train set

– This impressive new package contains Worsdell 'J15' 0-6-0 65464 in BR black with late crests, four BR maroon Mk 1 carriages, a circuit of track, a HM2000 twin track analogue controller and Hornby's trackplans book – Cat No. R1245.

Second prize: East Lincs Special Signature train set

– Headlined by Gresley 'B17' 4-6-0 61619 *Welbeck Abbey*, this set also contains five goods wagons, a circuit of track, a HM2000 twin track analogue controller and Hornby's trackplans book – Cat No. R1244.

Third prize: The Queen of Scots train pack – This limited edition pack contains Gresley 'A4' 4-6-2 4500 *Garganey* in LNER Garter blue and three K-Type all steel Pullman cars with working lights – Cat No. R3402.

Fourth prize: Pullman Days Sovereign train pack – Featuring Class 71 71012 in BR blue and pair of Hornby high detail Pullman cars, this Pullman train pack is the ideal way to start a dining train – Cat No. R3791.

To enter the competition all you have to do is answer the following simple question by December 15 2018. Even if you don't win, the packs are available from Hornby retailers while stocks last. www.hornby.com

● Visit www.hornby.com more information.



Who designed the 'J15' 0-6-0s?

- Wainwright
- Worsdell
- Raven



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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 Model Giveaway Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ, UK. The closing date for entries is

December 15 2018 at 12:00 GMT and the winner will be notified no later than December 20 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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GAUGEMASTER *Spotlight* Prodigy Digital Control



Controller Types

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- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

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- MAXIMUM NUMBER OF WALKAROUNDS: 99
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- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

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BEST FOR
Large Layouts

Accessories

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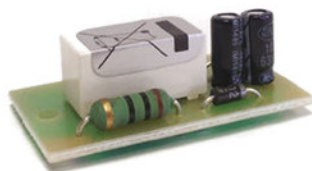
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Full details of our Digital Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Analogue Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

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

GM353 Gaugemaster Full Catalogue £3.95



DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point. With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match. The DCC Autofrog is available as a single item, and also as a handy pack of three.

DCC15 Prodigy Decoder Doctor

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

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



DCC40 Auto Reverse Module

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

PRICES

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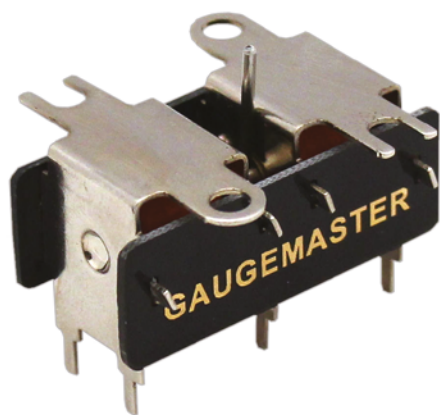


GAUGEMASTER *Spotlight*

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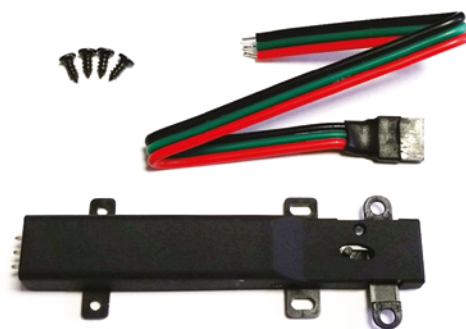
The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards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

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SEEP GMC-PM20 *Surface Mounted* Point Motor



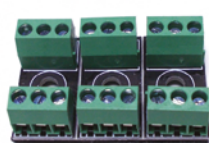
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The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

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.

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Lakeside

After the children left home, **MICHAEL SMITH** was able to build the 'OO' gauge layout of his dreams – and, as he explains, it's a sizeable undertaking.

PHOTOGRAPHY, TREVOR JONES



Right: A 'Warship' diesel-hydraulic leads an express through one of the five tunnels and passes a 'Merchant Navy' adjacent to the farm house. In the distance a cement train in the hands of a Stanier '8F' 2-8-0 is approaching.

Below: The four track main line takes two separate bridges across the lake. BR '4MT' 75005 leads a van train across the new bridge while a 'West Country' 4-6-2 leads a rake of Maunsell carriages and a 'Black Five' heads a coal train on the curved stone bridge.



LAKESIDE is a fictitious 'OO' gauge layout which occupies the loft of my house. It has a four track main line offering a 103ft long circuit while alongside there are connections

to depots, a quarry, a cement works, a mail depot and many other features.

I am a retired Royal Mail station manager and working with the Travelling Post Offices gave me the idea for the layout. Lakeside started in 1998 in my previous property in a 20ft x 15ft shed by a large pond which gave me the name Lakeside. This was the first layout I had really built. Before that I had a small run-around board for my two boys to run a few trains. By the time the first Lakeside was really built the boys had moved on to other things leaving me to carry on.

A house move in 2011 gave me the opportunity to rebuild the layout to the size it is now. I had a rough idea of what I wanted, but nothing was put on paper. A small part of the layout came from the old one. This included the village, part of the turntable, the farm and the Land Rover sales area along with the biker's pub.

The layout has been built using 12mm MDF on 2½in x 1½in timber frames. The baseboards are each 8ft x 35in. Track was laid on 2in x 1/8in cork using Woodland Scenics ballast. It took me four years to get most of it done, since then I have been constantly adding to it.

The layout is built with Peco code 100 track and points, of which there are 67. Rails are painted with a brush using Phoenix light rust paint, then the track is ballasted in the usual way using PVA glue and then airbrushed using the same paint. The layout is in a large room built into the bungalow roof and, perhaps not surprisingly, it does not go to exhibitions.

The first trains were running within six months to test the track and I then started on the scenery. I made a couple of changes to the track as I progressed cutting out and putting in new bits. I knew from the start that I wanted an 8ft viaduct going over a lake and I also added a canal setting, a village and a large turntable area. Also, it had to have a Royal Mail depot with Travelling Post Offices as a reminder of my work on the railway. »



03 Left: St James' church hosts a wedding party while the railway goes about its business in the background.

04 Right: A Hatton's LMS Beyer, Garratt 2-6-0+0-6-2 takes centre stage at the depot alongside Gresley and Stanier streamlined 'Pacifics', 4-6-0s, 2-10-0s, 2-6-0s and more.

05 Below: The Castle Cement works dominates the background as a Class 67 departs from the Royal Mail depot while a Class 70 leads a stone train along the main line.

TOURING LAKESIDE

The focus of the layout is Lakeside station. This has four platforms consisting of three through lines and a bay, while there is also an avoiding line on the outer circuit with a set of sidings and loops beyond to store more of the extensive roster available to run on the railway.

The station platforms are 7ft 3in long, which allows trains of seven coaches and engine to run while providing enough length for all passengers to leave and join the train. The main station building is a Townstreet plaster kit. The platforms are lit by 16V Viessmann lights. Buses at the front of the station are from EFE and most of the figures are Dart Castings, Bachmann and a few Hornby and Preiser.

The total size of the layout is 40ft x 13ft 6in, reducing to 10ft 6in wide at one end.

To put that into context, as well as the main circuits around the edge there is the Royal Mail Depot which measures 8ft x 2ft and is made from three Walthers kits and two Bachmann Scenecraft office buildings. These are joined by Express Models LED lights, Bachmann figures and Oxford Diecast vehicles and Knightwing fencing.

The steam shed and turntable area covers 6ft 3in x 4ft 5in using a Fleischmann turntable from which 25 tracks radiate. Two Bachmann four-road sheds are the main feature of the depot and these are fitted with LEDs from Express Models both inside and outside. There are also 11 small sheds from Scenix around the turntable along with a Bachmann ash pit and coal plant. The boiler house and modern engine shed is another Bachmann Scenecraft product and the»







Left: Lakeside occupies a 40ft long loft space which includes plenty of storage for Mick's extensive railway collection.

Right: The RNLI are on exercise at the lake as a Crosti '9F' 2-10-0 92025 leads a mineral train over New Bridge viaduct and Stanier 'Jubilee' 4-6-0 5593 Kolhapur has charge of a van train on the girder bridge.

Below: Class 37/4 37406 passes through platform two with a timber train while West Coast Railways 37428 waits in the bay platform. In the background a Class 390 Pendolino has arrived at Platform 4.



fuelling point is a Knightwing kit along with Bachmann figures and accessories and a welder from Express Models.

Around the main line circuits there are five tunnels, the longest of which measures 2ft 6in as it passes underneath an airfield and through a wall in the loft. The large bridge which approaches the longest tunnel is made of brass which is spring loaded to allow it to be adjusted up and down by screws to compensate for changes in temperature. The airport above this tunnel plays host to two Sea King helicopters which have been motorised - one is controlled by a decoder the other a 12V transformer. There are also two aircraft, buildings and vehicles on site. The next tunnel brings you past a coal yard with coal loading vehicles along with a small Scenix shed with a derelict diesel being worked on. Passing through the next tunnel takes you to a piece of countryside, set out with a flock of sheep, the farmer and his trusty dog from Dart Castings.

Passing through tunnel number four brings you to the new housing estate which is under construction. The houses are from Bachmann and the vehicles an assortment of BT Models, Cararama and Oxford Diecast with accessories from BT Models and Bachmann. The pallet of bricks was made using scale bricks from Juwlee products and stuck on one at a time with PVA glue. The cement bags I made from DAS clay and painted. »

"The layout is in a large room built into the roof of our bungalow."

MICHAEL SMITH

WATERSIDE FEATURES

The canal was made using white metal lock kits from Langley Models with a plaster base painted with various shades of brown and green followed by many coats of varnish. Trees are from International Models, canal boats are from Langley Models resin kits and small boats are from Noch. Alongside the canal is the entrance to the quarry using a Hornby Skaledale weigh station and vehicles from BT Models along with Bachmann quarry buildings and figures. Next along the line through tunnel number 5 is the Traction Maintenance Depot, made from three Peco building sheds fitted with full lighting. Opposite the traction depot is the farm, a Townstreet plaster kit. Just past this is the signalbox, a Ratio kit fitted with a Springside lever

kit. There are three signal boxes on the layout, another Ratio and a Bachmann all fitted out internally.

Continuing round the layout is a Travelling Post Office pick-up and drop-off point. This is where the tracks split, two going over the 8ft bridge. The two metal bridges at each end are made of brass and the centre structure which connects the two is made of thin ply with Peco sides. The other two tracks go over the stone viaduct. This was made from plywood and Balsa covered in DAS clay which was then scribed and painted. The water in the lake and the pond in the village are made the same way as the canal was.

"I'm proud of the way the village has turned out."

MICHAEL SMITH

Moving on down the line is the overhead bridge which is made again from thin plywood and Peco sides. The pillars which it stands on are plastic heating

pipe which were painted to suit.

The most unusual part of the layout is the Royal Mail depot which you don't see modelled. The size of the village is 6ft 2in x 3ft 4in. I'm proud of the way the village has turned out. Bushes and flowers have been added to set it all off. These came from Tasma products, Busch and Gaugemaster. Street lights at present are bulbs purchased many years ago, but I plan to update these with light emitting diodes.



My favourite parts of the layout are the viaduct and the bridges over the lake but I am also very fond of the canal.

The layout has more than 30 signals from the excellent CR Signals range with four Semaphore signals from Dapol. All signals are controlled using Heathcote Electronics boards except the two-aspects and the semaphore which are manually operated. Points at the moment are manual but I have just started to install Cobalt point motors. The signals and lights on the layout all run from a separate power supply using Gaugemaster transformers.

THE TRAINS

But what about the trains? I have around 240 steam, diesel and electric locomotives with more than 750 wagons and 250

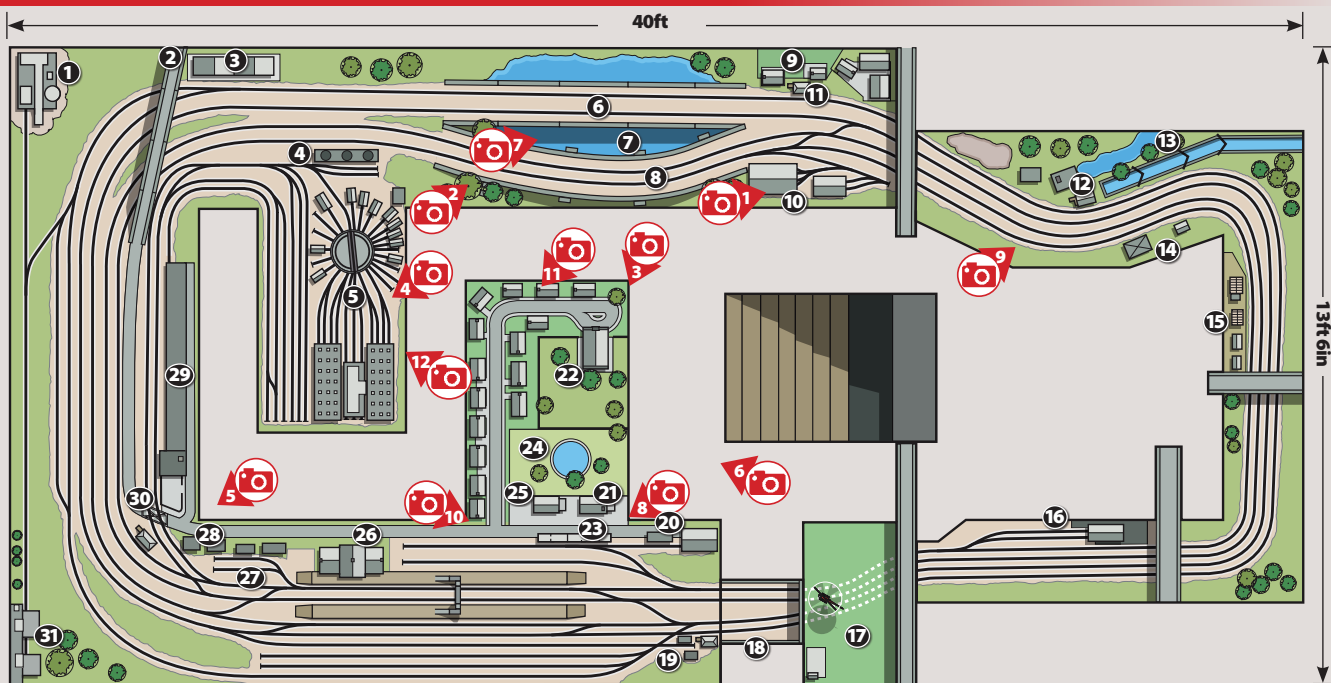


 GWR 'City' 4-4-0 3440 *City of Truro* heads a rake of Collett corridor stock past the canal and derelict Maldon signalbox. The track gang is out removing a redundant siding.

 East Coast Main Line motive power meets as Gresley 'A4' 4-6-2 60007 *Sir Nigel Gresley* takes coal while a Virgin Trains East Coast HST rumbles into the station. The colour light signals are by CR Signals and are operated by Heathcote Electronics infra-red sequencing modules.



LAKESIDE TRACK DIAGRAM (Not to scale)



KEY

- 1 Quarry
- 2 Road bridge
- 3 Parcel Force depot
- 4 Fuel plant
- 5 Locomotive depot
- 6 Bridge and viaducts
- 7 Lake
- 8 Arched viaduct
- 9 House
- 10 Diesel depot
- 11 Signalbox
- 12 Disused signalbox
- 13 River and canal
- 14 Water tower
- 15 House construction site
- 16 Coal yard
- 17 Airfield
- 18 Bridge
- 19 Signalbox and watertower
- 20 Parcel office
- 21 Ambulance station
- 22 Church
- 23 Cattle dock
- 24 Park
- 25 Police station
- 26 Station
- 27 Timber yard
- 28 Land Rover showroom
- 29 Royal Mail depot
- 30 Level crossing
- 31 Cement works



coaches. All locomotives are Digital Command Control fitted - 40 now have sound and 20 have smoke generators. All locomotives have crews. Old diesel models like the early Hornby ones have had light kits fitted using Express Models kits and early Hornby and Heljan diesels have had Ultrascaler wheels fitted.

When I am asked the location and era, I have to confess that there isn't one. I like to run various trains of all types and all regions with full length trains. The 40ft length means that long trains can be run without looking out of place. It is all powered by Digital Command Control using Gaugemaster Prodigy wireless.

The enjoyment of the layout is being able to run full length trains – something I feel I have achieved in the fashion I wanted. But work never stops – as I mentioned, I want to upgrade the street lights and add point motors – and I am sure that there will be a lot that keeps me busy over the next few years! 



Above: Workmen repair the derelict cottage. These figures are by Langley Models.



Below: A substantial steam depot fills one of the two peninsula areas on Lakeside. The depot includes a Fleischmann turntable, Bachmann Scenecraft buildings and coal tower and 11 Scenix single road engine sheds.



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British Rail's **BLUE** PERIOD 1948-1955

In the early years of British Railways a number of colour schemes were trialled including a series of locomotives in lined BR blue. **TREVOR JONES** investigates which classes carried the scheme and highlights which models have been released in this livery.

Bulleid air-smoothed 'Merchant Navy' 4-6-2 35024 *East Asiatic Company* departs London Waterloo in BR standard lined blue. The colour looks duller than when seen on current preserved locomotives - this could be due to the film available in 1950 as well as fading of the transparency or fading and weathering of the paint on the locomotive. *Colour Rail* (BRS307).

MENTION BR BLUE and most will think of the years starting just before the end of steam and finishing with the sectorisation of British Rail. However, in the seven years following nationalisation some express passenger steam locomotives ran in lined express passenger blue during the early 1950s as BR experimented with new corporate colours.

The period between 1948 and 1955 was exciting because of the variety of locomotive classes existing from pre-grouping days and the variations in their colour schemes. Many locomotives and coaches were still running in their pre-nationalisation colours during this period, even after 1950. In addition to the standard blue livery applied to express locomotives, there were several one-off colour schemes which lasted for a brief period in time including apple green, purple, grey-blue and London & North Western Railway





Three blue 'A4s' in 'OO' gauge show the variety of colours which could be seen on the railway in the last two years of the 1940s. Left to right are Bachmann 'A4' 60007 Sir Nigel Gresley in weathered BR standard blue, Hornby's model of 60027 Merlin in the experimental ultramarine/purple with red lining and finally Dapol's model of 4467 Wild Swan in a less weathered garter blue. For the 1948-1950 period it should have its valances removed. This high view shows weathering in various shades on the boiler top; this would always be present at some density after a run as the exhaust of smoke and coal dust was deposited. [Trevor Jones](#).

lined black. Rakes of coaches were also prepared in new colour schemes as the nationalised railway attempted to find its new identity.

The subject of this article is purely about the blue express passenger

locomotives and the dates for each locomotive appearing in the standard blue and the purple/ultramarine livery are tabulated.

There were some anomalies in the classes of express locomotives

chosen, as whilst the LNER 'A3s' were included, other '7P' engines from the Southern, Great Western and LMS were not and nor were the Peppercorn 'A2s'.

The main blue colour used called BR Standard blue was apparently similar to Caledonian Railway blue, but as we all know that varied considerably as it was often diluted with white and it appears there were variations in colour applied at different works. It also weathered quickly and changed colour and density and colour photographs from the period will illustrate this. The other colour which all regions had applied to some locomotives has been described as a purple shade of ultramarine/purple and that is also illustrated.

We also have to remember that colour photography from those days was still somewhat in its infancy and that transparencies and negatives have faded in the intermediate years. The appearance of the standard blue on preserved examples running today seems

more vivid - I expect that not only extreme cleanliness plays a part but the fact the locomotives spend far less time in the sunshine than their BR counterparts meaning the effect of weathering, particularly fading caused by sunlight, is far less pronounced.

WESTERN REGION

'King' 4-6-0s - Only the 'Kings' were included in the blue repaint scheme - 6001, 6009, 6025 and 6026 received the experimental ultramarine/purple blue livery in the summer of 1948; the others all received the standard BR blue. The last 'King' to retain the blue was 6025 which finally went into BR green in January 1954.

SOUTHERN REGION

'Merchant Navy' 4-6-2s - Only these locomotives from Southern stock were included in the re-paint scheme. One, 35024, received the ultramarine/purple livery but with a difference as horizontal broad red lines were applied. >>



These were quickly changed for the white-black-white that was applied to standard blue livery – 35024's scheme only lasting for 18 months before being repainted in standard blue. The only picture available was taken just after painting and it did not have its nameplates on. 35011 and 35023 never had the blue livery applied and retained Malachite Green until they received Brunswick Green.

LONDON MIDLAND REGION

'Princess Royal' 4-6-2s - Of all the classes that received BR blue the 'Princess Royals' were the least to be blessed. Only four engines received the standard blue before BR green was universally applied. Interestingly, 46204 retained its LMS red until it received BR green in 1952 and 46200 retained LMS black until receiving BR green in 1952. As such

in 1951 the 'Princess Royals' could be seen in five different liveries. **'Princess Coronation' 4-6-2s** - All but 11 of the class received either the experimental purple/blue or standard blue. In addition 46234 had received a further experimental colour described as grey/blue in March 1946 - perhaps a surplus can or two of RAF grey/blue had been used? The locomotive was repainted into BR black in October 1948 but therefore carried its unique colour for six or seven months of the new nationalised railway. All the others apart from 46221, 46226, 46234, 46243 and 46252 were in LMS lined black until they received the colours indicated in the table. These had all been in plain black apart from 46234 which was in the grey/blue colour. Interestingly a 'Princess Coronation' remained in blue longer than any other locomotive - 46254 did not

receive its BR green repaint until October 1955 and 46251 retained BR black until that year too.

EASTERN REGION

'A1' 4-6-2s - All of the Peppercorn 'A1s' received BR standard blue. The locomotive which carried this livery for the longest period was 60152 with which the colour scheme lasted three years and four months. The shortest was 60149 which only carried the livery for 10 months. **'A1/1'** - This class was formed by the 1945 Thompson rebuild of Gresley's original 'A1' 60100 built for the Great Northern Railway in 1922. This carried a previous blue livery from rebuilding in 1945 until 1947. It was painted a royal blue very similar to the old

Great Eastern Railway blue and was lined out with two thin red lines and, unusually for Doncaster, the cylinders were also blue with a single red line at each end.

'A3' 4-6-2s - All but two 'A3s' received the BR standard blue and seven of them ran for a period in the experimental purple, although only for one or two years. The first three locomotives received the standard blue in May 1949. The last locomotive to receive BR green was 60104 in June 1953. All 'A3s' were running in LNER apple green until receiving either the experimental blue or standard blue. 60070 and 60076, which never ran in blue, continued in apple green until receiving BR green in February and March 1952 respectively. >>

COLLETT 'KING' 4-6-0 LIVERY CHANGES

Loco No.	Experimental blue	BR blue	BR green
6000		June 1949	April 1952
6001	June 1948	December 1949	January 1953
6002		October 1949	March 1952
6003		April 1950	October 1952
6004		September 1950	September 1953
6005		February 1950	January 1953
6006		March 1950	April 1953
6007		January 1950	October 1952
6008		November 1949	January 1953
6009	May 1948	November 1949	March 1953
6010		June 1950	February 1953
6011		July 1949	December 1952
6012		May 1950	April 1953
6013		June 1950	March 1953
6014		August 1950	February 1954
6015		October 1949	October 1952
6016		December 1949	February 1953
6017		May 1950	August 1952
6018		December 1950	April 1952
6019		September 1949	November 1952
6020		July 1949	March 1952
6021		November 1951	May 1953
6022		April 1949	June 1953
6023		August 1950	March 1952
6024		November 1950	September 1953
6025	June 1948	August 1950	January 1954
6026	June 1948	November 1949	June 1952
6027		May 1950	June 1953
6028		November 1950	November 1953
6029		June 1950	May 1952

STANIER PRINCESS ROYAL 4-6-2 LIVERY CHANGES

Loco No.	BR black	BR blue	BR green
46200			4/1952
46201	2/1948		4/1952
46202	3/1949		8/1952
46203		5/1951	3/1952
46204			5/1952
46205	11/1948		9/1952
46206		11/1950	8/1953
46207	5/1949		12/1951
46208		9/1950	11/1952
46209	5/1948		9/1951
46210		5/1950	3/1953
46211	6/1949		12/1952
46212	4/1949		11/1952

PEPPERCORN 'A1' 4-6-2 LIVERY CHANGES

Loco No.	BR blue	BR green
60113	January 1950	August 1952
60114	November 1949	August 1952
60115	June 1950	September 1952
60116	March 1950	August 1952
60117	July 1950	November 1951
60118	May 1950	January 1952
60119	June 1950	February 1952
60120	March 1950	October 1951
60121	May 1950	December 1952
60122	May 1950	October 1950
60123	December 1949	December 1952
60124	August 1950	December 1951
60125	January 1951	October 1952
60126	July 1950	October 1951
60127	May 1949	March 1952
60128	May 1949	February 1952
60129	June 1949	February 1952
60130	July 1950	January 1952
60131	June 1950	January 1952
60132	November 1949	March 1952
60133	April 1950	June 1952
60134	March 1950	February 1953
60135	October 1950	December 1952
60136	December 1950	January 1952
60137	June 1950	March 1953
60138	September 1949	April 1952
60139	May 1950	September 1951
60140	July 1950	November 1951
60141	May 1950	September 1951
60142	October 1950	December 1951
60143	September 1950	October 1951
60144	January 1951	October 1951
60145	August 1950	January 1952
60146	December 1950	December 1951
60147	November 1950	August 1951
60148	January 1951	July 1952
60149	October 1950	August 1951
60150	January 1951	March 1952
60151	March 1951	June 1952
60152	June 1951	November 1952
60153	August 1949	December 1951
60154	September 1949	August 1952
60155	September 1949	May 1952
60156	October 1949	July 1952
60157	November 1949	November 1951
60158	November 1949	November 1952
60159	November 1949	December 1952
60160	December 1949	March 1953
60161	December 1949	November 1952
60162	December 1949	August 1951

BULLEID 'MERCHANT NAVY' 4-6-2 LIVERY CHANGES

Loco No.	Experimental blue	BR blue	BR green
35001		October 1949	May 1952
35002		January 1950	June 1951
35003		June 1950	August 1953
35004		October 1950	July 1954
35005		February 1950	February 1954
35006		March 1951	September 1953
35007		March 1950	December 1952
35008		July 1949	May 1952
35009		August 1949	February 1953
35010		November 1949	November 1952
35011			November 1951
35012		February 1951	July 1952
35013		August 1950	December 1952
35014			August 1951
35015		February 1951	June 1953
35016		May 1950	March 1953
35017		July 1949	April 1953
35018		September 1949	July 1951
35019		January 1950	June 1951
35020		May 1950	June 1952
35021		November 1950	February 1952
35022		July 1950	February 1952
35023			March 1952
35024	1949*	October 1950	June 1951
35025		September 1949	June 1952
35026		July 1949	June 1952
35027		April 1950	November 1953
35028		January 1951	June 1953
35029		February 1951	July 1952
35030		March 1950	May 1953

* 35024 had red lining from February 1949 and white-black-white lining from March 1949.

STANIER 'PRINCESS CORONATION' LIVERY CHANGES

Loco No.	BR black	Experimental blue	BR blue	BR green
46220			January 1950	February 1952
46221			March 1950	December 1952
46222			October 1950	August 1953
46223			April 1950	October 1952
46224		August 1948	August 1950	February 1952
46225			March 1950	January 1955
46226	September 1948		January 1951	May 1954
46227		June 1948	August 1950	April 1953
46228			August 1950	June 1955
46229			February 1950	April 1952
46230		May 1948		May 1952
46231		May 1948	January 1951	December 1953
46232		May 1948		November 1951
46233			May 1950	November 1951
46234	October 1948*			May 1952
46235			December 1950	May 1953
46236				November 1954
46237			September 1949	March 1955
46238	March 1949			February 1952
46239			July 1950	August 1954
46240			January 1950	October 1954
46241		June 1948	September 1949	June 1953
46242			September 1949	October 1953
46243			June 1949	February 1954
46244		August 1948	October 1950	July 1953
46245				April 1953
46246	November 1948			June 1953
46247				February 1954
46248	March 1949			October 1953
46249			September 1950	October 1954
46250			May 1950	October 1952
46251	May 1949			February 1955
46252	April 1949			January 1952
46253				November 1953
46254			September 1950	October 1955
46255			August 1950	January 1953
46256			May 1951	June 1954
46257				December 1952

In preservation BR lined blue has been a popular choice for main line locomotives including new build 'A1' 60163 *Tornado* and main line stalwart 'A4' 4-6-2 60007 *Sir Nigel Gresley*. Carrying standard BR lined blue, the streamlined 'Pacific' departs Grosmont on the North Yorkshire Moors Railway in 2014. [Trevor Jones](#).



Peppercorn 'A1' 4-6-2 60127, without nameplates, storms away from York in the early 1950s carrying standard BR lined blue. This view really shows how a blue liveried locomotive appeared in service on an express train. Colour Rail (BRE 1112).



GRESLEY 'A3' 4-6-2 LIVERY CHANGES

Loco No.	Experimental blue	BR blue	BR green	Loco No.	Experimental blue	BR blue	BR green
60035		January 1950	August 1951	60054		June 1950	November 1951
60036	July 1948	July 1949	December 1951	60055		August 1950	November 1951
60037		June 1950	March 1952	60056		May 1949	May 1952
60038		January 1950	September 1951	60057		July 1949	October 1952
60039		March 1950	October 1951	60058		February 1951	March 1953
60040		December 1949	May 1952	60059		August 1949	August 1952
60041		July 1950	February 1952	60060		January 1950	August 1951
60042		December 1949	December 1952	60061		November 1950	August 1952
60043		April 1950	August 1951	60062		July 1949	October 1952
60044		August 1949	December 1952	60063		March 1951	November 1952
60045	June 1948	October 1950	November 1950	60064		July 1949	February 1953
60046		August 1949	October 1952	60065		November 1949	December 1952
60047		June 1949	February 1952	60066		October 1949	January 1953
60048		September 1950	September 1952	60067		February 1950	September 1951
60049		August 1950	July 1952	60068		October 1950	August 1952
60050		July 1949	September 1952	60069		January 1951	July 1952
60051		November 1950	December 1952	60070			February 1952
60052		May 1949	April 1952	60071	May 1948	July 1950	November 1951
60053		June 1950	May 1952	60072		August 1949	June 1952
				60073		December 1950	June 1952



'A4' 4-6-2s - All 'A4s' received the BR standard blue and four also ran in the experimental purple - 60028 for two years and four months. The last locomotive to go into BR green was 60026 which lasted until January 1953. Between 1948 and 1950 'A4s' could be seen in three different blue liveries, as several still retained LNER garter blue with British Railways or LNER on the tender.

The 'A4s' carried various numbers and logos during this period and for full details I recommend *Locomotives of the LNER Part 2A* by The Railway Correspondence Society.

'W1' 4-6-4 - The lone member of this class, 60700, retained garter blue with British Railways in full on the tender from June 1948 until January 1951. It was then adorned with the standard blue which it retained until May 1952. It was the only unnamed locomotive to carry this colour scheme.

If you require any further information on colour changes and other modifications I recommend for the 'Kings' *Peto's Great Western Railway Locomotives*. For the 'Merchant Navy' I recommend *Locomotives in Detail Part 1 Merchant Navy Class*. For the LMS, *The Book of Princess Royal Pacifics* and *The Book of the Coronation Pacifics* and the LNER is well covered in the RCTS book *Locomotives of the LNER*.

BLUE IS THE COLOUR

When it comes to ready-to-run models both Bachmann and Hornby have delivered a number of locomotives for 'OO' gauge in both the experimental purple/blue as well as BR's standard express lined passenger blue. This includes Peppercorn 'A1' and 'A4' 4-6-2s by Bachmann and 'King', 'Princess', 'Coronation', 'A4' and 'A4' classes by Hornby.

GRESLEY 'A4' 4-6-2 LIVERY CHANGES

Loco No.	Experimental blue	BR blue	BR green
60001		February 1950	August 1951
60002		February 1950	August 1951
60003		April 1950	October 1951
60004		August 1950	February 1952
60005		November 1949	October 1952
60006		May 1950	October 1951
60007		September 1950	April 1952
60008		June 1950	November 1951
60009		August 1949	October 1952
60010		September 1950	May 1952
60011		June 1950	April 1952
60012		August 1949	November 1952
60013		May 1949	October 1952
60014		June 1949	January 1952
60015		November 1949	November 1951
60016		October 1949	July 1952
60017		September 1950	December 1951
60018		April 1950	October 1951
60019		July 1950	February 1952
60020		April 1950	November 1951
60021		March 1950	August 1951
60022		September 1949	July 1952
60023		August 1949	September 1952
60024	June 1948	August 1950	March 1952
60025		January 1950	December 1952
60026		September 1949	January 1953
60027	June 1948	July 1950	June 1952
60028	June 1948	October 1950	February 1952
60029	July 1948	January 1950	October 1952
60030		November 1949	September 1952
60031		July 1949	July 1952
60032		June 1949	October 1952
60033		November 1950	June 1952
60034		December 1950	August 1952

Until the 2017 release of the air-smoothed 'Merchant Navy' it wasn't possible to buy a ready-to-run version of these popular Southern 'Pacifics' in lined blue – other than a model of rebuilt 'Merchant Navy' 35005 *Canadian Pacific* in its preservation era blue – but in 2019 Hornby is set to release a model of 35024 *East Asiatic Company* in standard BR lined blue (Cat No. R3632). Also inbound, and due to be released in December 2018, is Stanier semi-streamlined

'Duchess' 4-6-2 46225 *Duchess of Gloucester* in BR lined blue (R3682).

Currently available in BR lined blue is Hornby GWR 'King' 4-6-0 6025 *King Henry III* (R3410) while Bachmann's model of Peppercorn 'A1' 4-6-2 60122 *Curlaw* has the same colour scheme (32-561). If you are looking for other classes then the second hand market is the place to start and it will be well worth the effort to introduce a splash of colour to an early 1950s' period layout. [Hornby](http://www.hornby.com)

Loco No.	Experimental blue	BR blue	BR green
60074	May 1948	November 1950	November 1952
60075	May 1948	December 1950	June 1952
60076			March 1952
60077		September 1950	March 1952
60078		October 1950	May 1952
60079		May 1950	January 1952
60080		October 1950	February 1952
60081		October 1949	February 1953
60082		September 1949	March 1952
60083		May 1949	May 1952
60084	May 1948	June 1949	August 1952
60085		November 1949	December 1952
60086		May 1949	June 1952
60087		August 1950	July 1952
60088		March 1951	February 1953
60089		October 1950	March 1952
60090		November 1950	May 1952
60091	April 1948	November 1949	January 1953
60092		November 1950	August 1952
60093		October 1949	May 1952

Loco No.	Experimental blue	BR blue	BR green
60094		August 1950	April 1952
60095		December 1950	December 1952
60096		August 1949	April 1952
60097		November 1949	November 1952
60098		July 1950	November 1952
60099		July 1949	July 1952
60100		November 1950	September 1952
60101		December 1949	September 1951
60102		May 1949	August 1951
60103		December 1949	March 1952
60104		January 1950	June 1953
60105		March 1950	February 1953
60106		May 1950	April 1952
60107		October 1949	December 1952
60108		September 1950	February 1952
60109		November 1949	December 1952
60110		August 1950	August 1951
60111		October 1949	March 1953
60112		February 1951	October 1952

Frog switching

Adding a frog switch can improve the electrical reliability of live frog points. **MIKE WILD** explains how it is done using a Peco frog switch while discussing alternative means of frog switching for Digital control.

TOOLS

- » 25W soldering iron with 2mm nib
- » Electrical solder
- » 7/0.2 equipment wire, two colours
- » Wire cutters
- » Wire strippers

Adding a frog switch means that power flow through a point no longer relies on contact of the blades, increasing its reliability.

THE continued operation of a model railway point in its basic format relies on consistent contact between the point blades and stock rails. If there is dirt between the blades and stock rails the point may fail to provide proper electrical continuity leading to locomotives stalling.

This is simple to resolve at the construction stage with a simple set of modifications including a frog switch. With around five to ten minutes work any point can be made 100% reliable by installing a frog switch.

Using a point out of the box, the blades are used to transmit power through the point and change the polarity of the frog using the standard wiring. Adding a frog switch means there is a specific device to change the polarity of the frog section of a turnout – the central area on a point where the two routes divide – and by adding bridging wires between the stock rails and switch rails (the section of rail

connected to the blades) this removes any reliance on the blades for electrical contact. In turn this makes the point 100% reliable.

When installing a frog switch it is essential to isolate the frog as detailed in the Peco point instructions as failure to do this will result in electrical shorts.

This is all simple to achieve with basic soldering skills and tools and can be done, with care, with any live frog 'N', 'OO' or 'O' gauge point – this modification will not work for insulated frog points. The result is a fully reliable track formation which will work time after time.

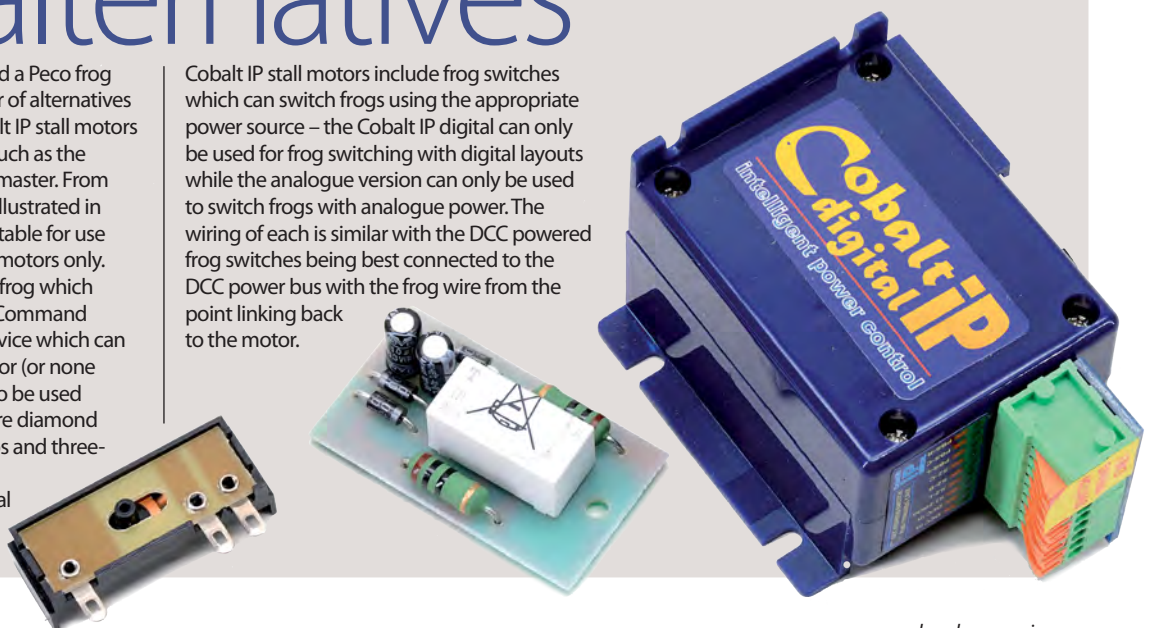
The step by step guide explains the process involved for a Peco PL-13 frog switch, but the same basic principles apply to DCC based frog switches too. Each device comes with its own instructions and we recommend reading these in full before making any modifications to your points. [Video](#)

The alternatives

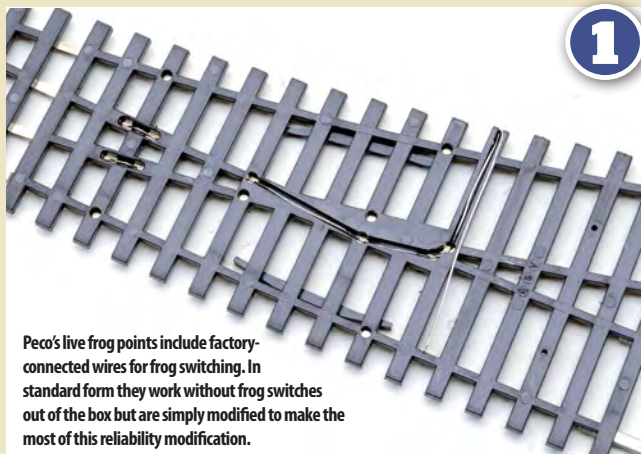
For this guide we have installed a Peco frog switch, but there are a number of alternatives including DCC Concepts Cobalt IP stall motors and automatic frog switches such as the Autofrog produced by Gaugemaster. From left is the Peco frog switch, as illustrated in the step by step guide and suitable for use with Peco PL-10/PL-10E point motors only. Next is the Gaugemaster Autofrog which can only be used with Digital Command Control but is a standalone device which can work alongside any point motor (or none at all). These Autofrogs can also be used in pairs for digital layouts where diamond crossings, single or double slips and three-way points are to be installed.

Both the analogue and digital versions of DCC Concepts

Cobalt IP stall motors include frog switches which can switch frogs using the appropriate power source – the Cobalt IP digital can only be used for frog switching with digital layouts while the analogue version can only be used to switch frogs with analogue power. The wiring of each is similar with the DCC powered frog switches being best connected to the DCC power bus with the frog wire from the point linking back to the motor.



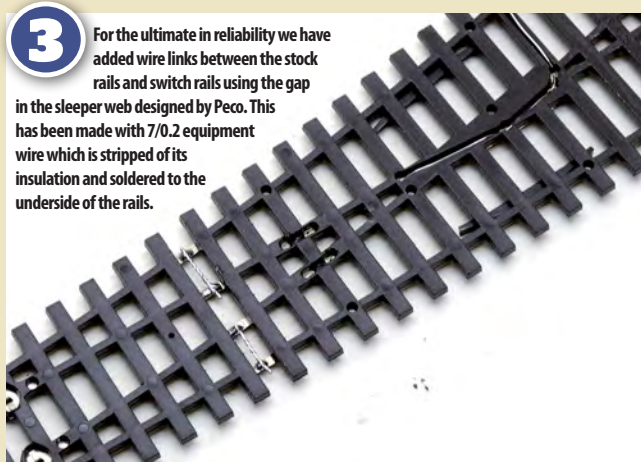
STEP BY STEP ADDING A PECO FROG SWITCH FOR LIVE FROG POINTS



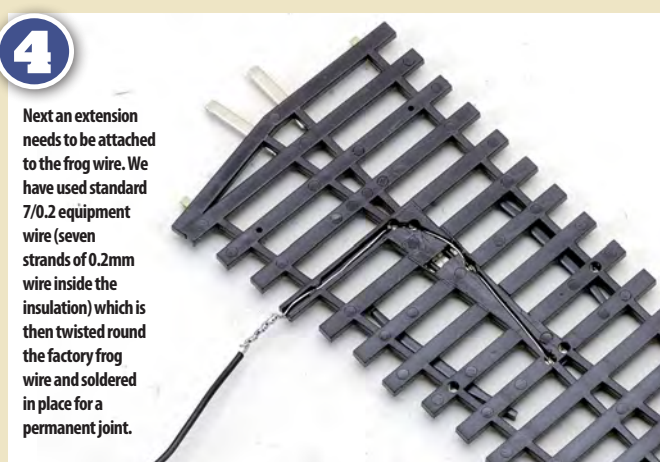
Peco's live frog points include factory-connected wires for frog switching. In standard form they work without frog switches out of the box but are simply modified to make the most of this reliability modification.



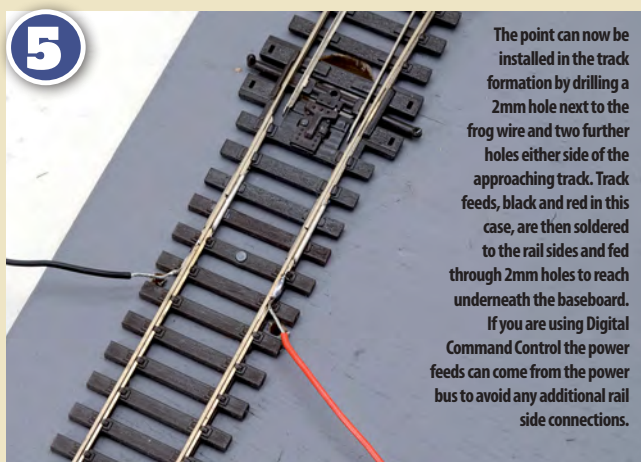
To begin preparing the point the links between the frog and the stock rails need to be cut – failure to do this will result in short circuits.



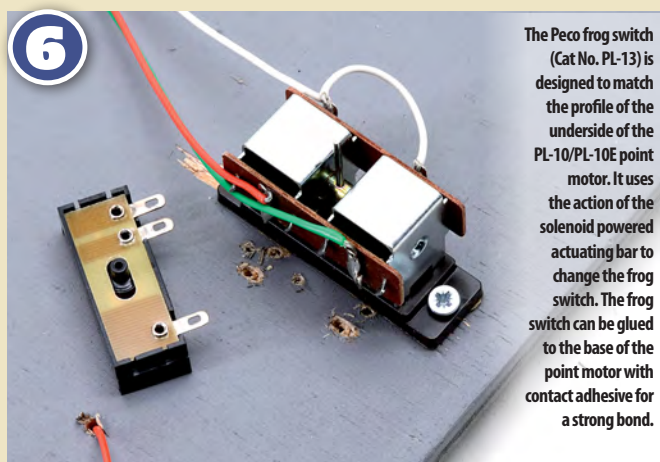
For the ultimate in reliability we have added wire links between the stock rails and switch rails using the gap in the sleeper web designed by Peco. This has been made with 7/0.2 equipment wire which is stripped of its insulation and soldered to the underside of the rails.



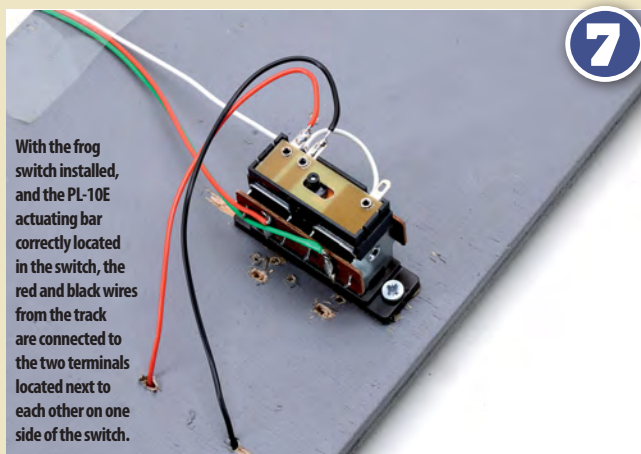
Next an extension needs to be attached to the frog wire. We have used standard 7/0.2 equipment wire (seven strands of 0.2mm wire inside the insulation) which is then twisted round the factory frog wire and soldered in place for a permanent joint.



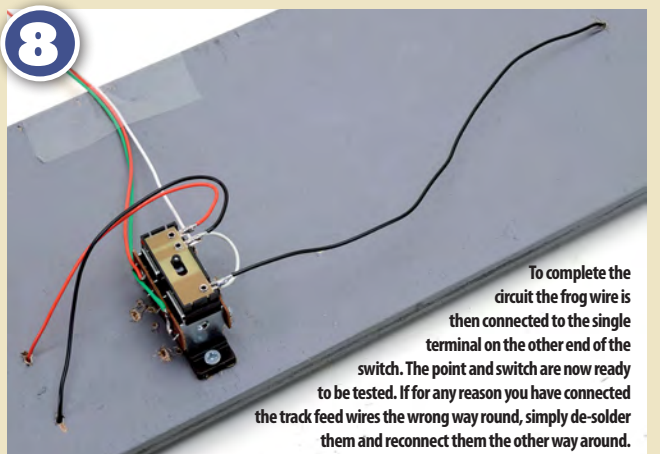
The point can now be installed in the track formation by drilling a 2mm hole next to the frog wire and two further holes either side of the approaching track. Track feeds, black and red in this case, are then soldered to the rail sides and fed through 2mm holes to reach underneath the baseboard. If you are using Digital Command Control the power feeds can come from the power bus to avoid any additional rail side connections.



The Peco frog switch (Cat No. PL-13) is designed to match the profile of the underside of the PL-10/PL-10E point motor. It uses the action of the solenoid powered actuating bar to change the frog switch. The frog switch can be glued to the base of the point motor with contact adhesive for a strong bond.



With the frog switch installed, and the PL-10E actuating bar correctly located in the switch, the red and black wires from the track are connected to the two terminals located next to each other on one side of the switch.



To complete the circuit the frog wire is then connected to the single terminal on the other end of the switch. The point and switch are now ready to be tested. If for any reason you have connected the track feed wires the wrong way round, simply de-solder them and reconnect them the other way around.

RECREATING A CLASS 310 IN 'N' GAUGE

With no off-the-shelf model available, **NIGEL BURKIN** shows how to convert Graham Farish Mk 2 coaches into one of the WCML EMUs using transferrable modelling skills.

PHOTOGRAPHY, NIGEL BURKIN

NO READY-TO-RUN model of the Class 310 Electric Multiple Unit (EMU) is currently available and, for the foreseeable future, that it is unlikely to be produced in either 'OO' or 'N' gauge. The real trains were introduced in 1965 for suburban services originating from London Euston including local services on the West Coast Main Line and suburban services in the Birmingham, Walsall and Wolverhampton area. Consisting of four cars with no cab gangways, the design was particularly pleasing with curved corner windscreens and an integral bodysell design which was quite different from Mk 1-based EMUs of the time.

There was no gangway between the Motor Brake Second (MBS) and Trailer Second (TS) vehicles, effectively in the middle of the unit. A gangway was fitted together with flat windscreens as the units went through heavy overhauls in the 1980s. They rode on a bogie design similar to the B4 bogie which gave an exceptionally good ride. The coach profile was not dissimilar to the early Mk 2 designs, a point that modellers can use to their advantage.

Class 310s lasted on WCML suburban services until they were displaced by Class 317s and

the introduction of the Class 321 which saw them reallocated to the London, Tilbury & Southend route except those adapted for West Midlands suburban services which became Class 310/1. Initially operated as four car sets, the sub-class was reduced to three cars in the mid-1990s before gradual withdrawals saw all of the units out of traffic by 2002.

MODELLING HISTORY

It is the former Regional Railways Class 310/1 in three-car formation as operated by Central Trains that is the subject of this article. It is a compact three-car EMU ideal for my 'N' gauge

Dudley Heath layout which is inspired by the suburban lines of the Black Country from 1995 to 2004. It will supplement a fleet of Graham Farish Class 150/0 and 150/1 units on local trains.

Conversion and adaptation of some ready-to-run models was required to complete a model that captured the character of the Class 310. For that, I turned to vinyl overlays and 3D-printed cab mouldings supplied by Electra Railway Graphics – a popular method of modelling 'N' gauge stock not currently available in ready-to-run form. The same techniques can be used to model Class 310/0 and Class 312 EMUs.

One of the advantages of older Graham Farish





coaches is that the bodysells were produced as clear-sided blanks to which the appropriate window and door format was printed in place to give both the impression of flush glazing and allowing a wide variety of different coaches to be produced. This was particularly effective for Mk 2 and Mk 3 stock which allows the modeller some interesting coach conversion opportunities with printed vinyl sides.

The base coaches for this project are Mk 2 coaches of which I needed three. The original livery did not matter at all – it was about to be stripped back to the clear sides ready for the overlays to be applied. Another benefit

is that the B4 bogies fitted to the coaches are a close match to Class 310 bogies – and the roof profile is very similar too. The conversion is straightforward except for the need to fit cabs to two of the coaches and a pantograph well in the middle coach or MBS vehicle. If you plan to model a straight Class 310/0, you will need four base models.

A CLEAR START

Graham Farish coaches with clear bodysell mouldings have been produced by the original Graham Farish company when based in Poole and latterly manufactured in China by Bachmann.

The finishes vary between the two manufacturing sites which determines how the printed paint finish should be stripped. The easiest way for both is to use a paint stripper such as Phoenix Precision Superstrip that removes factory painted finishes without risk to the plastic itself.

All the detail has to be stripped to the clear sides. Electra Railway Graphics suggests the use of nail varnish removal pads as ideal for dealing with the older Poole-made models, a task which takes time and effort, but is quite cheap. Several pads are needed per side and the residue must be washed away swiftly so not to stain the plastic.

Paint stripper such as Phoenix Precision >>

STEP BY STEP BUILDING A CLASS 310 EMU IN 'N' GAUGE

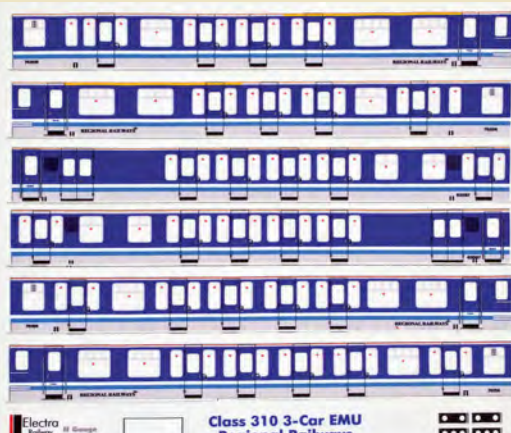
1

Vinyl overlays have become an important modelling medium for 'N' gauge modellers. Some are designed to take advantage of the clear-sided coach bodies once favoured by Graham Farish including Mk 2 stock. Some conversions are very simple whilst others require a little more physical work.



2

One of the excellent sets of 'N' gauge overlays produced by Electra Railway Graphics is for the three-car Class 310/1 in Regional Railways livery. Other West Midlands livery versions are also available.



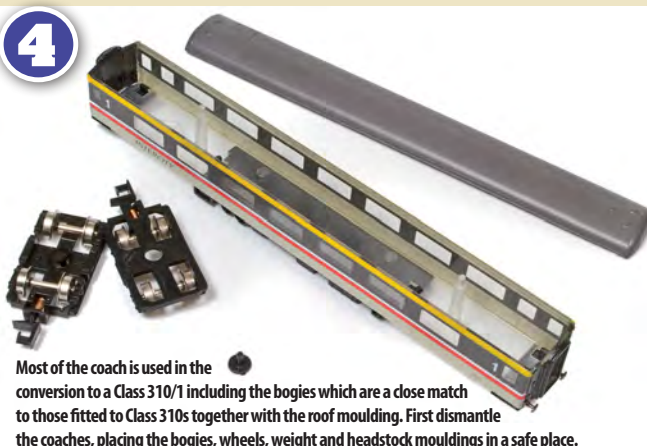
3

The Electra Railway Graphics vinyls are designed to fit older Graham Farish Mk 2 coaches which are often sold cheaply second-hand. The conversion takes advantage of the close resemblance of the Mk 2 coach profile and that of the Class 310s.



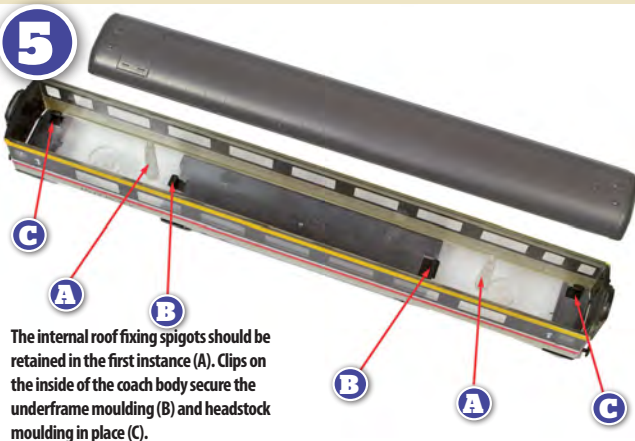
4

Most of the coach is used in the conversion to a Class 310/1 including the bogies which are a close match to those fitted to Class 310s together with the roof moulding. First dismantle the coaches, placing the bogies, wheels, weight and headstock mouldings in a safe place.



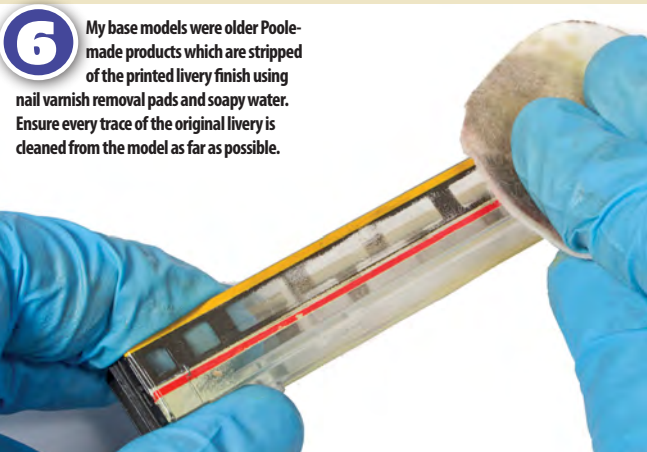
5

The internal roof fixing spigots should be retained in the first instance (A). Clips on the inside of the coach body secure the underframe moulding (B) and headstock moulding in place (C).



6

My base models were older Poole-made products which are stripped of the printed livery finish using nail varnish removal pads and soapy water. Ensure every trace of the original livery is cleaned from the model as far as possible.



Superstrip is the preferred option for Chinese-made models and better than the use of nail varnish removal pads which may damage the plastic which appears to be different in composition from the original Poole models. The three base models used in this project were older ones made in Poole, which could be treated with nail varnish remover. After I had stripped away the printed livery detail, I found the sides were slightly discoloured. This did not matter because I intended to varnish the completed coaches to remove the shine of the printed vinyl sides.

CAB CONVERSION

There is some detailing and conversion work to undertake before applying the vinyl overlays. I

bought two simple cab mouldings for a Class 310 which were made using 3D printing techniques. Some changes to the shape of the mouldings were needed and I discovered that the slightly grainy finish of the 3D process was very difficult to smooth down and the mouldings hard to file and shape, particularly where they had to be adapted to match the profile of the coach roof mouldings.

Having made some minor changes to prepare the cabs, I used one to determine where to cut the coach and roof ends off to fit them to what would become the Driving Trailer Composite (DTC) and Driving Trailer Second (DTS). Unlike Mk 2 coaches, the inner ends of AM10 stock (the original designation for the Class 310s) are flat rather than bowed and must be changed.

I cut the inner ends from the coach bodysells and replaced them with flat ends of 40thou styrene card – a little filling was needed around the edges and care had to be taken not to mark the clear sides with adhesive. The gangways are fitted to an extension to the ends which was fitted using 40thou card too. At the same time, new headstocks to replace the ones clipped into the coach body were made up from strips of the same 40thou styrene card.

CONVERTING THE MBS

The key feature of the MBS is the pantograph well which has to be large enough to accommodate a Dapol Stone-Falseley AMBR pantograph. An opening was cut in

Intermediate
Beginner **SKILL LEVEL** Advanced



7 Starting with the coach bodies that are to become the driving trailers, cut the bowed coach ends off by cutting down the inside of the bodysides. This should be done at both ends, one for the cab and one for the new inner end panel using a razor saw.



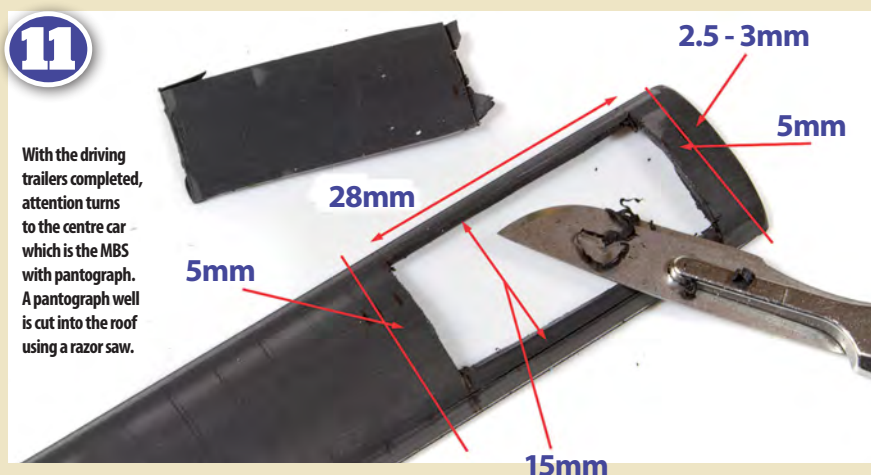
8 Another view of the coach end modifications (A). The roof mouldings are perfect for the conversion but have to be shorn of all detail using a fine cut file and wet and dry paper. The ends also need to be re-profiled to match the flatter inner end panel (B).



9 A view of the cab of 310102. To complete the driving trailers, a new cab had to be fitted to one end of two of the bodyside shells.



10 The completed driving trailer body shells and roof mouldings with cabs fitted. One will be fitted with the drive chassis because the centre car with its pantograph well will not have sufficient space for it.



11 With the driving trailers completed, attention turns to the centre car which is the MBS with pantograph. A pantograph well is cut into the roof using a razor saw.

the end of the roof to be located over the guard's van area of the coach. A 15mm x 28mm hole was cut 8mm inboard from the outer end of the roof. This was opened up by 5mm on each side with a curved profile to match the curve of the roof making the inboard distance between the opening and the end of the roof to be about 3mm.

A piece of 40thou styrene was cut and fitted into the opening to form the pantograph well floor. The sloped profile at the ends of the well and sides were made up with Squadron putty pared and smoothed to shape – several applications of filler being needed until the desired result was achieved. With the pantograph well prepared, the position of mounting

insulators for the pantograph were measured and small holes drilled through the floor to fit insulators made up of short pieces of 10BA screw thread which was done after the roof mouldings were painted. Three additional insulators were also fitted together with some wire and rod to represent the pantograph lifting gear.

ROOF VENTS

Class 310s are fitted with the round topped dome ventilators and 58 are needed for a three-car Class 310. Finding those ventilators for a model was tricky – it's worth having a search around for a household item which can be used to represent them if you cannot find some commercially available ones.

TOOLS

- Tweezers
- Modelling knife
- Pin vice and twist drills from 0.3mm to 2.0mm
- Self-healing cutting mat
- No. 1 paintbrush for applying solvent cement
- A flat needle file
- Stirring sticks
- Razor saw
- Grade 600 and 1200 wet and dry paper
- Super glue (CA adhesive) such as Zap-a-Gap (green label)
- CA glue for difficult plastics such as Plasti-Zap
- Putty style filler
- Solvent cement
- Satin varnish
- Paints including warning panel yellow and black
- Weathering colours

MATERIALS AND COMPONENTS

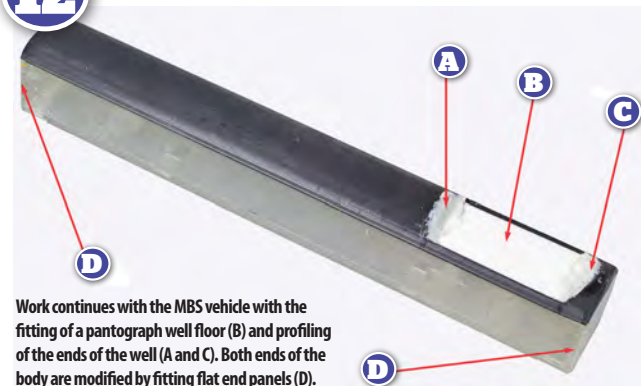
- Three or four Graham Farish Mk 2 air-con coaches
- Dapol Stone Faiveley AMBS pantograph
- Graham Farish Class 150 powered chassis
- Turned brass oval buffers
- Dome roof vents
- 10BA brass screws
- 40thou styrene card
- Shims of 10thou and 20thou styrene card
- Small underframe boxes taken from a Southern Pride 'OO' gauge EMU underframe kit
- 0.7mm brass wire
- Clear acetate sheet
- 'N' gauge windscreen wipers (from Shawplan Class 50 kit)
- Roof mounted radio pods

USEFUL LINKS

- **Electra Railway Graphics**
www.electrarailwaygraphics.co.uk

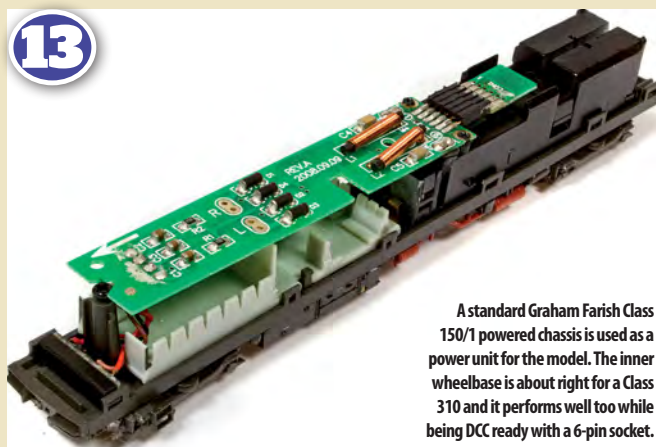
I had a bit of a brainwave when working on a completely unrelated project. A Hornby 'OO' gauge Class 423 was being worked on to upgrade the roof detail at about the time I was looking for a nice dome ventilator for the Class 310/1. The 4-VEP upgrading involved replacing the very undersize ones moulded on the roof mouldings with MJT Components scale dome ventilators. It struck me after paring off about half a dozen moulded vents that Hornby had solved the problem for me. The discarded vents were promptly rounded up and being less than half the size they should have been for 'OO' gauge, were soon applied, with the help of diagrams supplied with the vinyl overlay instructions to the roof of the Class 310/1. >>>

12



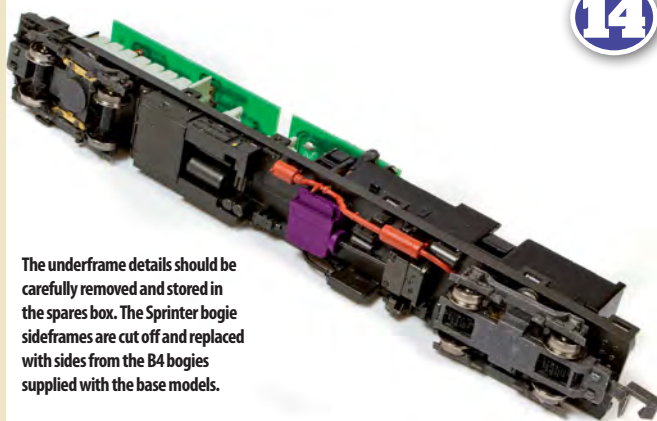
Work continues with the MBS vehicle with the fitting of a pantograph well floor (B) and profiling of the ends of the well (A and C). Both ends of the body are modified by fitting flat end panels (D).

13



A standard Graham Farish Class 150/1 powered chassis is used as a power unit for the model. The inner wheelbase is about right for a Class 310 and it performs well too while being DCC ready with a 6-pin socket.

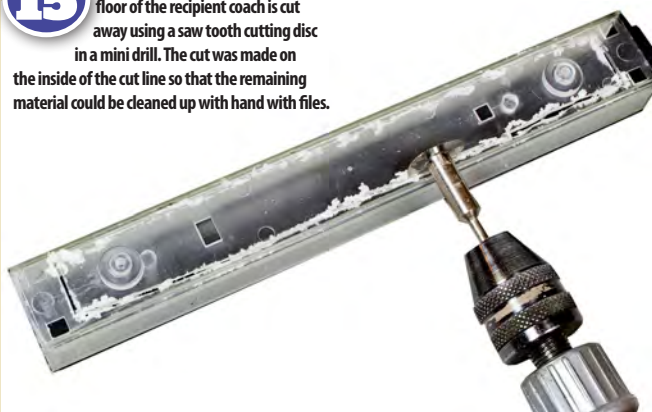
14



The underframe details should be carefully removed and stored in the spares box. The Sprinter bogie sideframes are cut off and replaced with sides from the B4 bogies supplied with the base models.

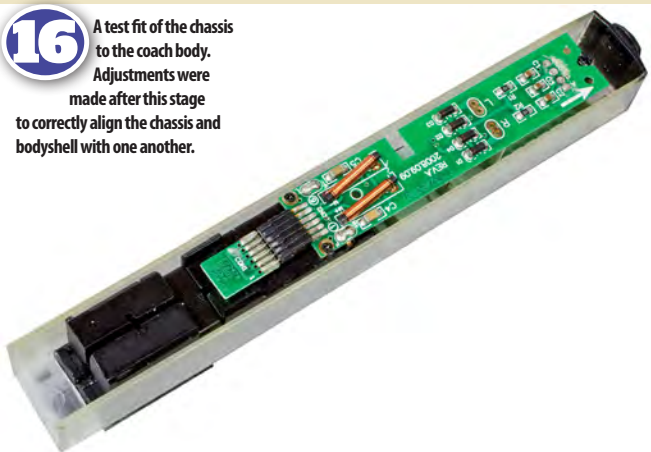
15

To accommodate the chassis, the floor of the recipient coach is cut away using a saw tooth cutting disc in a mini drill. The cut was made on the inside of the cut line so that the remaining material could be cleaned up with hand with files.

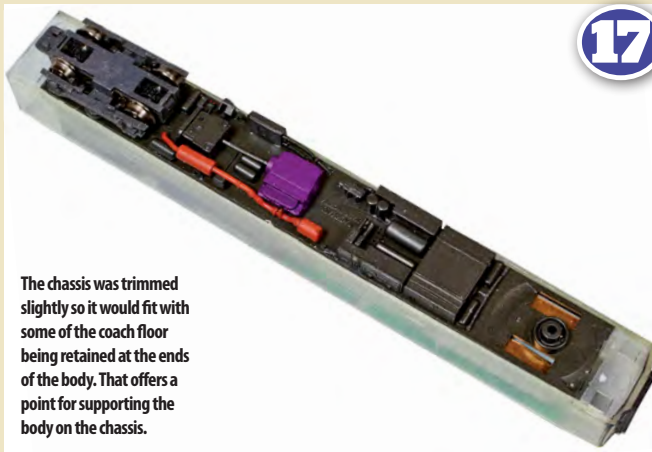


16

A test fit of the chassis to the coach body. Adjustments were made after this stage to correctly align the chassis and bodysheet with one another.



17



The chassis was trimmed slightly so it would fit with some of the coach floor being retained at the ends of the body. That offers a point for supporting the body on the chassis.

The spares have been put aside for a future project – just in case I need another Class 310.

MOTORISING THE MODEL

A tricky task for any EMU project of this type is motorising it. The lowered roof area in the MBS meant that my choice of drive chassis, a Class 150 one, could not be accommodated in the middle of the set. In the end, I cut the floor out of a coach which was to become a driving trailer to accept the chassis, leaving some floor at either end of the coach to fit headstocks and provide bearing pads for the body to sit neatly on the chassis. It all took a little trial and error, shimming with thin styrene card. It worked though, and the work was completed and tested before the cab mouldings were fitted.

PAINTING

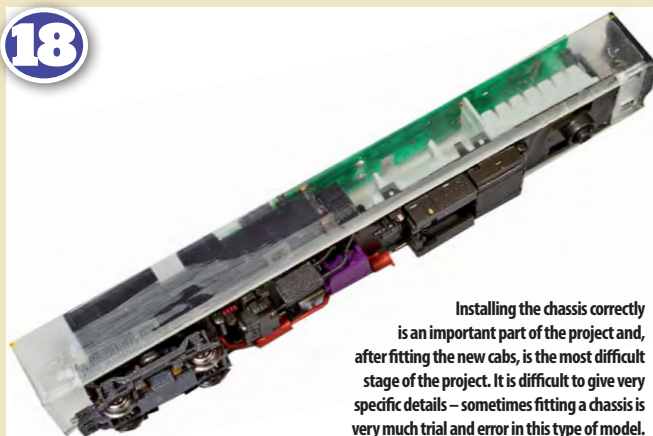
A lot of conversion and preparatory work has to be completed even before a vinyl side can be applied. The cab fronts were primed first, further checked for marks and then painted warning panel yellow. Black was applied to the window surrounds and the headstocks, buffers and rubbing plates. The inner ends were painted black too.

The roof mouldings are separate items and can be painted separately. I started with Railmatch roof dirt and finished with a dusting of lighter grey around the pantograph well. Underframes and bogies were also painted black and finished with some underframe grime together with brake dust. Bogie, roof and underframe weathering can be completed before the vinyls are applied.

THE VINYL COUNTDOWN

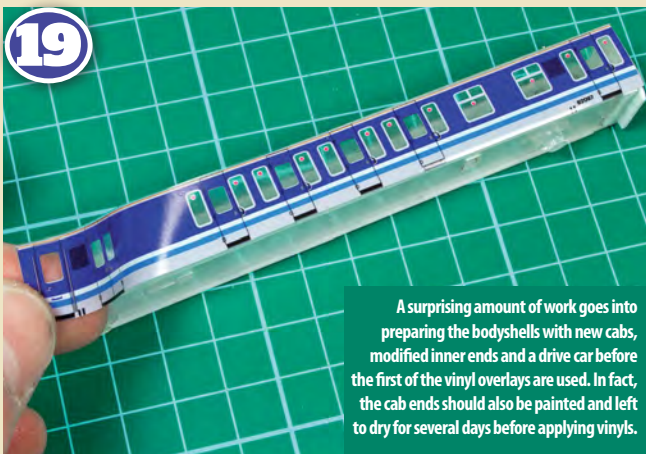
Applying the vinyls is a tricky little job that requires some care to get them straight and level. Fortunately, the Electra Railway Graphics vinyls can be removed and reapplied a couple of times without the risk of damaging them – if you are careful. They peel off the backing sheet quite easily as if they are self-adhesive labels or stickers. Before applying the vinyls, check for any dust or other particles left over from coach conversion work and remove them or they will show through the thin vinyl. When applying them, use the top edge of the converted coach bodies to align the vinyls before rolling them on along the length of the coach, taking care not to stretch or distort them. Attention has to be paid in making sure

18



Installing the chassis correctly is an important part of the project and, after fitting the new cabs, is the most difficult stage of the project. It is difficult to give very specific details – sometimes fitting a chassis is very much trial and error in this type of model.

19



A surprising amount of work goes into preparing the bodyshells with new cabs, modified inner ends and a drive car before the first of the vinyl overlays are used. In fact, the cab ends should also be painted and left to dry for several days before applying vinyls.

20



Progress on the MBS vehicle including the completed application of the new sides and detailing of the roof with dome roof vents. Note that the body has been fitted with new headstocks too.

21



22



The MBS vehicle during test assembly of the three cars of the unit on Nigel's 'N' gauge layout. This looks for problems such as poor alignment of the vehicles and height issues. Note that some reworking of the roof to end fit was being undertaken when this photograph was taken.

Another testing session for height and alignment. The DTC should be placed at the opposite end of the MBS vehicle when correctly formed as a three-car set.

the vinyl sticks along the tumblehome too. Look for trapped air which should be worked to the edge of the vinyl or the side partly lifted off to release larger pockets of air to ensure the sides sit properly on the coach.

The beauty of vinyl overlays is an immediate transformation to a new coach type as the vinyls are applied one at a time. There are some refinements that can be made to the technique. The vinyl may be further secured along exposed edges by applying a tiny bead of glue; running it along the tumblehome edge, for example. Use a CA glue intended for plastics such as Plasti-Zap and fit a new Zed-tip to the bottle for the tiniest application. Do the same to where the vinyl meets the coach ends too.

DETAILING

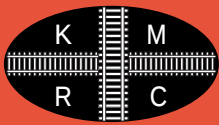
With the vinyl overlays in place and touch up painting around the edges completed, the model can be finished with small details. I applied the vinyl headcode panels to the cab fronts, the one with three marker dots being used on the DTC vehicle. The three dots helped those waiting on platforms to see which end of an approaching train had First Class accommodation.

I test assembled all three cars on the layout to look for any obvious issues with the manner in which the vehicles sat together and how well they would ride on the bogies. I noticed, during this adjustment time that the fit of the roof to ends was less than satisfactory. The bodies were subject to a little more careful finishing and touch

in painting before being assembled and tested once again with gangways designed to close up the coupling gap. Once happy with how the model looks on the track, it was off to the paint shop for varnishing and final weathering work.

Spraying the model with a coat of satin varnish will equalise the various finishes on the coach bodies and help protect the overlays from scratching. The model finally ended up with two thin coats which removed the shine from the sides and also gave the model a more 'used' appearance.

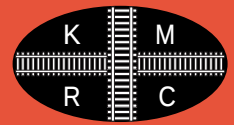
It certainly isn't a perfect model but overall I am satisfied with the result and the model, on its first outing, attracted a lot of interest, adding something different to the fleet of Centro Class 150s on Dudley Heath. [Hm](#)



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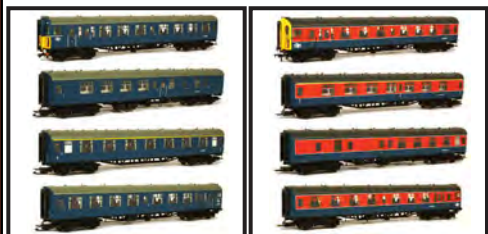
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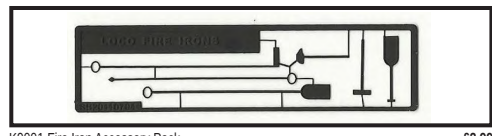
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Memories of Bewdley railways

**£50
STAR
LETTER**

I WAS VERY IMPRESSED with Graham Heald's layout of Bewdley (HM137). On the title page he's got a small map of the surrounding area around Bewdley and in between Cleobury Mortimer and Wyre Forest, a station called Brown Clee Hills.

I lived at Easton Court station house between 1953 and 1959. My mother's family lived in Birmingham and my father's at the Woofferton end. We used this route a lot in the 1950s, catching the autotrain known locally as the 'bomber' to Tenbury, then the railcar to Kidderminster, then onto a Snow Hill bound train, but I don't ever remember seeing the station Brown Clee Hills.

I, like Graham, liked everything GWR and BR Western Region. I started my spotting days in the late 1950s a dozen or so miles to the North of Bewdley at Woofferton. Like most kids my age, I used to have a Hornby tinplate clockwork train set every Christmas until 1961 when I got my first Hornby Dublo electric set.

At the bottom of the yard was a Permanent Way (PW) hut which was used by Titch Nottingham, who used to walk the length between Tenbury and Woofferton, and Harry Davies, a portly man in a bowler hat and a face the colour of beetroot. During the sugar-beet season was the only time wagons would get dropped off the Kidderminster to Woofferton pick-up goods with 16ton mineral wagons for the local farmer, Harry Stevens. He'd bring his Lister elevator down to load the wagons.

Once in a while, Glyn Davies, a porter from Ludlow, would come to check the station and change the posters. My father, Tom Davies, was a PW man at Woofferton, under the ganger Bill Everall and knew all the railwaymen – he also used to get me lots of cab rides, the longest being from Easton Court to Leominster with the driver on the autotrain.

Station House had no electric, so we had a Tilley lamp provided by the railway and during the winter months mother had to take it onto the platform to show the driver of the 7.43pm if

there were any passengers or not, while we all sat in the dark until she came back – the only lights we could see were the BBC masts at Woofferton.

In the last few years we lived at the station, the only people I saw get on or off the train on very rare occasions were Jeff Flight and Nick Johnson who both worked at Lloyds factory in Tenbury and both lived in Little Hereford village.

On a Sunday there were no trains, so my brother and I used the platform edge whilst standing at track level to push our Dinky Toys up and down the platform. Then one Sunday, we heard a whistle. We looked at each other and around the corner from the Tenbury end a train appeared – you'd never seen us move so fast, leaving our Dinky Toys behind! It was an empty ballast train and on passing, the driver couldn't stop laughing. In 1964, we left to come to Birmingham and I soon got a job on the railway, first as a porter at Stechford station and then Saltley Loco, but that is another story.

David Davies, ex Saltley Fireman/Secondman



Which tracks are Up and Down?

I am currently in the middle of constructing a large 40ft x 20ft Western Region 1970s based layout with a four-track main line and large through station. However, which track is which line?

I have a: Down Slow, Down Fast, Up Slow, and Up Fast, however I don't understand how to orient them. Would the Up and Down Fast lines be between the Up and Down Slow? Or would the two Up lines be next to each other, then the Down lines parallel as well? Do I have two extra freight-only

lines? Or do freights run on the Slow lines? Great magazine - keep up the good work. And can we please have the new Grosvenor Square track plan next issue too?

Ed Young, by e-mail.

Hi Ed, on the Western Region the slow and fast lines would be paired so that you have the Down Slow and Up Slow next to each other and the Down Fast and Up Fast next to each other. Freight traffic would use the slow lines. A trackplan for Grosvenor Square will be coming soon - Ed.



The Western Region paired its slow and fast lines on the main four line from London Paddington. Horfield Model Railway Group modelled this superbly with its 'OO' gauge exhibition layout Horfield, as featured in HM80. Trevor Jones/Hornby Magazine.

CHANNEL TUNNEL HAS BEEN MODELLED!

In response to Evan Green-Hughes' article in HM136, I must respond to his comment that the Channel Tunnel "would be challenging to model".

The Elham Valley Line Trust Countryside Centre at Peene, Folkestone, has a 50ft x 10ft 'N' gauge layout of the British Channel Tunnel terminal as originally built. This layout, which is operated every weekend and Bank Holiday between Easter and the end of November, includes tourist shuttles, HGV trains, Eurostar trains and ordinary freight trains.

David Gilbert, by e-mail.

HORNBY HAS GOT MAUNSELL LIVERY RIGHT

Mike Hillman's letter in HM137 questioned the livery of the Restaurant Car 7869, on the basis that he thought it should be lined and have a white roof. I am no authority on these matters, but can I refer Mike to *An Illustrated History of Southern Coaches* by Mike King which shows this actual coach on page 93 with a description when the coach was in a train at Addlestone Junction in March 1940. This section of the book also shows a number of other catering vehicles, none of which were in a lined livery. So, I think you will find that Hornby has got this livery correct for the vehicle in question.

Alan C. Houghton, by e-mail.

Using an iPad can help DCC configurations

As a recent newcomer to DCC layout operating, I've found an easy way of running and controlling locomotives, which I thought may be of interest to other readers of *Hornby Magazine*.

Simply in that just taking a photograph of each model on my iPad and then typing all the programming details from the supplier's provided sheet and number allocation for the DCC

controller, any user can quickly access the details. These are printed onto A4 sheets and laminated and held in a folder for easy access. The table below illustrates my sheets.

Eddie Barnes, Herne Bay.

MERCHANT NAVY CLASS 35023 HOLLARD AFRIKA LINE SOUND FITTED NCE CAB CONTROL - PROGRAMMED AS 023

FUNCTION KEYS	PLAY STRUCTURE
F0 Loco lights (if fitted)	Dependent on direct
F1 Sound on/off background steam/steam exhaust	Various
F2 Whistle long	Plays once
F3 Whistle medium	Plays once
F4 Whistle short	Plays once
F5 Whistle very short	Plays once
F6 Wheel slip	Plays once
F7 Coal shovelling	Loops until disabled
F8 Blow down	Loops until disabled
F9 Safety valve	Loops until disabled
To access keys F10 to F19 press hold 'Shift' button then '0' keys F20 to F28 press '0' button again, 0 to exit.	
F10 Injector	Loops until disabled
F11 Cylinder cock	Loops until disabled
F12 Brake	Plays once
F13 Blower	Loops until disabled
F14 Guard's whistle	Plays once
F15 Coupler clank	Plays once
F16 Fireman's breakfast	Loops until disabled
F17 Toggle sound mode between exhaust and coast	Various
F18 Aux lighting (standard decoders) if fitted	Dependent on use
F19 Whistle long alternative	Plays once
F20 Whistle passing	Plays once
F21 Whistle medium alternative	Plays once
F22 Whistle short alternative	Plays once



Heavy weathering for HEAVY HAULERS



TIM SHACKLETON explains how he created the extraordinary weathering effects on his collection of Eastern Region 2-8-0s for 'OO' gauge.



What the Eastern Region used its 2-8-0s for – on Roy Jackson's magnificent 'EM' gauge layout, a Robinson 'O4' leads a long string of 20ton coke hoppers towards Retford's flat crossing recreating a typical scene from the mid-1950s. Retford featured in HM100.

Mike Wild/Hornby Magazine.

ONE of the few benefits to be gained from pushing 70 is that you still have clear memories of how steam locomotives actually looked. I'm not knocking the preservation movement – quite the opposite, as it is a tribute to the volunteers and skills that we can still savour steam on a regular basis – but to my eye the typical tourist line bears no more relation to the working steam railway I knew than a BBC costume drama can accurately capture the period it's meant to represent. If you didn't know either first hand you may think the historical recreation is excellent. If you did, you'll see a host of glaring errors and anomalies, from Sherlock Holmes hot on the chase behind a BR Standard 4-6-0 to leaflets with colour photographs being distributed on the streets of wartime London.

True, '9Fs' did once work branch passenger trains tender-first (the last day of the Alnwick-Alnmouth branch in 1966 for example) and in the 1950s an ancient 12-wheeled dining car was used for staff accommodation at Lyme Regis,

but as for the ubiquitous 'Austerity' or Barclay saddle tank on a Santa Special or a 'Deltic' on a three-coach stopper, that's not for me, I'm afraid.

I enjoyed a whole decade of watching steam locomotives work for a living. I was also a modeller and in my early teens, during the last four or five years of steam, I discovered weathering. This meant that I could study my chosen subject at first hand. The outcome was an appreciation of the finer points and a genuine pleasure in observing how things actually were, rather than how I imagined they would be.

Today, we have to rely on photographs for reference – with very few exceptions, I wouldn't take much notice of how a preserved steam locomotive looks when it comes to weathering. Beautifully restored as they are, from a model railway realism point of view they don't provide the right vision.

There's nothing unusual or radically new in the way these various heavy 2-8-0s were weathered. What links them, I hope, is how consistent – and how consistently varied – the

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Burned Black acrylic	Lifecolor	UA736
Warm Wood	Lifecolor	UA714
Thinner	Ultimate	
Engine Grime	Mig Ammo	MIG-1407
Flat Black	Tamiya	XF1
Flat White	Tamiya	XF2
Dark Grey	Tamiya	XF24
Red Brown	Tamiya	XF64
Pacific Dust panel line wash	Mig Ammo	MIG-1604
Medium Tan panel line wash	Mig Ammo	MIG-1606
Grey Wash	AK Interactive	AK303
Streaking Grime	AK Interactive	AK012
Matt Black	Humbrol	33
Matt White	Humbrol	34
Matt Leather	Humbrol	62
Fresh Engine Oil	Mig Ammo	MIG-1408
NOTE: Not all colours are used in every project.		
● See Step by Step guide on p50 for full details.		

results are, and how well the locomotives sit with one another – especially in terms of colour and tone. As you'll discover, I've used lots of different methods and media to achieve these effects, from the Humbrol enamels that I've been using for well over half a century to specialised

weathering products that have only lately become available.

Just remember, though, that none of it is unique to the heavy-haulers of the Eastern Region – it's merely that they seemed to show the effects of sheer hard work more readily and more obviously than most other locomotives! 



STEP BY STEP WEATHERING EASTERN REGION HEAVY FREIGHT LOCOMOTIVES



1 I read on one of the online forums that Tim Shackleton always starts the weathering process by applying an all-over coat of dark browny-grey. Well, that's certainly one of many ways I might approach it, so I thought I'd better heed my own advice. Using an Iwata Eclipse CS airbrush I applied three separate mixes – one darker, one lighter, one in the middle – of Lifecolor Burned Black (UA736) and Warm Wood (UA714) diluted 50:50 with Ultimate thinners.

USEFUL LINKS

AK Interactive	www.ak-interactive.com
Humbrol	www.humbrol.com
Lifecolor	www.airbrushes.com
Mig Ammo	www.migjimenez.com
Tamiya	www.tamiya.com



2 I'd have failed in my duty over the last few years if I hadn't made you aware that there are many different ways of achieving the same weathering effects. Another way of setting the ball rolling is to coat the whole of the bodywork liberally with a coat of Mig AMMO Engine Grime (MIG-1407). Use a big flat brush for best results. This is a Bachmann '04/1' that will become an '04/3' by the simple expedient of removing the vacuum hose. The '04/1's' were the original Great Central design - the '04/3's' were those built during the First World War for the Railway Operating Division.



3 Immediately as much of the paint as possible is washed away with white spirit. You won't get all of it off but that's precisely the point – it will collect in nooks and crannies and create interesting rhythmic patterns. You can do this with acrylics too but the drying time is far shorter, with less opportunity to work the paint.



4 A Heljan '02' has now entered the equation - and honours are even after the first round. We want an uneven paint finish, but not too uneven – just enough to create a subtly random patchiness that will show through under subsequent applications.



Having gone around hoovering up any unwanted paint blobs and build-ups I'll leave everything to dry for a good 24hrs before moving on to the next stage.

5 These are the kind of colours you might want to use to offset the ubiquitous browny-grey of a well-weathered steam locomotive. Each has its place but the key to using any of them is, as always, restraint. Only experience will tell you when it's best to use them in enamel, acrylic, wash or filter form, and when to apply them by hand or when to use an airbrush. I'm not wedded to any of them, I just use what's appropriate to a particular application.



6 Perhaps it was ash from the hard Yorkshire coal they burned that made Eastern Region locomotives look so grey. A touch of airbrushed acrylics over the roughed-up paintwork of the '02' helps to bring out this essential characteristic while preserving the textures underneath. I've always been a big admirer of Tamiya paints and I can't explain why they don't always feature prominently in my articles. The main colours I use are XF1 Flat Black, XF2 Flat White, XF24 Dark Grey and XF64 Red Brown.



The last knockings of the Eastern Region 2-8-0s, with a sad line-up of 'WDs' and, at the head of the queue, one of the last 'O4/8s' to be withdrawn – 63785 – seen here at Doncaster shed on May 1 1966.

Keith Chester.



All the subtle enhancements and detail touches apparent since the previous image have been achieved using weathering powders – an assortment of creamy greys on the running plate, rusty/earthy shades on the underframe and tender, dark grey on the smokebox. These large, rounded-end brushes – called filberts – are perfect for weathering powders. At some point the locomotive might even get its new number!



Soot, priming deposits and general grime are often washed down the sides of the boiler – an effect that's especially apparent in hard water areas such as South Yorkshire. These are the coloured washes that I used to create the distinctive streaking on my five project locomotives – '01', '02', '04/1', '04/8' and 'WD'. Basic airbrush weathering is very quick – especially with fast-drying acrylics – but the build-up of prototypical effects can only be done by hand and this does take time.



This is the kind of brush I use to apply streaks – they're called combs because the bristles have a ragged edge that's perfect for applying random streaks of thin paint.



Having added the streaking to the boiler, we've taken the weathering of the '01' on a stage or two but there's still much to do before I'm satisfied. I use airbrushes, paintbrushes and many other applicators such as sponges and sticks, but what unites everything I do is the common colour palette and having the same eye for what works and what doesn't.



11

Good weathering invites contrasts – in this case, between '04/8' 63858's grubby boiler and footplate and the newly-cleaned tender and cabside. This was all copied from a photograph of the actual locomotive purely because it looked so amazing in this condition, fresh out of Doncaster Plant.



12

The weathering of this Bachmann '04/3' looks pretty complicated but I used just three colours of enamel paint throughout – Humbrol Matt Black (33), Matt White (34) and Matt Leather (62), blended in varying combinations. This one was all about technique and, in particular, the use of different layers of weathering. A single airbrushed coat is rarely convincing.

13



Over an airbrushed coat of brownish-grey enamels (in fact several different tints of the same three colours, as with the acrylic paints we used previously) I added individual streaks of grime sprayed through a stencil mask cut from a header card. Some were lighter, some were darker, dozens upon dozens of them until I had the effect I wanted. As we saw earlier, you can achieve much the same effect using comb brushes.

14

Hand-brushed hints of corrosion around the tender seams and firebox – anywhere there's water on a locomotive, there will be rust. My initial attempts were too bright so I toned them down with a gentle mist of weathering shades.



15

Just a hint of limescaling among the streaks and dribbles on the smokebox, inspired as ever by a prototype photograph. I don't like anything too 'painterly' so I used the tip of a wooden cocktail stick to apply the paint, washing it into streaks with a fine sable brush loaded with white spirit.



16



By contrast, apart from a single solitary streak of enamel, this '04/1' is entirely weathered using powders. I never use any kind of sealer or varnish on top of weathering powder – it makes the colours merge into one another. If a bald patch develops, add more powder.

18

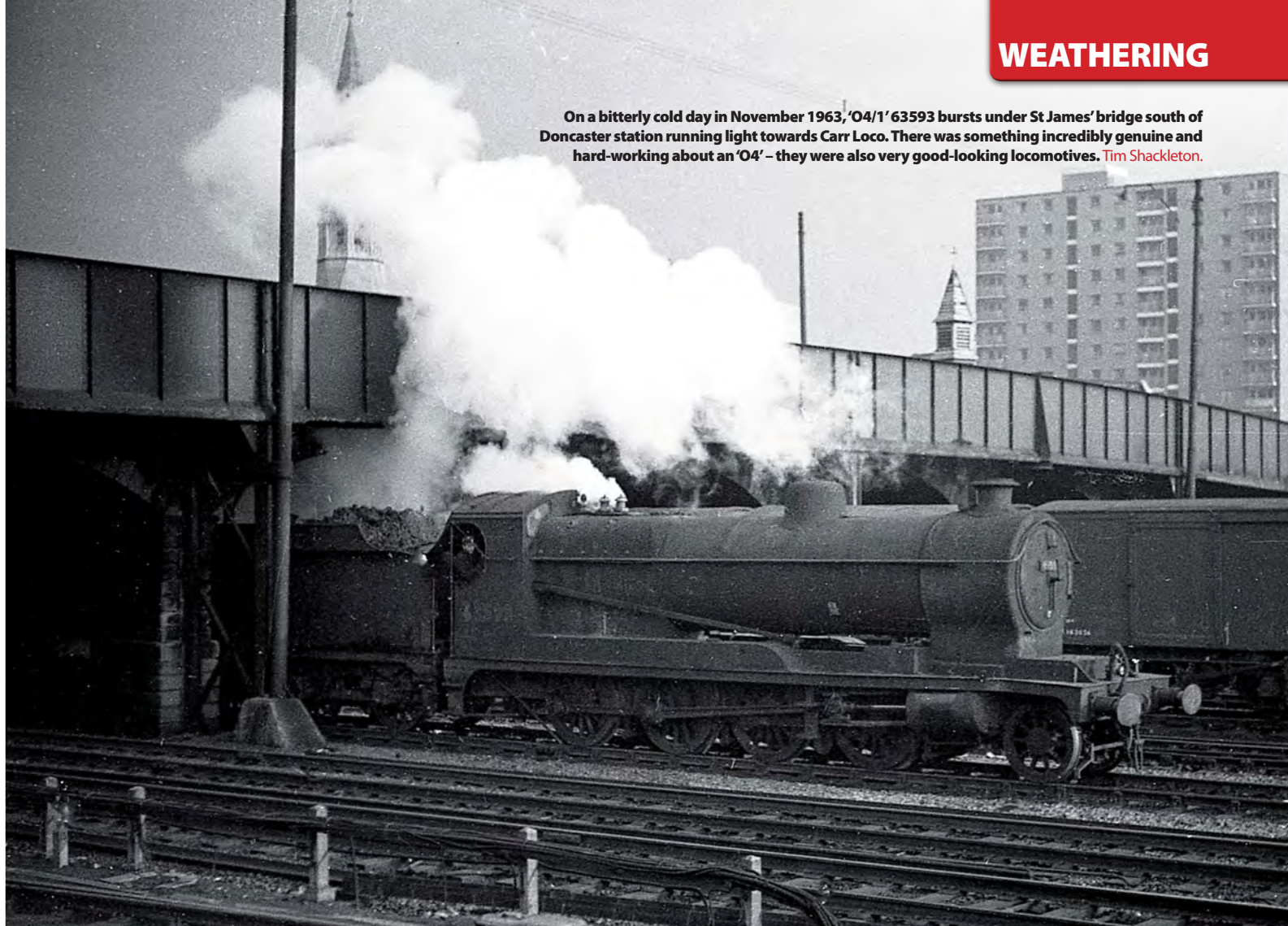
Before and after – to create the streaking on the boiler I used a selection of washes from the Mig AMMO and AK Interactive ranges. When it's first applied, as here, it may be much too strident but it can easily be toned down by overspraying with a weathering mix.

17

An 'Austerity' looking as everyone remembers them. The weathering was copied virtually streak for streak from a couple of photographs of the prototype locomotive. There's hardly any airbrushing on this one, just an endless succession of washes that needed an aeon to dry between coats. Note the accents of rust (various shades of weathering powder stabbed on with a stiff brush) and – just visible on the tender – the mysterious legend 'Who's Sorry Now?'

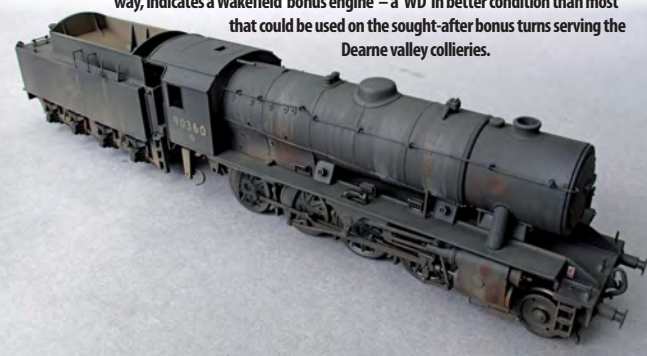


On a bitterly cold day in November 1963, 'O4/1' 63593 bursts under St James' bridge south of Doncaster station running light towards Carr Loco. There was something incredibly genuine and hard-working about an 'O4' – they were also very good-looking locomotives. *Tim Shackleton.*



19

You can see how the subtle build-up of streaking down the boiler helps break up the familiar black silhouette of a 'WD'. Unlike the 'O4/3' seen earlier, I used dozens of different colours on this locomotive. The round 'polo mint' on the cabside, by the way, indicates a Wakefield 'bonus engine' – a 'WD' in better condition than most that could be used on the sought-after bonus turns serving the Dearne valley collieries.



20

Once the streaking has been toned down with an overspray of LifeColor Burned Black acrylic (UA736), the locomotive suddenly starts to look like a 'WD' rather than a model of one. No weathering powder at this stage, though I'll use it to modulate the shades of rust on the smokebox and cylinders. Nor have I yet added the characteristic sheen to the motion using the luscious-smelling Mig AMMO Fresh Engine Oil (MIG-1408).



21

90360's boiler has been heavily modified to represent one of the many Eastern and North Eastern Region 'WDs' that were fitted with a different type of firebox, identified by the revised position of the washout plugs and the way both the handrail and vacuum ejector pipe are kinked to clear it. Often referred to as a 'Doncaster' firebox, they were in fact a Crewe production. As many as half of Eastern and North Eastern Region 'WDs' may have had this feature but you hardly ever see it modelled.





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Wolfe Lowe

*Designing a compact 'O' gauge layout where something can move at all times is tricky. **SHAUN HORROCKS** explains how it was achieved – and how a show-stealing scene was built.*

PHOTOGRAPHY, MIKE BISSET



North Staffordshire
Railway 2-4-2T 54
departs Wolfe Lane End station
with a rake of NSR coaches built
from Chowbent kits which, sadly,
are no longer available.





The Ford railbuses arrive with the next shift of quarrymen as the Peckett 0-4-0ST awaits its next turn of shunting duty. The engine shed walls are constructed from wooden coffee stirrers on a stripwood frame.



WOLFE LOWE MODELS a branch line terminus set in the early 1920s in Staffordshire. It has been built by Shaun Horrocks

and Steve Moore, both members of the Macclesfield Model Railway Group (MMRG), and the design was motivated by our desire to build a country terminus exhibition layout with something moving at all times - not easily achieved in a compact 'O' gauge layout. This is why there is a secondary focus, the quarry, which gives the layout a purpose rather than just conducting random shunting movements.

We wanted the whole length of the layout to be scenic, with height differences and individual diorama features to keep viewers' attention. Most importantly there were to be no straight lines. The period chosen was around the 1923 grouping to fit the stock we already had, with a location around the Staffordshire moorlands. Operation was to be simple in order to maintain reliable running but we were also looking for an excuse for some electronic developments possibly including train automation.

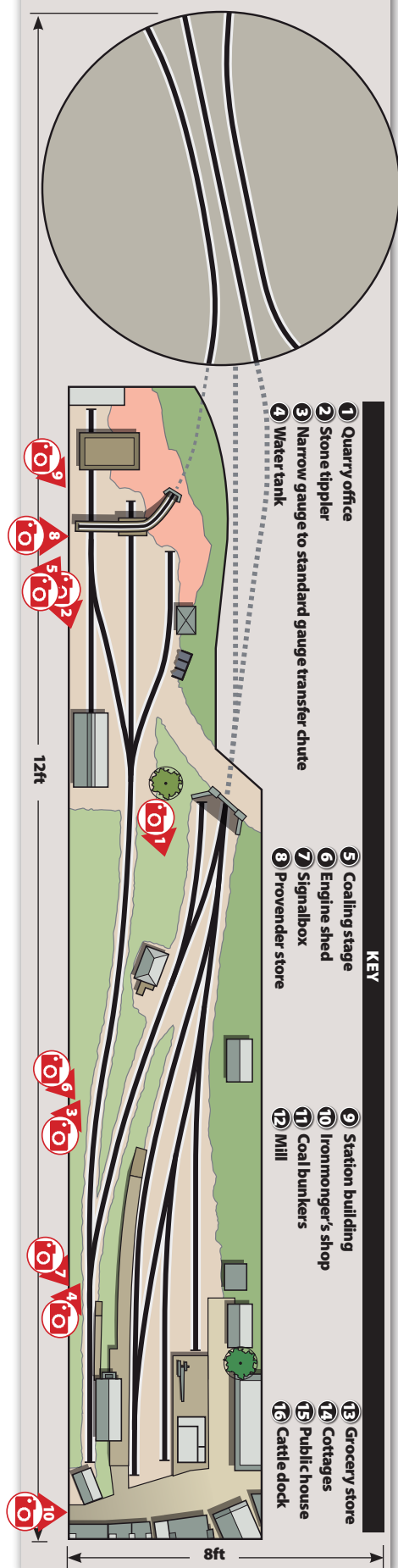
Eventually we were inspired by Ian Rice's plan of Leinthal Earls and set to transforming it into Wolfe Lowe. The final plan was for a small terminus station at one end fed by a single track with a quarry accessed via a long switchback private siding at the other end. The two inclines of the upward switchback give the impression that the 'main' line is in a cutting.

Initially cassettes were used to change the stock but this proved too cumbersome and scary in handling. Reluctantly we sacrificed our objective of a fully-scenic layout and added a five-road full-train turntable on the end. Operation has since been much easier and slicker.

For ease of transport, we needed lightness and stability and selected 6mm plywood for the baseboards. Each scenic board is 4ft x 3ft 3in and 1ft 3in high with an open frame construction. The main strength comes from the double longitudinal beams, filled with expanding foam. »

WOLFE LOWE TRACK DIAGRAM

(Not to scale)



The train turntable top and pivot were reused from the old MMRG layout Hammeston Wharf with the addition of an open-frame supporting baseboard.

OPERATION

The main line sequence is for a goods train to be waiting in the yard for a passenger train to arrive, the goods train departs and the passenger locomotive runs around. A new goods train is received, the passenger departs and the goods locomotive runs around and usually exchanges a wagon or two for ones already in the goods yard.

Once off scene the trains go onto the full train turntable which can be rotated fully. Couplings are standard three-link except for quarry wagons which employ

Dingham Couplers for ease of reaching and are operated by strategically placed electromagnets. In main line trains the 'Dingham' wagons are butt-ended by buffer wagons with three-link couplings on one end and Dinghams on the other.

The quarry has two means of filling wagons. The first is a dummy hopper hiding an inclined plane down which grit moves only when the plane is vibrated - an idea inspired by the Alsager Railway Association layout Hassell Hill Colliery. The second is by emptying mine train tubs into a standard gauge wagon.

Loaded quarry trains are taken down the incline by a quarry locomotive, either just to the mid-point of the switchback (where a main line locomotive swaps full



wagons for empties) or directly off-scene.

The initial concept was that the quarry would provide secondary interest between moves on the main line. However, in practice the tail is wagging the dog - viewers are attracted by the sound of grit being tipped in the quarry and then become fascinated by the automated mine train as it trundles to and fro.

ELECTRICS

Although operated by analogue control, the layout was designed without section switches, both for ease of operation and for possible Digital Command Control conversion later. Two controllers allow the quarry and the main line to be operated independently. However, »



3 Manning Wardle 'F' 0-4-0ST *Romulus* takes its loaded Leek Stone Company's wagon past the Midland Railway style signalbox at the base incline to the quarry.

4 The pointsman must be huddled in his shelter as an LNWR 'Special Tank' rests in the headshunt of the quarry line. In the station a visiting North Staffordshire 'B' 2-4-0T in LMS livery enters the station with a parcels train.



the section of the quarry siding by the station can be operated by either controller to allow wagon exchange.

Points and signals are operated via servos which are driven by MERG Servo4 units. Relays, operated by servos via microswitches, in conjunction with the points provide both track isolation and LED point direction indication on the control panel. All electrical connections are hardwired via 25-pin plugs and sockets between the boards and to the control panels. With the benefit of hindsight, we may have been better using an electronic bus system such as MERG's CBUS to reduce wiring and provide easier extendibility.

The quarry mine train is the main focus of the electrics on Wolfe Lowe as it is fully automated, trundling back and forth filling and emptying itself. It uses a bespoke system developed by Stephen, controlled by a Raspberry Pi computer driving microcontroller modules, relays and servos. He also produced the driving software with a great emphasis on error recovery.

Just to tip a wagon, there is an infra-red detector to confirm the presence of a standard gauge wagon to receive the tub's contents, a reed switch and matching magnet on mine wagons to detect when they are positioned for tipping, and three levers driven via rods from servos mounted at the back of the layout which hold the wagon chassis to prevent it being pushed over, push the wagon tub partway by moving vertically, complete emptying the tub by pushing horizontally. Finally there is an infra-red beam to ensure the tub is rotated and returned.

To fill a mine tub, grit is dropped from a hopper in measured amounts. This is achieved by two servos operating slides at the top and bottom of a small chamber under the hopper; both slides are normally closed. When a tub arrives the top slide is opened allowing the measured amount of grit into the chamber. The top slide is then closed and the bottom slide is opened causing the measured load to drop into the tub. Finally the bottom slide is closed.



A typical scene in the quarry with a Peckett 0-4-0ST shunting standard gauge wagons while a local haulier fills his cart from the pile of loose stone and a mine train empties its contents into a standard gauge North Eastern Railway 20ton iron-ore hopper. The stone pile is a polystyrene mound coated with a layer of actual stone.



The Wolfe Lane End village store and two of the village's mills form a backdrop to a NSR 2-4-2T 54 standing at the station platform as the quarry's Manning Wardle 0-4-0ST waits on the headshunt for its load to be collected by a main line locomotive.



SCENERY

One of our initial thoughts was that straight lines and flat surfaces should be avoided to give a more interesting scene. For example, the main street gently curves as it climbs from below track level at the front of the layout to around 70mm above track level at the back. The combination of gradient and curve allows the buildings to be staggered, giving a much more natural appearance.

With the exception of the provender hut, buildings are scratchbuilt using a mixture of Plasticard, embossed brick card, scribed foamboard and DAS, wooden coffee stirrers and so on. Some of the buildings were recovered from Hammeston Wharf, but the majority are new. The main street has a plywood base covered with a thin layer

of DAS modelling clay with individually scribed setts which were painted with a base coat of emulsion followed by artists' acrylics and water paints for texture and weathering.

The landscaping is formed from polystyrene either carved to the land contours for the cuttings or cut into blocks for the quarry face. In both cases the polystyrene is covered with plaster bandage. For grassy areas the bandage is sealed with emulsion paint and topped with dyed felt teased into pieces. For the rock face a layer of undercoat plaster is added to allow further detail to be scribed to form the rock surface. Then the plaster is similarly sealed and detail colouring and weathering applied using acrylic and watercolour paints.

Trees are constructed from wire armatures

covered with a mixture of plaster, PVA and paint. Foliage is made from expanded hairdressers' postiche or horsehair which is spray painted and covered with scatter.

THE TURNTABLE

The table rotates freely in both directions thanks to having no electrical umbilical cord to twist! Power is fed through the spindle about which the table rotates and via a single bolt which also provides the track alignment.

Much thought went into fail-safe devices which to date, thankfully, have worked. Each road ends with a dead section to stop a train before it reaches the end of the turntable where there is a hinged metal bar to provide a physical barrier – just in case. »



An LMS liveried ex-Midland Railway curved frame Kirtley 0-6-0 stands at the cattle dock. The mill in the background was constructed from foamboard with window frames made from Slaters microstrip. The mill has been given the appearance of having been modernised with the installation of toilets and consequential modification to the windows.



A microswitch cuts power to all of the table if the bar is not in place. Being a turntable, the 'end' becomes the 'beginning' once the table is rotated and so everything has to be mirrored. In particular the dead section break needs to be 'made' when the 'end' is swung round to allow trains to drive on and off. This is achieved via a microswitch which is engaged by the bolt which provides alignment and power. Finally, a pair of microswitches detect when the turntable is being rotated and isolate not just the table but also to the preceding track section.

ROLLING STOCK

Rolling stock is almost entirely kit-built and has been assembled over many years. However we are still building and adding to the roster of the London Midland & Scottish Railway (LMS) and its subsumed pre-grouping companies. A typical roster includes the following trains:

PASSENGER TRAINS

- London & North Western Railway (LNWR) 4ft 6in 2-4-2T coupled to a mixed rake of LNWR arc-roofed six-wheel coaches and a 42ft bogie Central Brake Third coach augmented by a LNWR fruit and milk van.

- LNWR motor train unit formed of an LNWR 2-4-0T and driving trailer to diagram M56.
- North Staffordshire Railway (NSR) 2-4-2T with all Third and Brake Third NSR coaches, augmented with a Midland Railway (MR) milk van.
- Either a MR curved frame Kirtley 0-6-0 or '3F' 0-6-0 with a MR/LMS suburban bogie set occasionally with LNWR carriage wagon and horse box attached.

GOODS TRAINS

We have no fixed rakes for freight trains which are hauled by any of two LMS 'Jinty' 0-6-0Ts, an LNWR Webb 0-6-0ST and either of the MR 0-6-0 tender locomotives not required for passenger duty. Goods stock comprises mainly MR, LNWR and LMS with some different arrivals such as a London and North Eastern Railway well wagon and cask wagon. There is also a scratchbuilt NSR brake van which awaits the completion of the 'Old L' 0-6-2T.

QUARRY

The quarrymen's transport is provided by a pair of railbuses converted from Ford Model T chassis as used on some of Colonel

Stephens' light railways. Shunting in the quarry and transport to the main line is handled by either a Manning Wardle 'F' class 0-4-0ST or a Peckett 0-4-0ST. The open wagons used in the quarry are standard kits some of which have been given fictitious liveries based on the layout's supposed location. The two iron ore hopper wagons are models of North Eastern Railway 20ton hoppers. There is also an extravagantly liveried ex-Rhymney Railway four-wheel brake van which is attached to loaded trains for their main line trips.

MINE

The mine railway is built to 'On14' standards giving a precise 2ft gauge. The tipper wagons and Diema diesel locomotive came from KB Scale. The wagons are light plastic kits modified to give the body extra resistance to being pushed off when tipped and with lead inserted at the bottom of the tub to ensure that it returns to normal after tipping.

The Diema kit has an etched brass body and nickel-silver chassis incorporating a 120:1 double worm reduction drive to both axles - an interesting challenge to build and achieve reliable running. That experience



proved useful when building a spare mine locomotive using a 3D printed body designed by David Malton and supplied by CWRailways on a scratch built brass chassis of similar design to the Diema's.

FINAL THOUGHTS

We always like to push the boundaries with each new layout and Wolfe Lowe has been no exception from the baseboard construction using expanding foam to the complex union of electronics and mechanicals in the mine. As with most layouts it has evolved and is now achieving the effect we were hoping for, but please, come and see it and judge for yourselves! [View](#)

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WOLFE LOWE IS BEING EXHIBITED AT THE FOLLOWING SHOWS IN 2019:

- Macclesfield Model Railway Exhibition – March 9/10 2019
- Epsom and Ewell Model Railway Exhibition – April 27/28 2019
- Folkestone Model Railway Exhibition – October 5/6 2019
- Wakefield Model Railway Exhibition – November 15-17 2019



8 The contents of the mine tipper wagons have been emptied into a standard gauge wagon. The weight of the whitmetal driver makes a crucial contribution to the reliable electrical pick-up of the diminutive 2ft gauge Diema. The infra-red LED on the top of the wooden shelter is part of the automatic system's safety checks.



9 The Peckett 0-4-0ST positions a wagon under the hopper which purports to fill wagons with gravel. In fact the grit is delivered by a vibrating chute from a reservoir at the rear of the layout.



10 The Bull's Head public house has not opened yet as the local carter delivers a couple of crates to the station. The pub is constructed from scribed foamboard, as are the shop and mill further up the hill. The pair of houses in between is based on PLM castings. The wooden ironmongery shop is scratch built.



DCC Interface

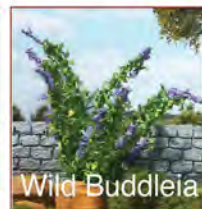
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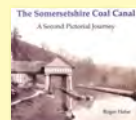
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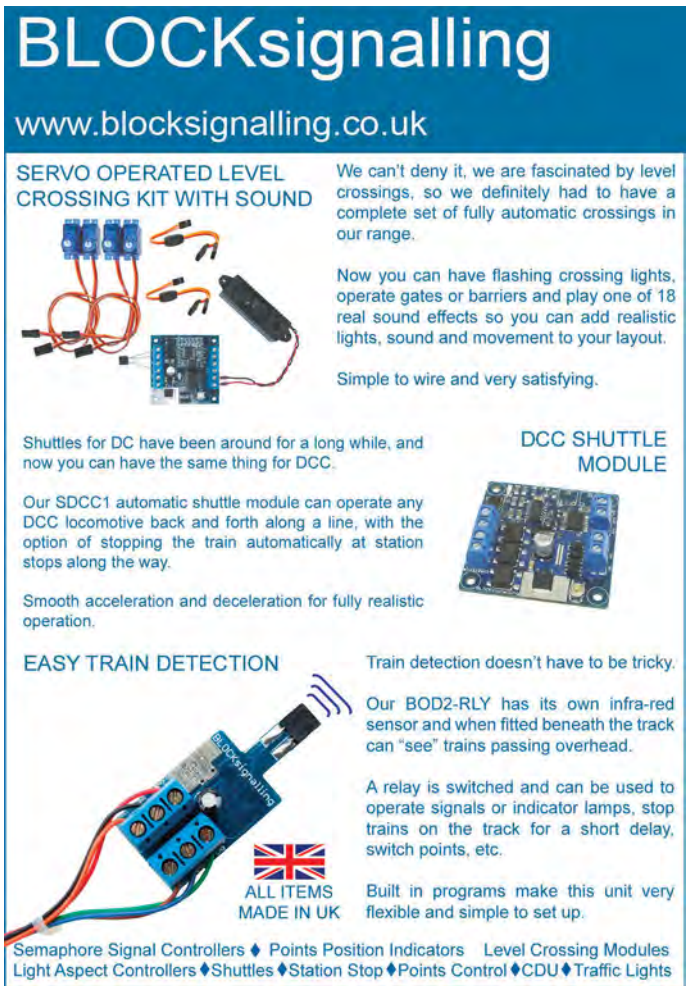
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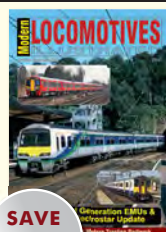
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Heljan delivers

UPDATED

Class 25

**FIRST
REVIEW**



For the second month running Heljan has delivered a brand new ready-to-run locomotive for 'O' gauge. **MIKE WILD** gets to grips with its latest release – the BR Sulzer Class 25/3.



TECHNICAL DETAILS

Manufacturer:	www.heljan.dk
Cat No:	2555
Description:	BR Class 25 Bo-Bo, BR two-tone green
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length (over buffers):	353mm
Price:	£525.00
Era:	5
Couplings:	Working sprung screw links
DCC:	Hard wiring required
Speaker space:	None provided
Exterior lights:	Directional head and tail lights
Interior lights:	Cab interior lights
Motor type:	Two five-pole can motors
Flywheel:	Two, one per motor
BR power classification:	Type 2
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic
Haulage capacity (expected):	Seven carriages
Haulage capacity (actual):	Seven+ carriages/25 wagons

GAUGE 'O' models are arriving in the *Hornby Magazine* office for review more and more regularly. This year alone we have seen the GWR '57XX' 0-6-0PT from Dapol, the '8750' and '57XX' varieties through Minerva Model Railways, the GWR '61XX' 2-6-2T from Heljan, new wagons from Dapol, Hatton's and Minerva, new carriages from Darstaed and now the Class 25/3 is here too.

Heljan is already well versed in all things Derby Type 2 having previously released its model of the Class 25/1 in 'O' gauge. However, the new Class 25/3 is quite different on the outside as it models the final iteration of the fleet of 327 locomotives with a revised cab layout, grilles moved to cantrail level and changes to the underframe design on the outside.

The first of the Class 25/3s were delivered in 1965 with 79 being completed over a two-year period by BR at Derby Works and Beyer, Peacock in Manchester. They were outwardly

similar to the Class 25/2s built between 1963 and 1966, but also had detail differences in their generator and were the first of the design to use solid state electronics for their control system. Reality Check has the full story on development of the Class 25 fleet.



THE MODEL

Heljan's new 'O' gauge model is being released in original BR two-tone green with small yellow warning panels, as per our review sample, as well as in the same colours with full yellow ends, pre-TOPS BR blue, TOPS era BR blue and TOPS era BR blue with factory weathering. Each locomotive features directional lighting, cab lights, sprung buffers, working sprung screw link couplings, a rotating roof fan and twin motors providing all-wheel drive on these Bo-Bo locomotives.

Our sample was finished to an exacting standard in the distinctive and attractive BR two-tone green colour scheme with BR late crests on each side, overhead warning

flashes, builder's plates under the driver's side cab windows and a fully decorated bufferbeam with pipe ends picked out in the appropriate colours. Even the GRP roof panel is finished in cream against the grey metal roof sections. In fact the only point that we could pick on livery wise was the font for the headcode panels which was too heavy on our sample.

Physically, the body of the 25/3 looks spot-on from all angles. The cab fronts have a correct curved profile across their face as well as neatly moulded marker light surrounds, lamp irons and handrail all of which add to the Class 25/3 character. Adding the finishing touches to the front end are the windscreen wipers and bufferbeam pipework.

While we are at the cab, the interior is well worth viewing and Heljan has done an excellent job of moulding clear glazing to allow a good view of this area. The control desk is fully modelled with regulator and brake handles >>>



together with representations of the gauges in the desk. On the rear cab partition the door to the engine bay is modelled together with conduits rising from the floor. A secondman's seat is also provided and it will be a straightforward task to add a suitable crew to the cab interior once the body has been removed.

The bodyside and roof meanwhile are excellent renditions with the clean lines of the Class 25/3 being modelled superbly throughout. Details include the triangular rivet pattern on each side, neatly modelled grille covers, glazed engine compartment windows and separately fitted handrails. Covers have been attached over the bodyside steps, but these can be removed to reveal the steps/handholds underneath.

The underframe follows the high standard set by the Class 25/1, but importantly the central

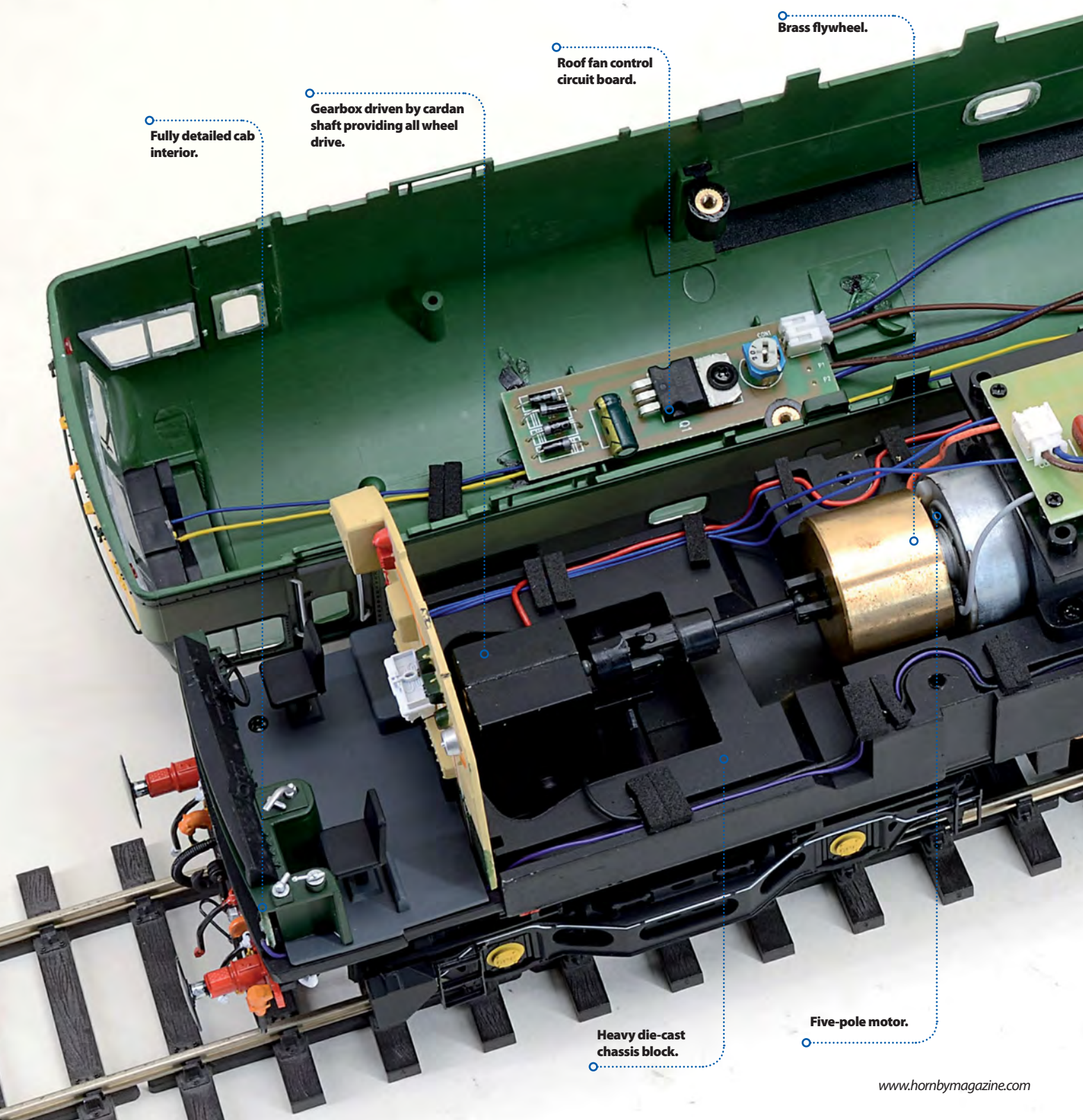


tanks are the short pattern used on the Class 25/2 and Class 25/3. The bogies meanwhile have superb relief detail as well as Timken roller bearing axleboxes, separately fitted steps, speedometer cables and sandboxes. Turned metal wheels are provided on metal axles and all of these collect current as well as being geared to the motors.

PERFORMANCE

On the track the 2kg model ran smoothly straight from the box and improved with running to offer refined speed control and consistent lighting. The roof fan kicks in above a certain voltage and adds an extra touch of realism to the locomotive when it is running.

We put this sample through its paces on analogue control using a Helmsman 5amp large



Fully detailed cab interior.

Gearbox driven by cardan shaft providing all wheel drive.

Roof fan control circuit board.

Brass flywheel.

Heavy die-cast chassis block.

Five-pole motor.

scale controller which provided plenty of power for the twin five-pole motors – each of which is appointed with a large brass flywheel aiding smooth operation of the locomotive during speed changes. The twin motors provide more than enough haulage capacity to suit most situations with our sample being tasked with both a seven-coach train of Heljan Mk 1 stock and a 25-wagon goods train running on level track. These provided no challenge to the locomotive – it having more than enough capacity to spare.

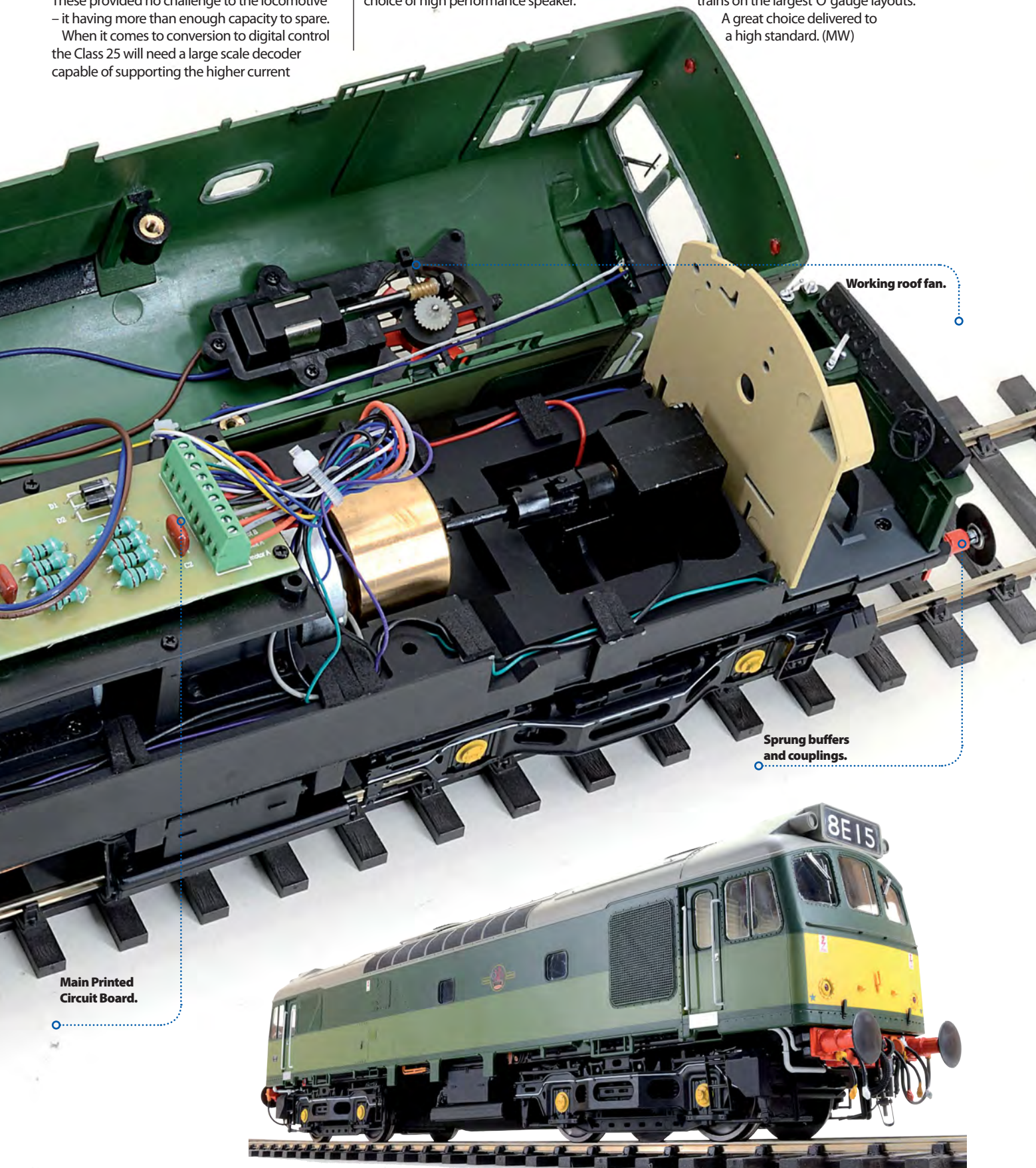
When it comes to conversion to digital control the Class 25 will need a large scale decoder capable of supporting the higher current

draw of the twin motors. This will need to be hardwired into the locomotive in place of the standard circuit board. Careful work will be needed to correctly connect the locomotive wiring, particularly in respect of the motor and lighting connections. There isn't a specific space provided for a speaker for digital sound, but more experienced sound installers will find plenty of space inside to fit their own choice of high performance speaker.

OVERALL

The Class 25/3 is a great choice to expand the Heljan 'O' gauge diesel portfolio. While it doesn't have the same ease of digital connectivity as the GWR '61XX' 2-6-2T (HM137), it can be converted with a methodical approach without any great issues. The twin motors provide huge haulage capacity, making this locomotive perfectly capable of hauling even the heaviest trains on the largest 'O' gauge layouts.

A great choice delivered to a high standard. (MW)



Working roof fan.

Sprung buffers and couplings.

Main Printed Circuit Board.

DERBY'S Class 25/3

*Perhaps one of the most recognisable diesel locomotives of the 1960s was the popular and versatile Class 25. This design reached its best with its final version, the 25/3, which first appeared in 1965, as **EVAN GREEN-HUGHES** describes.*

AT THE TIME of the British Railways Modernisation Plan of 1955, traffic requirements on the system were vastly different to those of today, and there were many trains which ran with light loads over fairly short distances. For these types of train there was a requirement for a reliable all-purpose locomotive with modest power which had been answered by

several new designs including a family of Bo-Bo Type 2s produced at Derby Works.

The Class 25/3 was the final development of this family, but as with all families the relationships between individual members are not perhaps as clear as might at first appear. Although the 80 members of this final batch are known as '25/3s', not all of them were numbered as such under TOPS and while they are much admired for their 'cleaned up' and redesigned bodywork they

also shared this feature with some, but not all, examples of earlier versions. To further complicate matters, production of the subclass was split between two different sites, with some locomotives actually switching intended builder during production.

PILOT SCHEME ORIGINS

Eventually numbering 327 locomotives, the Class 25 could trace its history right back to 20 locomotives ordered by British

The final locomotives of the Class 25/3 fleet were delivered in BR blue with full yellow ends with the first to be completed in this new corporate colour scheme being D7660. In April 1967 two-month old Class 25/3 D7672 (later 25322 and 25912 Tamworth Castle) stands at Derby shed in the company of another Class 25/3 and a Class 47. Mike Jefferies/Railphotoprints.uk.



Railways from Derby Works as part of its pilot scheme to evaluate different types of diesel locomotive against each other. The first of these mid-range locomotives appeared in July 1958, being fitted with a Sulzer six-cylinder engine and mounted on two four-wheel bogies, and proved itself to be a reliable and competent performer, so much so that further orders were soon placed, leading to an eventual construction of 151 machines, which were eventually to become Class 24.

The Class 24 was not a design that was pleasing to the eye. The appearance of the front end had been greatly compromised by BR's insistence on the inclusion of nose-end doors, which were intended for the use of the crew when locomotives were working in multiple. This resulted in the centre cab window being smaller and higher than the outer two and created plenty of draughts for the enginemen through the seldom-used doors. Another issue was the design



The Class 25/2s were the first to employ the revised body design without nose end communication doors and relocation of the bodyside grilles to cantrail level. Few of these were equipped with boilers, but D5233 was one of those built with steam heating. Here it stands at Wellingborough on June 21 1970 in the company of two Brush Type 4s – all three carrying BR two-tone green with full yellow cab fronts. *Gordon Edgar/Railphotoprints.uk*



of the bodyside, which was peppered with grilles, and which over time was found to allow too much debris and dust to enter the engine and generator compartments.

Later locomotives had a four-character headcode box added above the front cab windows, although the mechanical layout remained the same, and this body style was carried over to the first of the Class 25s, which arrived in 1961, as a development of the earlier engines.

The major difference between a Class 24 and a Class 25 is that the latter was fitted with a new version of the Sulzer 6LDA engine which in its 'B' form produced an additional 90hp, due to a redesign of the fuel pumps and cylinder heads and by the use of charge air cooling. The additional power available was used to raise the maximum speed of the locomotive from 75mph to 90mph, although this was at first done at the expense of some haulage power. The main generator was the same as fitted to the Class 24 but the traction motors were geared differently. Appearance-wise they were impossible to tell apart from the later Class 24s.

By the time another batch of Class 25s was required, the supplier of the original traction motors, British Thomson Houston, had amalgamated with Metropolitan Vickers to form Associated Electrical Industries, or AEI for short, and as a result of this the '25/1s' were fitted with a new traction motor, the AEI253AY. This motor was lighter than its predecessor but offered superior performance. Six stages of field weakening were employed which enabled full power to be used over a greater range of speeds. The Class 25/1 had a slightly revised headcode box, which had at the side of it additional cowlings to accommodate the warning horns, which were repositioned from underneath the front.

When even more of these versatile locomotives were required, a change to the electrical systems meant that the next batch was to be designated as Class 25/2s. While these changes were not mechanically significant, the same cannot be said as to the outward appearance of these engines >>

REALITY CHECK

for the opportunity was taken to tidy up the look of the locomotives, which in the process lost their bodyside grilles in favour of another set in the usual location on the cantrail and also had a cab-front redesign which saw them fitted with three large windows and elimination of the nose-end connecting doors. This redesign was complemented by a new two-tone green livery similar to that used on the then new Class 47 being built by Brush.

FINAL DESIGN

The final, and some would argue the most successful, version of the Class 25, which was to become known as the Class 25/3, came about due to the adoption of a revised generator design which had 10 poles instead of the 12 used previously. On this generator, field weakening was initiated at set speeds by electric signals generated by a rev counter which had the result that maximum power was available over a greater speed range than before, including up to a maximum of 80mph. This batch was also fitted with train air brake equipment from new, while earlier versions had it fitted retrospectively as they went through works.

Although all the earlier locomotives had been built by BR itself, either at Derby or Darlington, unusually the '25/3s' were shared between Derby and private builder Beyer, Peacock. A total of 26 were ordered from Derby at a cost of £70,348 each while the 54 from Beyer's were priced at £68,150. The decision to order from a private company caused something of a stink as it happened at the same time that BR was closing down Darlington Works, from which the jigs were transferred to Gorton, near Manchester, but a campaign

The Class 25/1 series locomotives broadly followed the Class 25/0 external design, except for the relocation of the air horns to each side of the four-character headcode box and the addition of a boiler water tank between the bogies. On November 18 1967 Class 25/1 D5208 (later 25058) passes Castle Donnington with an additional service formed of Stanier stock including a BR blue and grey 'Porthole' brake second. Dave Cobbe/Railphotoprints.uk.



for the work to be done there eventually failed and the works closed as planned.

Unfortunately by this time Beyer, Peacock itself was in dire financial straits and, although it managed to build 36 of the locomotives that had been ordered it sought permission to be released from the rest of the order, resulting in D7660-D7677 being completed at Derby instead.

It was one of these engines, D7660, which was the first of this type to be turned out from works new in BR blue with full yellow ends.

IN SERVICE

As might be expected with such a large class, the '25s' found work in most regions of the country, although the majority were employed on the London Midland, Eastern and North Eastern Regions. The '25/3s' were mainly allocated new to Willesden and Toton, although D7611 to D7623 were

earmarked for 65A Eastfield but the rapid changes brought about by the elimination of steam saw the Eastern Region's locomotives going to the Midland and the Midland swapping its Class 27s for a similar number of the Scottish Class 25s. By the end of the 1960s the largest allocation was to the Nottingham division which at the time had 90 of the various types of Class 25s.

The locomotives were mostly employed on freight work with typical duties being coal trains, particularly in the Midlands, pick-up goods and van trains but they were also regularly employed on stone trains in the Peak District, including the ICI Northwich to Tunstead workings. During the summer holidays they would often be turned out on relief or excursion trains and they could often be found on parcels workings.

During their working lives the Class 25/3s were considered to be a reliable design,



FACTS AND FIGURES

Designer:	BR Derby
Number series:	D7598-D7677 (25248-25327)
Number in sub class:	80
Builders:	BR Derby - D7598-D7623, D7660-D7677 Beyer, Peacock - D7624-D7659
Introduced:	1965-1967
Withdrawal:	1982-1987
Wheel arrangement:	Bo-Bo
Engine:	Sulzer 6LDA28-B
Horsepower:	1,250hp
Cylinders:	Six, 11.02in x 14.17in
Main generator:	AEI15656
Traction motors:	AEI253AY
Train heating:	Not fitted
Brakes (locomotive):	Air
Brake (train):	Air and vacuum
Brake force:	38tons
Maximum tractive effort:	45,000lbs
Continuous tractive effort:	20,800lbs
Length:	50ft 6in
Width over cabs:	8ft 11in
Weight:	70tons 14cwt
Wheel diameter:	3ft 9in
Maximum speed:	90mph
Fuel capacity:	560gallons
Route availability:	4

although the AEI traction motors were found to be less robust than ideal, and indeed failed more often than the earlier version. There were some stress issues and resultant cracks to the engine blocks but these were less pronounced than on the related 12-cylinder designs, probably because the locomotives were not worked as hard on a continuous basis. One issue which became significant in later years was that of corrosion, particularly to the cabs and floors, although the Beyer,

Class 25/3s 25282 and 25324 depart Dovey Junction with the 5.05pm Aberystwyth-Birmingham on July 21 1984. Railphotoprints.uk



The first of the Class 25 locomotives, classified 25/0, were quite different to the last including nose end communication doors, bodyside grilles and a four-character headcode box without warning horns either side. These early locomotives were also built without boiler water tanks between the bogies. Here D5162 passes through Stockton with a loose coupled freight headed by a brake tender on May 18 1968. Chris Davies/Railphotoprints.uk

Peacock locomotives were considered to be slightly better in this respect.

Throughout the 1970s the traffic for which these versatile engines had been designed declined, as many lines and freight facilities were closed so that by the end of the decade there was not a great deal of work for which they were suitable. Withdrawals commenced in 1982 and were accelerated when the costs of corrosion repairs were considered to be uneconomic. In 1985 12 of the stragglers of Class 25/3 were put together in a pool intended for allocation to salt traffic from Winsford in Cheshire. With severe restrictions put on their use and a cap on repair costs they were renumbered into the '25/9' series but soon succumbed to withdrawal when the intended traffic failed to materialise.

Meanwhile, three examples had been converted for use in Scotland as mobile generators for use on trains where the locomotive had no electric train heating equipment. 25305, 25310 and 25314 became 97251, 97250 and 97252 in that order and were referred to as 'Ethels' or Electric Train Heating Units. All three had their traction equipment isolated

and had been scrapped by 1994.

Despite the corrosion issues the Class 25/3 proved to be a popular locomotive with preservationists with the result that nine survived the cutter's torch to find a second career on our heritage lines. These included 25322 (D7672) which found fame in its last years as a training locomotive at Leeds (Holbeck) where it was given the name *Tamworth Castle*. Of the rest D7628 (25278) can often be found working into the Network Rail station at Whitby on services from the North Yorkshire Moors Railway but so far this is the only preserved example that has seen National Rail metals since withdrawal. Many of the remainder are undergoing repairs with predictably corrosion being the biggest issue that has to be tackled.

It is hard to come to terms with the thought that it is now more than 30 years since the last of these popular little workhorses with their characteristic spluttering exhaust found their way round the network. They were very much a product of their time and it is unlikely that we will ever see a requirement for such an all-round medium power workhorse ever again but if we did then the Class 25/3 would still ideally fit the bill. Hbm



Carrying original BR two-tone green Class 25/3 D7627 passes Durran Hill Junction signalbox with its No. 2 end leading hauling a short southbound freight on October 14 1967. Dave Cobbe/Railphotoprints.uk

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- Era: 11
- DCC: DCC ready, 8-pin socket (x2)

GWR's current green livery is a popular choice for Hornby this month. As well as the latest version of the Class 800 unit (see review above), Hornby has also released its second pair of power cars in the gloss green livery of the Great Western Main Line Train Operating Company (TOC).

Featured in the new pack are 43041 *Meningitis Trust Support for Life* (powered) and 43005 (unpowered). As standard for Hornby Class 43 power cars



both are equipped with 8-pin decoder sockets and space for a 40mm x 20mm speaker as well as directional lighting. 43041 contains a heavy die-cast chassis which supports a powerful five-pole motor with twin flywheels giving it plenty of power to haul scale length HST formations.

As with the previous set of GWR liveried power cars, 43187 and 43188 (Cat No. R3510) released in 2017, 43041 and 43005 both have a gloss finish to their

paint work which is neatly applied. It is offset with printed silver GWR logos – etched replacements are included in the box – yellow cab fronts, white handrails and black roofs and underframes.

Throughout these power cars are produced to the highest standard and they will make a perfect accompaniment to the Class 800 and the latest batch of Mk 3 carriages in the same colour scheme. Excellent and available now. (MW)



NEW from Hornby is the latest version of its 'OO' gauge Great Western Railway (GWR) Hitachi Class 800/0 InterCity Express Train (IET) five-car bi-mode unit. It models 800010 *Paddington Bear*/ *Michael Bond* with its unique livery embellishments.

GWR named 800010 at London Paddington on January 10 2018, when nameplates were unveiled revealing the names *Paddington Bear* on the first class driving end (PDTRBFO) and *Michael Bond* on the standard class driving end (PDTSO) of the five-vehicle unit.

Hornby's 'OO' gauge model is a delight, incorporating all the detail elements of previous releases (HM129) plus the additional printed elements that make this particular unit unique – namely the illustrations of *Paddington Bear* on selected sliding passenger doors. Not only that, the *Paddington Bear* name on the cab sides of vehicle 815010 also bears the paw print visible on the real thing too.

Decoration is excellent throughout with a high-quality evenly-applied GWR green paint finish relieved with silver lining and GWR lettering. Each vehicle features crisply printed running numbers, seat number signs, tiny door labels



and destination panels displaying London Pad, with the next stop for the service showing as Reading. The exquisite roof detail stands out thanks to the silver and grey roof, but it is the crisp full colour and line drawings of *Paddington Bear* that really make this model special. Each of the illustrations appears to be a transfer over the white painted doors, which is a neat solution, with the images repeated on the respective doors on the opposite side of the vehicle. Not all doors carry the images, with three sets of doors towards the centre finished in grey, as well as the first sliding door alongside the catering area of the first-class driving end.

This limited-edition model of 500 units comes with a certificate of authentication and is presented in a colourful box depicting *Paddington Bear*, to celebrate 60 years of this 'very rare sort of bear'. Perfect for modelling the latest railway scene on the Great Western Main Line. (MC)



● Price: £34.99 each ● Cat No: R4781B-E ● Site: www.hornby.com ● Era: 11

Hornby expands GWR Mk 3 roster

To expand on its 2017 released collection of GWR green liveried Mk 3 carriages, Hornby has produced a quartet of Trailer Standard Opens (TSO) in the popular and sought after present day livery. These will allow a complete rake of GWR Mk 3s to be created alongside the 2017 released models of the Buffet (Cat No. R4779), TSO (R4781 and R4781A), Trailer Guard Standard (R4780)



and Trailer First (R4815).

The new group of four TSOs, each with individual running numbers and carriage letters, feature the same high quality gloss green livery application as shown on the HST power cars and previous Mk 3s and they also now come with the NEM coupling pocket equipped bogies first seen on the Virgin Trains liveried Mk 3s (HM137). These are factory fitted with European

style close couplings, but standard medium tension locks are also included in each box together with buffers – though the latter won't be required for HST stock.

Collecting a full rake of GWR liveried Mk 3s will rely on the second-hand market for the 2017 released vehicles as they sold through quickly, but if you have First Great Western liveried stock in your collection there have been mixed formations in service on GWR where the blue and green colour schemes have been seen side by side opening up more possibilities for colourful modern trains. (MW)

Olivia's Trains TEA tanks

NEW in from Olivia's Trains of Sheffield are the first production samples of its forthcoming 'OO' gauge British Oxygen Company (BOC) cryogenic bogie tank wagons.

Introduced in the early 1970s, BOC's small fleet of wagons was utilised to transport industrial gases such as liquid nitrogen and liquid oxygen from facilities including Ditton (Widnes). There were a number of regular flows, one of which was to Broughton Lane (Sheffield) which saw them operating over the now-closed Woodhead route, hauled by Class 76 Bo-Bo electrics (incidentally, another exclusive 'OO' gauge model from Olivia's Trains).

Manufactured by Heljan exclusively for Olivia's Trains, a choice of 20 different TEA bogie tank wagons have been commissioned, with the first production models due to appear by the end of the year.

For review we received three examples finished as BOC liquid nitrogen tank 0030 with Gloucester cast bogies (Cat No. Olivia-01), BOC Gases tank 0040 with GPS bogies (Olivia-13) and BOC unbranded tank 0011 with GPS bogies (Olivia-19).



The bogies are also to be available separately to allow customers further customisation options.

Capturing the distinctive nature of the wagons well, they feature a neatly formed tank barrel which is securely attached to the

underframe, hatch cover detail, safety valve, separately applied grab rails, lifting points and much more. Buffers are moulded plastic items, the model coming with factory-fitted rounded rectangular versions, but oval buffers are also included separately. Underneath, the split nature of the underframe is well-defined, as are the trusses, brake cylinders, handbrake wheels (two different types), equipment boxes and refrigeration apparatus.

Application of the BOC white and grey livery is excellent, as is the orange band that sits midway

around the tank barrel on two of our review models – the band being more yellow on the liquid nitrogen liveried example. Each displayed variations on the theme, with crisply printed BOC branding, hazard labels, warning notices and lifting point signage.

Coupling hooks are fitted to each bufferbeam and metal instanter couplings will be included separately for fitting at the end of a rake of wagons, together with air train pipes and main reservoir pipes. Pressure section covers, a safety valve cover, spare handbrake



NCB/TOPS HUO Hoppers from Accurascale



● Price: £59.95

● Cat No: ACC1016-HUO-J/ACC1025-HUO-L

● Site: www.accurascale.co.uk

● Era: 7/8

- Price: £75
- Cat No: Olivia-01/Olivia-13/Olivia-19
- Site: www.oliviastrains.com
- Era: 7/8



Above: Vehicle 0040 is mounted on GPS bogies. Gloucester cast bogies are also available.

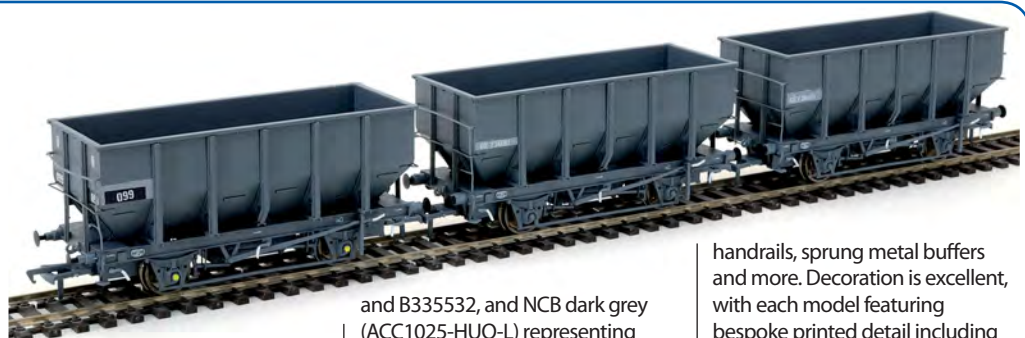
wheels and a spare handrail will also be included separately. Small tension lock couplings in NEM coupling cams complete what is an impressive package.

To accompany these tank wagons, Olivia's Trains has also commissioned R3 Sprays to produce a limited run of BOC liveried barrier vans, based on Bachmann's 35ton VAA sliding door box van (Cat No. 38-1220L). Each features the distinctive BOC lettering and branding printed on the bodysides and is priced at £56 each. (MC)

Right: The BOC tankers come with optional bufferbeam details.



Above: Olivia's Trains has commissioned BOC barrier vans from R3 Sprays.



Accurascale's 'OO' gauge H20 24.5ton hopper wagons (HM134) are now available in BR grey with TOPS (Total Operations Processing System) numbers and National Coal Board (NCB) grey.

Our review sample packs each contained three individually numbered wagons finished in BR grey (Cat No. ACC1016-H20-J) as H20 hoppers B334539, B334576

and B335532, and NCB dark grey (ACC1025-H20-L) representing internal users 099, OE73069 and OE73081 based at Onllywn Colliery in South Wales. Six different triple-packs of individually numbered TOPS hoppers have been produced, together with one triple-pack of NCB wagons, this latter pack being limited to just 250 examples.

As with the original batch, detailing is superb inside and out and includes separately fitted

handrails, sprung metal buffers and more. Decoration is excellent, with each model featuring bespoke printed detail including TOPS data panels, numbers and even replication of hand-painted blanking patches, over which the new identities were applied.

Legible builder's plates appear on each underframe, while the bodysides of the BR TOPS wagons also feature what appear to be hand-brushed embellishments and maintenance data panels.

Excellent and available now. (MC)

RECOMMENDED READING

THE SOUTHERN REGION

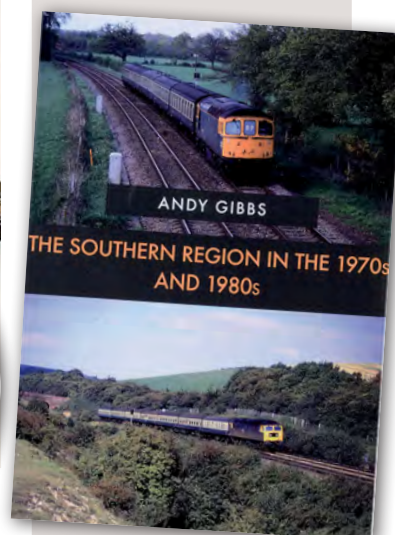
IN THE 1970s AND 1980s

Publisher: www.amberley-books.com

ISBN: 978 1 4456 8143 6

Price: £14.99

Spec: 96 pages, paperback



A RECENT ARRIVAL from Amberley Publishing is Andy Gibbs' paperback which reflects on the Southern Region in the 1970s and 1980s.

Straight from the get-go, this volume offers a refreshing selection of images covering BR blue and BR blue/grey era Electric Multiple Units (EMUs), Diesel Electric Multiple Units (DEMUs) and locomotives. Each of the three divisions of the former Southern Region (South Eastern, Central and South Western) are included with normal day-to-day duties together with a smattering of interesting inter-regional workings with the usual Class 47s of the time together with some rarer traction including Class 25s, Class 45s and even a Cravens Class 105 also appearing.

Freight and passenger services are included throughout, with a good selection of train types and photographic angles, with some close-up views in amongst them – ideal for those wishing to detail and weather models. Photographic reproduction is also very good too in this fascinating reminder of the variety of locomotives and multiple units working on the Southern at this time. (MC)

Dapol delivers 'O' gauge BR BRAKE VAN

- Price: £79.95
- Cat No: 7F-200-004
- Site: www.dapol.co.uk
- Era: 6/7

THE British Railways standard 20ton brake van is a vehicle that no layout set between 1949 and the mid-1980s can be without as these vehicles could be found across the country bringing up the rear of trains on a daily basis. Even after that period examples were still in service, including for nuclear traffic, into the 1990s.

The first prototypes were built in 1949 taking their design cues from an earlier London and North Eastern Railway vehicle. Series production began in 1950 and continued until 1961 with both vacuum fitted (diagram 1/504) and unfitted (diagram 1/506) vehicles being delivered. In total more than 5,000 were built.

Such is the versatility and popularity of the BR 20ton brake van that it has been the subject of

numerous models in both 'OO' and 'N' gauge, but until now 'O' gauge modellers have had to build kits to model these vans. Dapol has stepped up to expand its range of ready-to-run steam era goods wagons as well as providing 'O' gauge modellers with this much needed vehicle.

On release in October the new 20ton brake van has been made available in BR bauxite and BR grey liveries including the



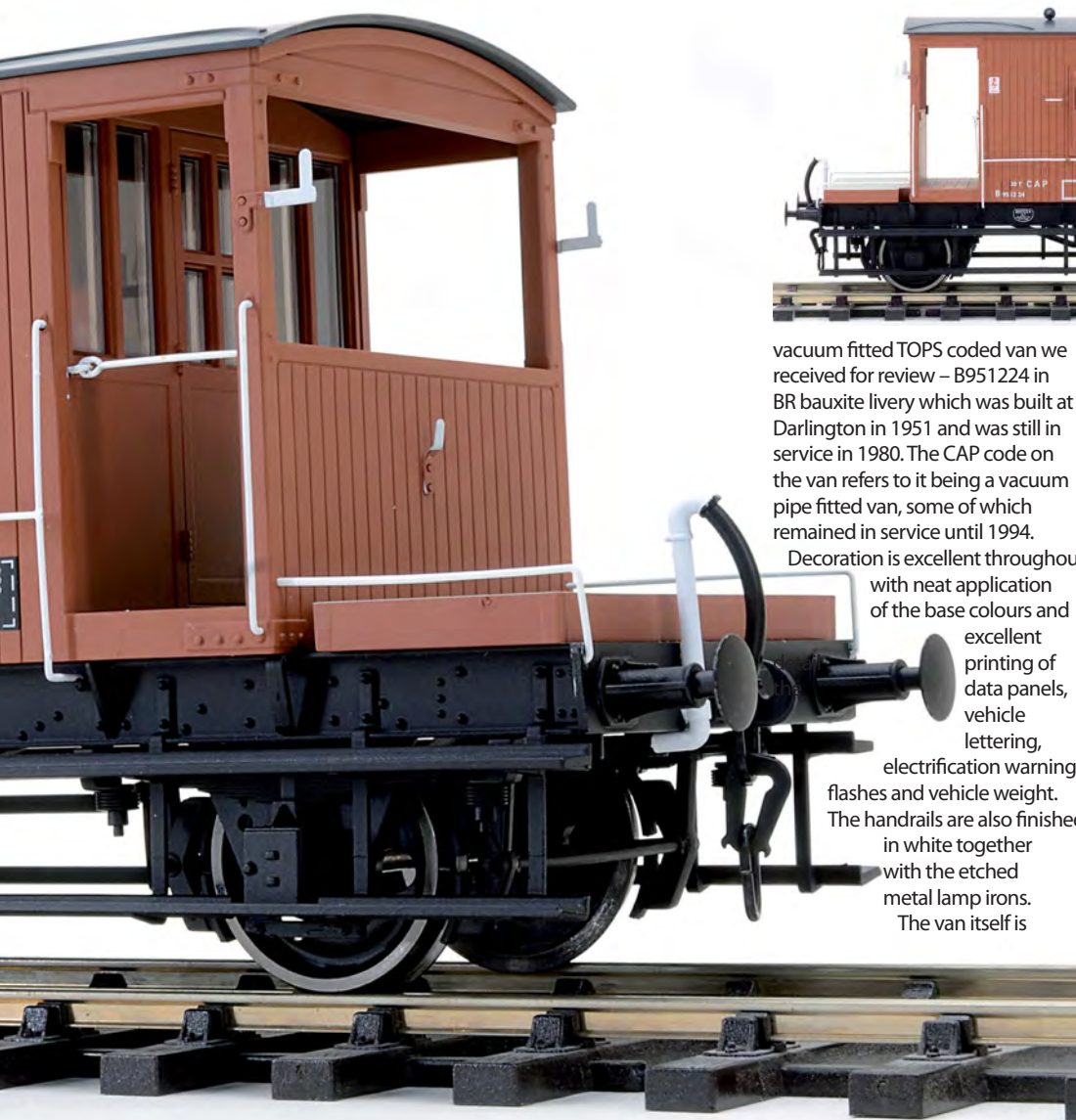
MERRY-GO-ROUND HOPPERS GO LARGE



- Price: £54.95
- Cat No: 7F-048-001/002/008
- Site: www.dapol.co.uk
- Era: 7/8

Dapol delivered two brand new goods wagons for 'O' gauge during October with its eagerly awaited BR HAA merry-go-round hopper arriving at the start of the month to join the BR 20ton brake van (see separate review).

In total 11,362 HAA hoppers were built between 1964 and 1982 with the first entering service on merry-go-round services to Cockerill power station in 1966. On these flows the new HAAs were loaded and unloaded on the move meaning that the train formation never had to stop while transporting coal to power stations.



vacuum fitted TOPS coded van we received for review – B951224 in BR bauxite livery which was built at Darlington in 1951 and was still in service in 1980. The CAP code on the van refers to it being a vacuum pipe fitted van, some of which remained in service until 1994.

Decoration is excellent throughout with neat application of the base colours and excellent printing of data panels, vehicle lettering, electrification warning flashes and vehicle weight. The handrails are also finished in white together with the etched metal lamp irons. The van itself is

superbly detailed with excellent plastic mouldings for the body, underframe and side steps. The roof is also removable making it simple to add a guard figure to the van. This van comes with standard axleboxes, as opposed to the roller bearings fitted to the final batches, and also features sprung buffers, working Instanter couplings on sprung coupling hooks, etched metal handrails and guard safety rails which can be positioned across the entrances or left hanging as required. A full complement of lamp irons is also supplied allowing realistic brake lamps to be added for the rear of a train.

With its turned metal wheels, this well-appointed new BR 20ton brake van runs freely on the track and is rightly proving to be a popular addition to the Dapol 'O' gauge range. The initial batch covers BR bauxite and BR grey examples which are ideal for layouts set between 1950 and 1980. Excellent and available now. (MW)



Until the early 2000s these 45ton wagons were synonymous with coal traffic and were hauled by pairs of Class 20s, 37s, 47s, 56s, 58s, 60s, 66s and other classes.

The HAA has already been immortalised in 'OO' and 'N' gauge, but the 'O' gauge version is quite something. Weighing in at 400grams, it feels solid and well-built and happily Dapol has fitted each with free running metal axles supporting turned metal wheels meaning that long rakes should be a comfortable load for large 'O' gauge diesel locomotives. All are fitted with sprung metal

buffers and sprung coupling hooks equipped with working Instanter couplings. These bring the buffers face to face as standard once coupled up, but we still found our trio of samples ran happily around second radius Peco set track 'O' gauge curves as the buffers move freely in their shanks and compress as they would on the real wagons when running around curves.

The hopper bodies are superbly produced while the interior coal space is modelled down to the chassis which in turn has the flat hopper base doors of the

prototype moulded underneath. The operating mechanisms are correctly modelled on each side while a full complement of brake shoes and levers are provided on each vehicle.

Decoration was nothing short of excellent on our samples which covered original Railfreight livery with red cradles and a later 1990s period wagon with a yellow cradle. Each had clearly printed numbers, tare weights and HAA codes together with solebar lettering while the data panels on the cradles were also fully legible.

A nice touch is that each

wagon comes with a pair of end of train lamps which can be added to the rear bufferbeam of a rake. Alternatively a standard lamp bracket, supplied in the same bag, can be fitted to vehicles within a rake.

The HAA hopper was to the diesel era what the 16ton mineral wagon was to the steam era. Any layout owner wishing to portray coal traffic between 1966-2010 can't fail to be impressed by these new wagons which Dapol has done a wonderful job of reproducing. Another great temptation for 'O' gauge. (MW)

'OO' GAUGE

BACHMANN'S POST OFFICE STOWAGE VAN ARRIVES



TRAVELLING Post Office (TPO) trains can now be more realistic with the arrival of Bachmann's 'OO' gauge model of the Post Office Stowage Van (POT). These vehicles were introduced from the mid-1960s for the storage of mail

bags on TPO workings and had a series of doors on each side to facilitate loading and unloading. The last were withdrawn with the end of TPO traffic in 2004.

Bachmann's new model is being released in BR blue and grey (Cat No. 39-755) as well as Royal Mail

Letters red (39-760) and, as per our review sample, final Royal Mail red livery (39-765). It rides on a pair of B5 bogies and has small short arm tension lock couplings at each end mounted in NEM pockets.

Detailing of the 63ft long POT van is superb from all angles and

includes full relief underframe detail, neatly moulded bogie side frames, excellent carriage ends including lamp irons and cables, and correctly recessed doors on the bodysides. An accessory pack is included with each van too containing brake pipes and dummy buckeye couplings which

'N' GAUGE

Malachite green Bulleids



The Graham Farish range has been extended with the arrival of a new set of four Bulleid carriages in malachite green to model set S84. For review we received samples of Bulleid semi-open Brake Third S4019 (Cat No. 374-432) and Corridor Composite S5831

(374-462). To complete set S84 will require a matching Corridor Third (374-442) and a second semi-open Brake Third (374-432A).

Both of our samples were superbly decorated in BR era Malachite green with fine application of the lighter green

base colour as well as the Southern Railway style first and third class markings. Handrails were also picked out in brass, while impressively the droplight handles had been decorated in the same colour on each vehicle. It is pleasing to see Southern

Region coaches being made available to recreate prototypical sets and 'N' gauge modellers are sure to be pleased with these latest additions for early BR period scenes to operate with Farish Bulleid 'Merchant Navy' 4-6-2s. (MW)

● Price: £34.95 each

● Cat No: 374-432/374-462

● Site: www.bachmann.co.uk

● Era: 4

- Price: £49.95
- Cat No: 39-765
- Site: www.bachmann.co.uk
- Era: 8/9

The new Stowage Van is the perfect partner to Bachmann's Sorting Van for 'OO'.



can be fitted instead of the factory tension lock couplings if desired.

Livery decoration was first rate throughout including the full length yellow strips on the lower body, Royal Mail logos and vehicle numbers.

Even the First Class posting

box is labelled on each side.

For those looking to accurately model TPO trains from the BR blue period forward the new POT vehicle is a must have addition which comes in a choice of liveries to suit any period from the start to the end of their career. (MW)

'OO' GAUGE

Speedfreight container debuts with Conflat

- Price: £19.95
- Cat No: 37-990
- Site: www.bachmann.co.uk
- Era: 5



Bachmann has added a new variety of container to its range for the popular Conflat A wagon covering the BA non-ventilated container in Speedfreight colours. These containers were introduced in 1961 initially for traffic between London and Manchester. They had a new locking mechanism which allowed quicker loading and unloading. The last were withdrawn in the mid-1970s.

Bachmann's model of the BA container comes mounted on

a standard BR 10ft wheelbase Conflat A wagon. It is finished in BR bauxite as B737725 and has turned metal wheels and small tension lock couplings in NEM pockets. The container is finely detailed, as we would expect, including the side doors, ends details and roof detail.

Decoration is excellent too and these will make a colourful addition to goods traffic on a Midland Region layout set in the 1960s. (MW)

'OO' GAUGE

Distribution OCA

The latest incarnation of Bachmann's OCA dropside wagon is this Railfreight Distribution liveried example finished as 112232 in dark grey with yellow ends. It is marked 'To work between Carlisle Currock 09191 and St Blazey 85221' – the numbers referencing specific sidings which the vehicle is to work between. It is equipped with small tension locks in NEM pockets. (MW)



- Price: £24.95
- Cat No: 38-054
- Site: www.bachmann.co.uk
- Era: 8

'OO' GAUGE

Kernow's weathered 'Turbots'

New from Kernow Model Rail Centre is another batch of its 'OO' gauge YCV 'Turbot' bogie ballast spoil wagons, now with a weathered finish.

Four new models are available in civil engineers' 'Dutch' livery (Cat No. SB0061-L), the only difference being the weathered finish which has been well applied by the factory. More than just a waft of



one single colour, the yellow and grey colour scheme also features 'rust patches' which have been applied to both sides of the wagon to represent damaged areas of paintwork, before the overall

weathered finish has been applied.

Our review sample of DB978066 (SB006K) also included crisply printed (and still legible) TOPS

panels, 'Turbot' branding, data panels and builder's plates on the underframe. (MC)

- Price: £29.99
- Cat No: SB006K
- Site: www.kernowmodelrailcentre.com
- Era: 8/9



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'Radial' retrofit

Oxford Rail's Adams 'Radial Tank' 4-4-2T is the latest subject for **JEREMY FAIRLIE-SMITH**. He shows how to add a Zimo decoder, speaker and 'stay alive' capacitor pack into this compact 'OO' gauge tank engine.



THIS ADAMS 'RADIAL TANK' was Oxford Rail's first 'OO' gauge ready-to-run locomotive (HM103). Oxford made modifications to the chassis design after the first version modelling 30583 in BR livery was produced, allowing the front bogie more vertical movement, and it has proved to be a reliable and capable locomotive.

However, it has competition as Hornby also

released its version in summer 2016 (HM110) and, considering only three survived into BR ownership on the Lyme Regis branch, there is plenty of choice on the market. This includes London & South Western Railway (LSWR), Southern Railway (SR) and British Railways (BR) liveried examples.

The subject of this project is Oxford Rail's model of preserved locomotive

488 in LSWR green. The real locomotive is based at the Bluebell Railway and is currently on static display at Sheffield Park as the only survivor of the class.

Oxford Rail has produced a factory sound fitted version which included a revised chassis design with changes to the metalwork in the bunker to accommodate a speaker and bigger decoder. However, the speaker enclosure

ZS036A ADAMS RADIAL TANK STEAM LOCOMOTIVE WITH ACTIVE-DRIVE

F0	Lights if fitted	F12	Safety valves lifting
F1	Sound on/off	F13	Buffer up
F2	Brake key*	F14	Coupling
F3	Whistle one	F15	Drain cocks
F4	Whistle two	F16	Water filling
F5	Light loading shift**	F17	Aux 2
F6	Coal shovelling + Aux 1	F18	Guard's whistle
F7	Injector	F19	Fade all sounds
F8	Blower	F20	Whistle
F9	Flange noise	F27	Volume down
F10	Ejector	F28	Volume up
F11	Vacuum brake		

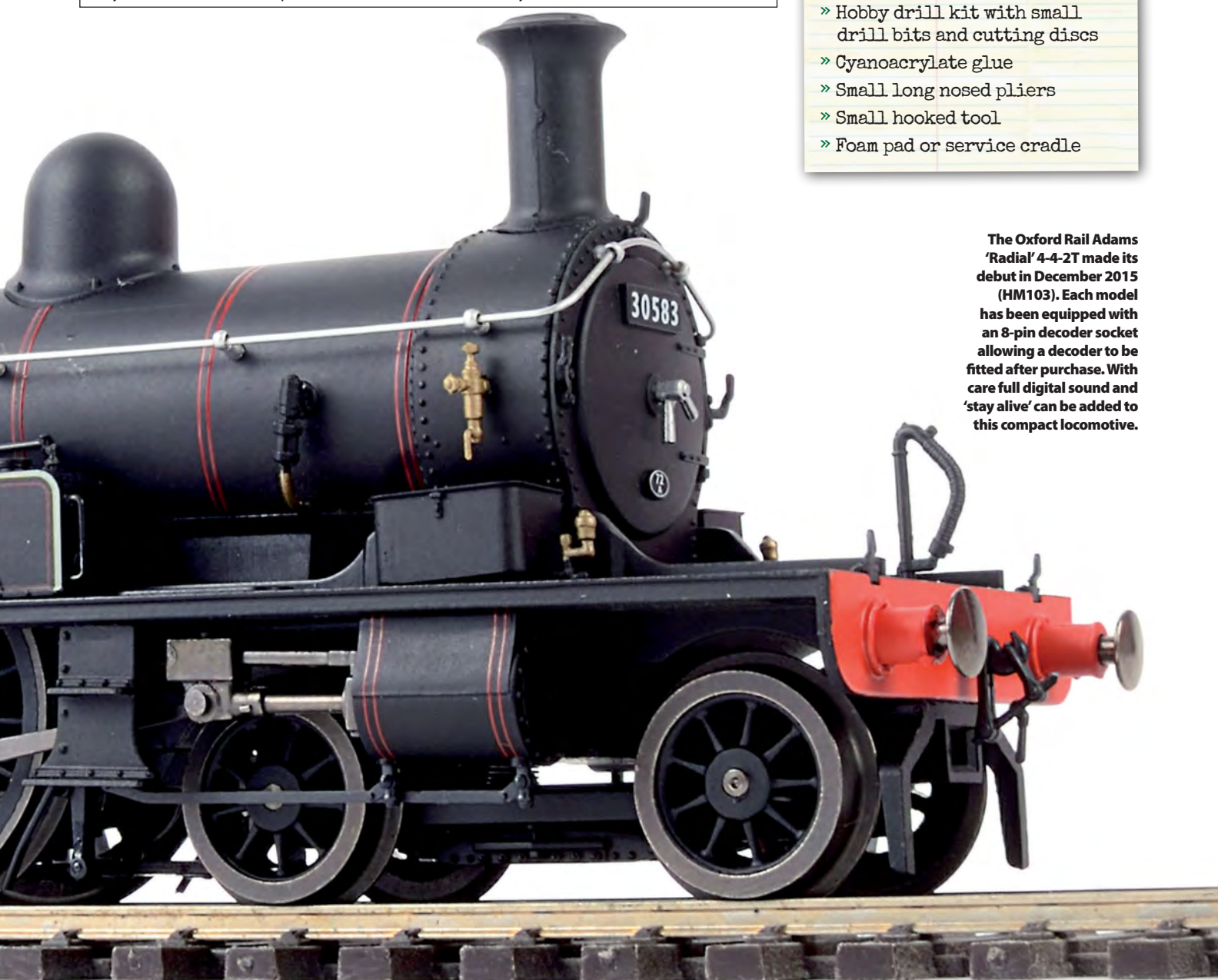
***F2 Brake key** - When closing the throttle, the locomotive will coast and decelerate very slowly.

To slow the train press F2 and the brakes actually work speeding up how fast the locomotive slows down just like a real brake control in the cab. Holding F2 on creates a controlled emergency stop.

****F5 Light load** - This has the effect of reducing the inertia and momentum settings simulating the way a locomotive would respond to the throttle without a heavy train behind it.

TOOLS AND MATERIALS

- » Small crosshead screwdriver
- » Tweezers
- » Fine point soldering iron
- » Flux cored electrical solder
- » Wire cutters
- » Wire strippers
- » Thin heatshrink tube, 1.6mm
- » Black tack or blue tack
- » Insulating tape
- » Hobby drill kit with small drill bits and cutting discs
- » Cyanoacrylate glue
- » Small long nosed pliers
- » Small hooked tool
- » Foam pad or service cradle



The Oxford Rail Adams 'Radial' 4-4-2T made its debut in December 2015 (HM103). Each model has been equipped with an 8-pin decoder socket allowing a decoder to be fitted after purchase. With care full digital sound and 'stay alive' can be added to this compact locomotive.

was small and as a consequence the overall sound was pretty quiet. This version can be improved with a different approach to utilising the space in these models involving replacing and repositioning the speaker in the sound fitted versions which will improve them significantly. The techniques outlined in this step by step guide for the DCC ready version can be applied to the DCC sound

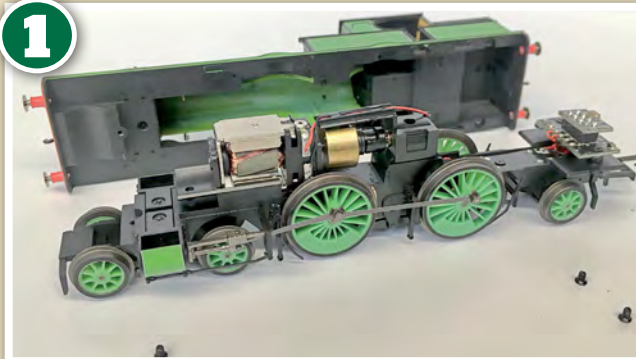
fitted models to reposition the speaker.

In this guide I will be tackling the early, pre-sound, chassis version which is very tight for space being designed for only a very small non-sound 8-pin decoder. To get the results we are looking for with sound and high power 'stay alive' so necessary in small locomotives we'll be using the Zimo MX648R decoder hardwired in, the Lais

DCC 16V 'stay alive' unit (Cat No. 860009) with onboard charge circuitry and a Zimo 10mm x 15mm x 9mm cube speaker, (Cat No. LS10x15S). The sound file we'll use for this project is the Active-drive ZS036A Adams Radial Tank, a generic file created for two cylinder locomotives with early Southern Region whistles in character with this model. Read on to learn more. [Video](#)

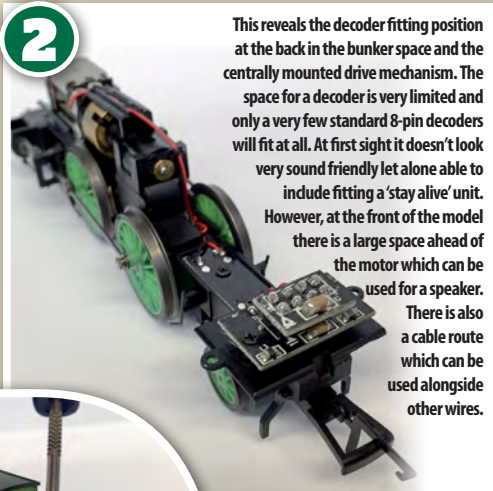
STEP BY STEP INSTALLING SOUND AND STAY ALIVE IN A OXFORD RAIL ADAMS 'RADIAL' 4-4-2T

1



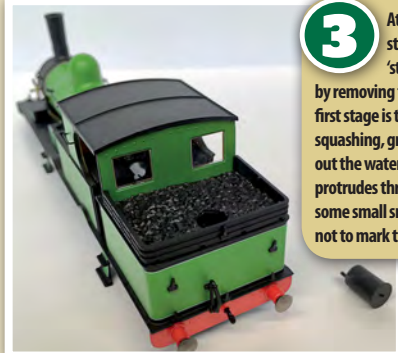
The Oxford Rail Adams '0415' 4-4-2T is an easy model to open with two screws at the back and one at the front. The leading screw is accessed through a hole in the front bogie. The body lifts off without any other parts joining it to the chassis - no hidden pipes or wires to catch out the unwary.

2



This reveals the decoder fitting position at the back in the bunker space and the centrally mounted drive mechanism. The space for a decoder is very limited and only a very few standard 8-pin decoders will fit at all. At first sight it doesn't look very sound friendly let alone able to include fitting a 'stay alive' unit. However, at the front of the model there is a large space ahead of the motor which can be used for a speaker. There is also a cable route which can be used alongside other wires.

3



At the back of the body we start by preparing for the 'stay alive' and decoder by removing the coal load. The first stage is to firmly, but without squashing, grip, wriggle and pull out the water tank filler neck that protrudes through the coal load. Use some small smooth jawed pliers so as not to mark this part.



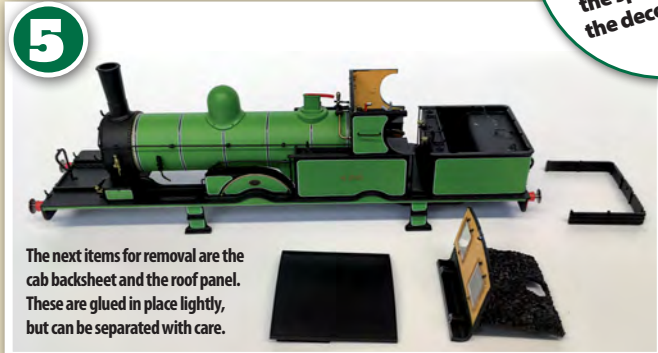
4

Then insert a small hooked tool through the hole you've just revealed to pull and undick the coal. The coal rails themselves often come away too and these two parts can be refitted at the end of the process. All these parts are glued in but not very tightly and the several I've done all come apart with care.

TIP

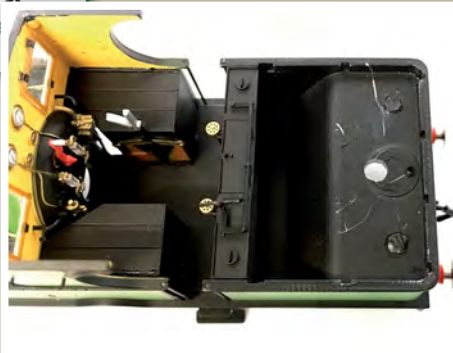
Always use heatshrink on wire to wire joints, like those used to join the speaker wires to the decoder speaker wire

5



The next items for removal are the cab backsheet and the roof panel. These are glued in place lightly, but can be separated with care.

6



This reveals the large sloping transverse void cast into the chassis which is the coal chute in the bunker. This is the new home for the 'stay alive' unit which fits perfectly in there. Drop it in now and secure with Black Tack or similar.

7



You'll be pleased to learn that the only metalwork alteration on the body casting is to drill out one of the water filler mounting holes a little bigger for the 'stay alive' wires to go through.

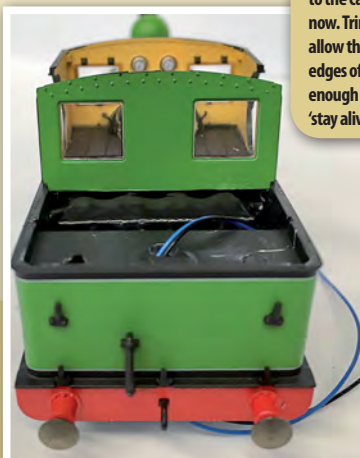
8



There is a small modification to be made to the cab backsheet that needs doing now. Trim off the lower curved section to allow the small shoulders on the outer edges of the sheet to drop down far enough to fit the body neatly with the 'stay alive' in place.

9

This will leave plenty of material so it can be re-glued to the bulkhead at the back of the cab later. Pass your 'stay alive' wires through their new hole into the bunker and place the body assembly to one side for now.



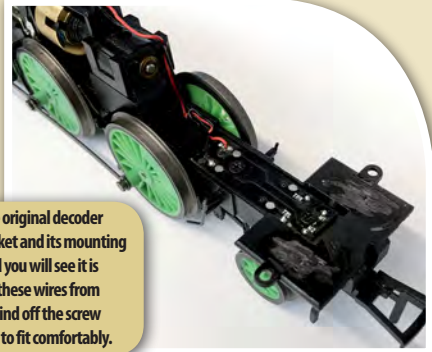
10

Take your speaker and solder two lengths of TCS decoder wire to the speaker terminals. Then insulate them to prevent short circuits. I use a couple of blobs of glue from a glue gun or a strip of tape to cover the terminals. Place the speaker in the front of your smokebox and secure with Black Tack. Then run the wires back along the boiler where they will meet the decoder wires a little later, route them over the motor and towards the rear of the body.





11 The next part of the puzzle is finding space for the Zimo MX648R sound decoder and as we have already seen, decoder space is limited. The Zimo decoder leaflet opens out and has a clear diagram showing the earth (ground) terminal on the decoder to which the black 'stay alive' wire then fits, and the blue wire goes to the terminal where the decoder's own blue wire originally went, or join it directly to the blue wire if you decided to leave it on.

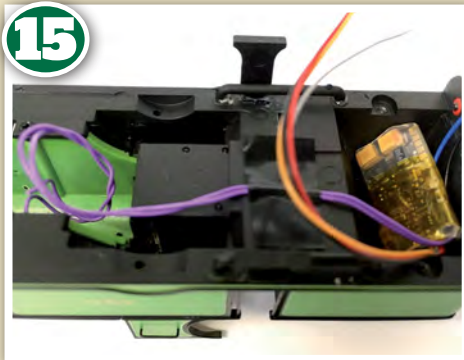
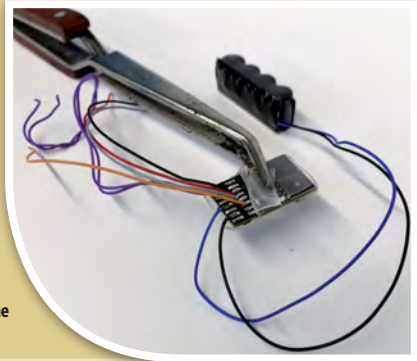


12 The decoder will go in the underside of the bunker in the original decoder space but there isn't enough room to plug it in so the socket and its mounting bosses will need removing. Unscrew the socket plate and you will see it is attached electrically to four solder pads on the circuit board. Unsolder these wires from the lower board and lift them away with the socket attached. Cut or grind off the screw mounting bosses flush with the chassis to create space for the decoder to fit comfortably.

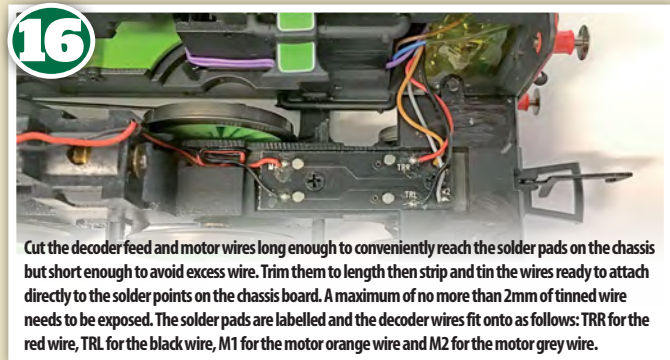
13 Preparing the decoder for hardwiring is the next stage and this could be the trickiest job. It is best to unsolder the unwanted cables from the decoder and then fit the new 'stay alive' wires to it. The connection points are accessible after trimming the sides of heatshrink covering enough to fold it back: it can be put back and secured with tape later to restore the insulation.



14 This picture shows the connections and the 'stay alive' wires fitted. The 'stay alive' wires will be coming through the bunker casting. Remove the wires not needed - brown, green, blue, white and yellow - although you could cut them neatly and secure them tidily away if you prefer. The advantage of removing them completely is that it saves space and reduces the possibility of short circuits against the metal chassis bodysheet.

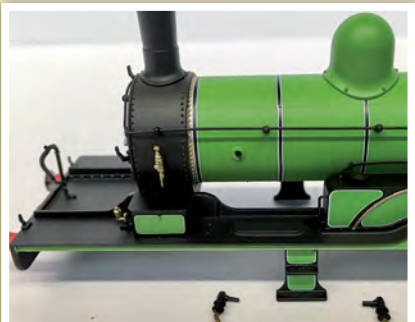


This leaves the two purple speaker wires and the track and motor wires in place on the decoder. Connect the speaker wires to those previously fitted in the body but avoid joining them where they run under the cab floor as they'll be too bulky to allow the body to sit level. Instead, join them further forwards in the boiler.



Cut the decoder feed and motor wires long enough to conveniently reach the solder pads on the chassis but short enough to avoid excess wire. Trim them to length then strip and tin the wires ready to attach directly to the solder points on the chassis board. A maximum of no more than 2mm of tinned wire needs to be exposed. The solder pads are labelled and the decoder wires fit onto as follows: TRR for the red wire, TRL for the black wire, M1 for the motor orange wire and M2 for the motor grey wire.

17 The body can now be rested upside-down in a service cradle or rested on a foam pad allowing the chassis to be dropped in for final fitting, but first remove the two small pipes at the front of the boiler on either side so they don't get trapped as the chassis and body go together. They are not glued in and they pull out and refit easily with tweezers.



18 The key thing to look for now is that the speaker wires align with the groove in the chassis for the existing wires under the cab floor. Note the purple speaker wires on the body already positioned to line up with the red and black wires in the locomotive chassis. Lay the body on its back and place the chassis into it checking all wires are tucked neatly inside. You'll feel the chassis see sawing front to back if they aren't located correctly. It will probably take a couple of attempts to get them perfectly aligned.



You can now test your locomotive on address 3 without its cab and bunker parts refitted - these go on last when you're happy it's all working as it should. The 'stay alive' will take a few seconds to charge before its full effects are noticed but performance will be impressive and the sound will be clear and of high quality.

20 To finish off, carefully glue the cab backsheet to the roof panel first and when dry and rigid permanently glue the whole assembly back into place. Then refit the coal rails if required. Before refitting the coal moulding there are two locating tabs at its front edge that need trimming off to allow it to drop in over the 'stay alive'. Then glue the filler neck into the hole in the coal. I don't actually glue the coal into the bunker, instead I just place it in. That completes the installation and you'll have a reliable, sound fitted Adams 'Radial Tank'.



Radials at work

THE ADAMS '0415' 4-4-2TS WERE originally built for London suburban passenger duties. The first were completed in 1882 and a total of 71 were built for the London and South Western Railway by outside contractors including Dubs, Neilson and Beyer, Peacock.

With the arrival of the Drummond 'M7' 0-4-4Ts, the Adams Radials were relegated to branch line work and the majority had been withdrawn and scrapped by the 1920s. Only 30 of the fleet passed into Southern Railway ownership in 1923 but ultimately this reduced to just two operating on the steeply graded and twisting Lyme Regis branch line from Axminster. In 1946 a third was added with the purchase of 488 from the East Kent Railway which became 3488. Here the final Adams 4-4-2Ts saw out their careers with the Southern Railway and then British Railways – the last three in service being 30582, 30583 and 30584. These survived in service until 1961 and one, 30583 (formerly Southern Railway 3488) has been preserved on the Bluebell Railway in Sussex.

The arrival of the Oxford Rail and Hornby 'OO' gauge models of these sought after tank engines has presented new modelling opportunities and with the potential for a digital sound conversion their operational value can be increased greatly too. [Hornby](http://www.hornymagazine.com)

Right: Double heading on the Lyme Regis branch was common in the summer. '0415s' 30583 and 30584 head for Lyme Regis with the Lyme Regis portion of the down 'Atlantic Coast Express' on August 8 1959 which they worked from Axminster. Dave Cobbe/Railphotoprints.uk.

Below: With a three-coach Bulleid corridor set and a Maunsell 58ft non-corridor carriage behind, Adams 'Radial' 30584 sets back into Axminster with a service from Lyme Regis on August 8 1959. Dave Cobbe/Railphotoprints.uk.



In October 1958 Adams '0415' 4-4-2T 30583 stands at Lyme Regis after arrival with a service from Axminster.

Dave Cobbe/Railphotoprints.uk.



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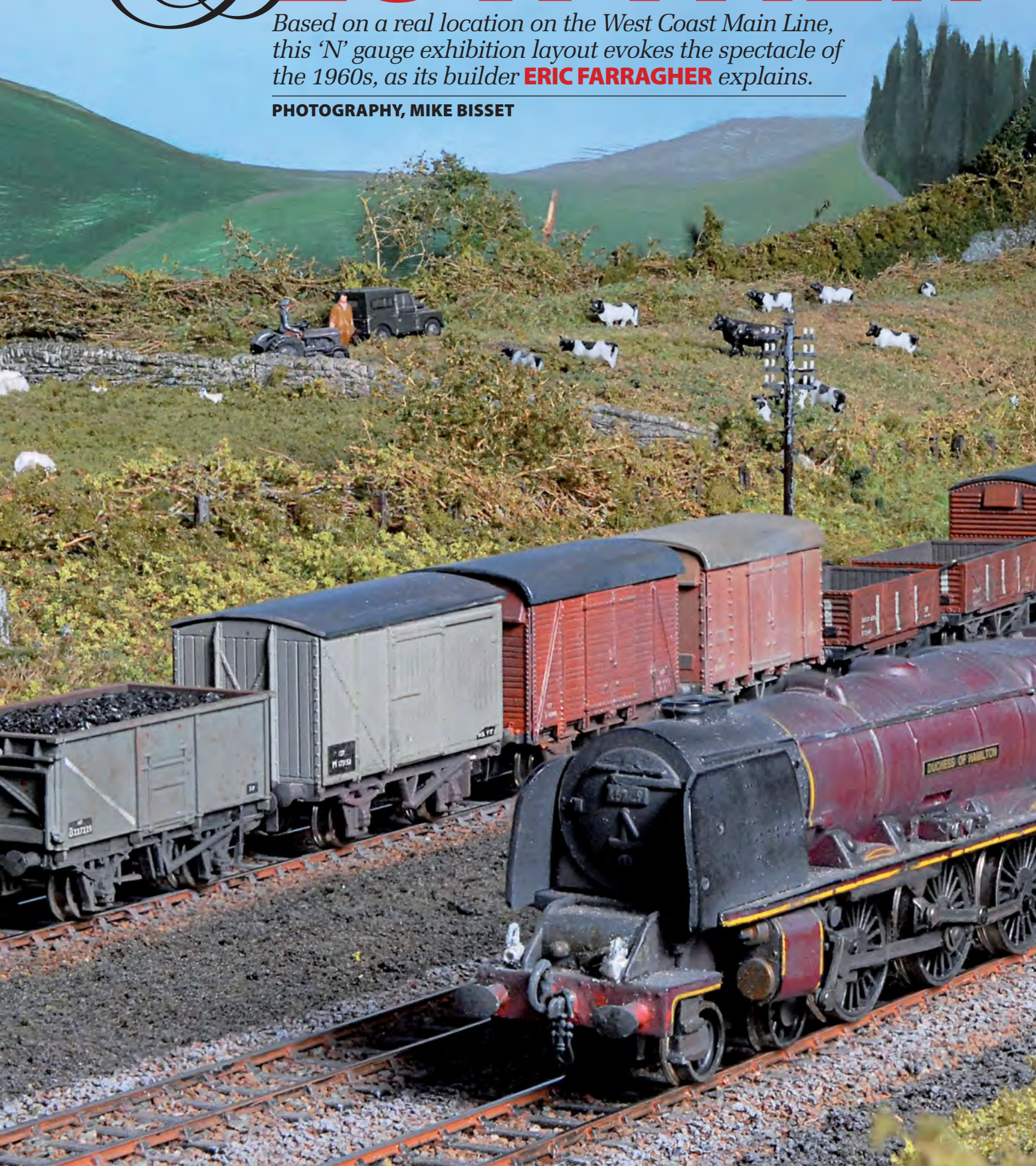
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O GAUGE!

CLIFTON & LOWTHER

*Based on a real location on the West Coast Main Line, this 'N' gauge exhibition layout evokes the spectacle of the 1960s, as its builder **ERIC FARRAGHER** explains.*

PHOTOGRAPHY, MIKE BISSET



THIS model of Clifton and Lowther on the West Coast Main Line (WCML) came into being as a replacement for my previous 'N' gauge exhibition layout Hawes.

A lot of time was spent considering what type of layout it should be – fictitious or prototype. Also I had to consider its size, features and operation.

My previous layout was based on the Settle and Carlisle line and used a bit of licence in its creation. The new layout would again be based on a real location, but this time it would be on the WCML which would enable use of the rolling stock from

Hawes. Set in the countryside, it would be a model for watching trains go by.

The design criteria called for a double track main line capable of running near scale length trains, a storage yard with enough space for a variety of trains, to be set in the 1950s/early 1960s so that it could utilise my existing collection and feature working semaphore signals. It also had to be simple to assemble and dismantle for use at exhibition.

Once I had decided that a real location was required it turned my thoughts to my trainspotting days which included regular visits to relatives who lived in the railway cottages at Clifton a few miles south of

Penrith in Cumbria. Standing on top of the banking behind those cottages watching all manner of trains pass on the West Coast Main Line created an everlasting impression that has survived to this day.

HISTORY

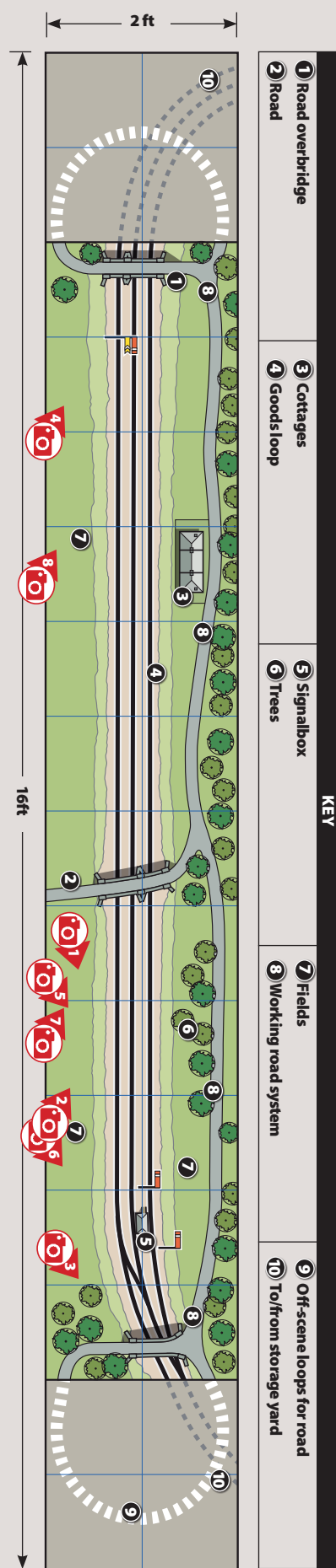
The station at Clifton and Lowther was opened in 1846 by the Lancaster and Carlisle Railway before becoming part of the London and North Western Railway (LNWR) network and the WCML from London to Glasgow. It was situated just south of Penrith. Although the station served the village of Clifton it was renamed Clifton and Lowther in 1878 after Clifton »



A southbound goods train is held in the loop as a Crewe-Carlisle parcels passes the signalbox hauled by Stanier 'Duchess' class 'Pacific' 46229 Duchess of Hamilton. These parcels trains were known as the horse and carriage due to their original use in the early days of railways.

CLIFTON AND LOWTHER TRACK DIAGRAM

(Not to scale)



Moor had been opened on the Eden Valley Railway's line over Stainmore to Penrith from Kirkby Stephen. The renamed station eventually closed to passengers in 1938 and freight in 1951.

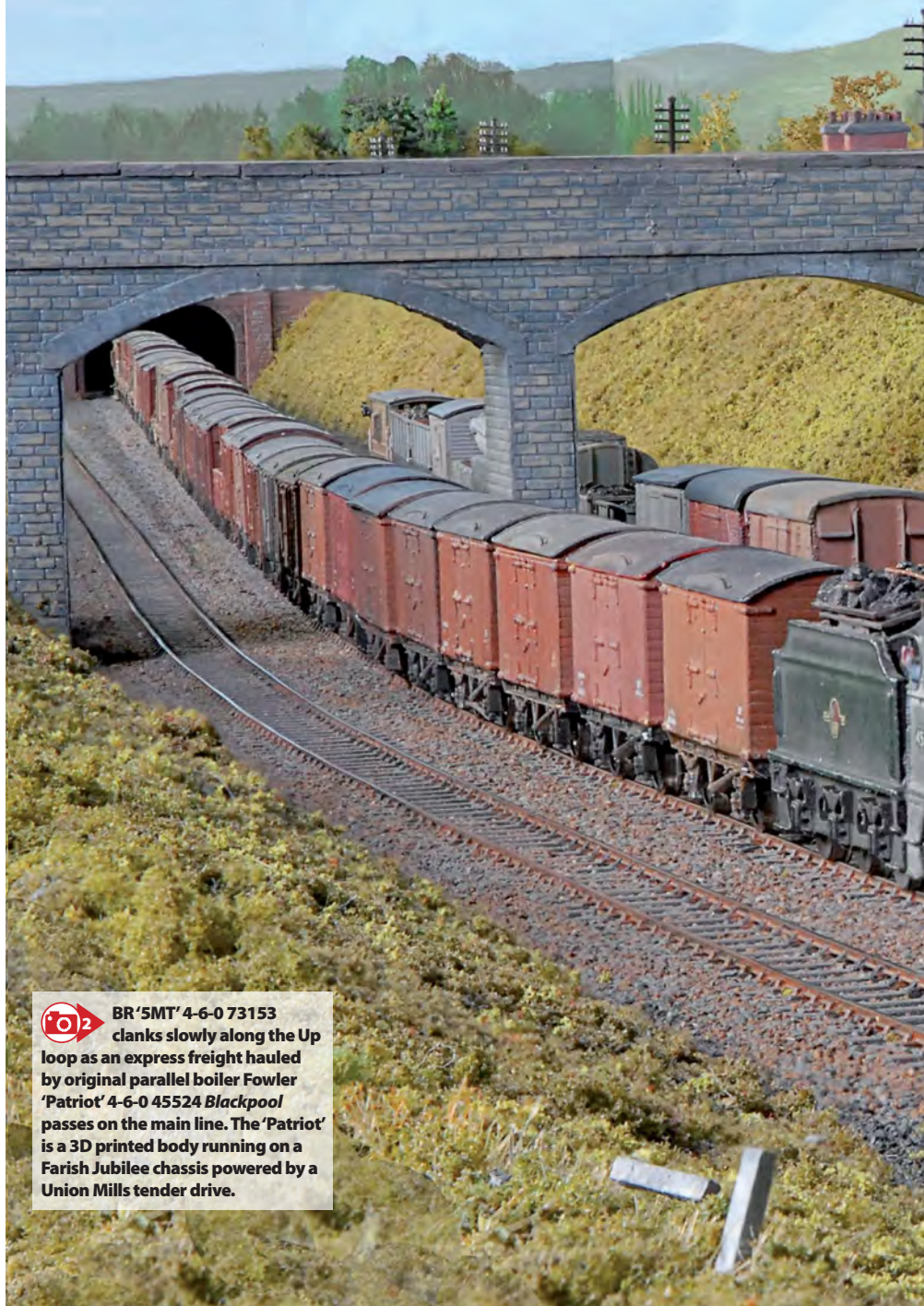
It was decided the model should be based on the area I remembered as I considered it to have some interesting features. Amongst these was a natural scenic break in the form of the bridge at the northern end (left hand side). This bridge had the Down Main passing through a single arch and the Up Main shared an arch with the Up Loop, whilst at the next bridge the Up and Down lines shared the same arch and the Up Loop a single arch. The line between the two bridges was in a cutting and the Clifton Down starter signal here shared a post with the Down distant for Eden Valley Junction, the next block section to the north.

After the second bridge the Up Loop starts to diverge slightly from the main line as it used to pass behind the Up platform. It then ran behind the signalbox where there is a signal controlling the exit on to the main line. The Up starter is

also adjacent to the signalbox. The line then passes under another road bridge which is fictitious and has been included to make a scenic break at the southern (right-hand) end of the scenic section.

CONSTRUCTION

With some compression in length, this track layout could be accommodated on three baseboards, with three more baseboards for the storage yard and two end boards to join everything together giving an overall layout size of 16ft x 8ft with a central operating well. For transportation and storage when not in use the baseboards would be stored in two racks. The baseboards are all solid top boards constructed from 9mm plywood. The framework cross-members are 50mm x 18mm made by gluing two pieces of 9mm plywood together. The longitudinal members are again two pieces of 9mm plywood, but the internal piece is 50mm and the outside piece is 75mm. This arrangement produces a recess under the board to accommodate the fold up legs. The top is a single thickness of 9mm plywood.



BR 'SMT' 4-6-0 73153
clanks slowly along the Up
loop as an express freight hauled
by original parallel boiler Fowler
'Patriot' 4-6-0 45524 Blackpool
passes on the main line. The 'Patriot'
is a 3D printed body running on a
Farish Jubilee chassis powered by a
Union Mills tender drive.

The cross-members had holes drilled in them to accommodate the wiring. Each board has fold-up legs at one end only and is piggybacked off its neighbour. This requires a detachable leg for the first scenic and storage yard board to be erected. All the boards were sealed with varnish, to keep out moisture, before the tops and sides were painted. Pattern makers dowels and toggle catches, mounted on the sides of the baseboards, are used to fasten the boards together.

TRACK

An 'N' gauge finescale track system, fiNetraX, had been developed by British Finescale and was introduced in 2013 about the time I started to build Clifton and Lowther. As I liked the look of the new system, I decided to use it on the front scenic section of the layout. The fiNetraX system is for building code 40 bullhead plain track and points in 'N' gauge to UK standards. The finer rail, correct sleeper spacing and visible gap between the sleeper and the rail combine to give a »



Ex-LNWR
'Super D'

0-8-0 49078, a Union
Mills model, heads for
Carlisle with a mixed
freight at Clifton and
Lowther.



good appearance. The system is similar to the 2mm Scale Association's Easitrack system but with a gauge of 9mm capable of accepting modern 'N' gauge wheels. Older rolling stock will require replacement wheels fitting, an exercise I had to carry out myself on a number of my wagons.

After all the track had been laid, including the fitting of the point motors, it was wired up by conventional means, thoroughly tested and then ballasted. The storage yard makes use of Peco code 55 track with live frog points for speed of construction.

A total of 32 tracks were arranged in the off-scene storage yard to give four groups of eight loops across the three yard boards – two groups on the Up line (inside track) and two groups on the Down line (outside track).

The pointwork to provide access to each group of tracks was arranged on the end boards which were then classed as part

of the storage yard. These boards also included other tracks and points (not used on Clifton and Lowther) to make the yard more universal for use on future layouts.

The point control for these loops involved the design and construction of eight diode matrix boards which enables a particular loop to be selected by pressing the appropriate entrance and exit buttons. Visual confirmation of the selected loop is provided by LEDs worked from switches fitted to the point motors. The point motors

also work a microswitch which sets the polarity of the point frog.

The end boards of the storage yard house the control panels (points and track feeds) for the Up (inner circuit) and Down (outer circuit) lines together with the sockets for the power inputs and DC controllers which are handheld. All electrical connections between base boards are made with multi-pin plugs and sockets.

SIGNALS

The layout is equipped with working semaphore signals which are made from copper tube for posts and MSE signal arms and they are powered by point motors which are connected by means of cranks and omega loops. This enables the throw of the point motor to be reduced and is also the method used to operate the finescale points.

Normally, the Down line signals are worked automatically by infra-red sensors at each end of the scenic section. A timer is used to delay the distant arm being raised. Both home and distant arms are reset together. The automatic system can be overridden and the signals operated manually by push buttons. On the Up line the signals are set manually as required (Up main or Up loop) and are then returned to danger by another infra-red sensor.

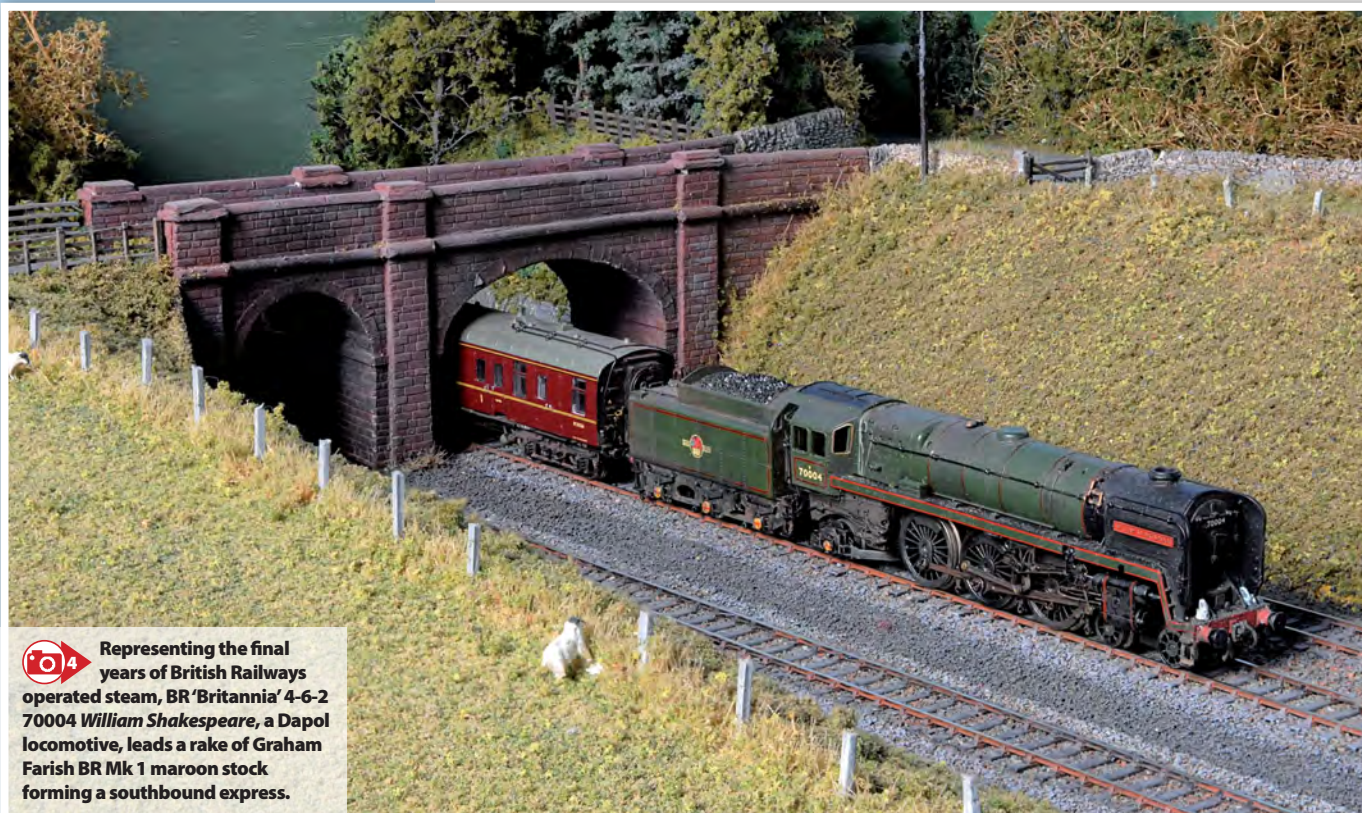
SCENERY

The ground contours were based on the prototype location as much as possible and were formed out of foam insulation boards, shaped and covered with filler before sealing and painting. Scatter materials

"The design criteria called for a double track main line."

ERIC FARRAGER





o4 Representing the final years of British Railways operated steam, BR 'Britannia' 4-6-2 70004 *William Shakespeare*, a Dapol locomotive, leads a rake of Graham Farish BR Mk 1 maroon stock forming a southbound express.



o5 Stanier 'Black Five' 4-6-0 45157 *Glasgow Yeomanry* passes the signalbox with a northbound express formed of Dapol Gresley corridor stock while a southbound goods is held in the loop in the hands of a BR 'SMT' 4-6-0.

from the Woodland Scenics range were then fixed with PVA glue after fencing and walls had been installed. Trees and bushes were from varying sources, the most common being sea moss covered with scatter and foliage materials.

The signalbox and the cottages were scratch built using a mixture of card, plasticard, brick and slate papers, plastic and etched brass windows and doors. Both buildings are based on the originals but due to the lack of suitable photographs are mainly done from memory. The allotments on top of the banking at the rear of the cottages have been reduced in size to enable the lane at the front of the house to be included.

As the scenic work was progressing, my thoughts turned to some kind of working

feature to provide movement on the layout between the passage of trains. It was then that I discovered that the Faller Car System was available in 'N' gauge. A working roadway seemed to be the way forward.

The country lanes which form the roadway on the layout were incorporated into the scenery as it progressed. Being British countryside in the 1950s and 60s, thoughts turned to producing British outline road vehicles of the period. I had by then acquired some Faller N gauge lorries. I started to experiment by taking one to pieces to give me a bare chassis. Then by comparing the chassis with an Oxford Diecast Bedford pantechicon, I found by careful trimming of the chassis and the body, the two would fit together. I now had my first working vehicle. Other vehicles »



o6 A heavy northbound train of track panels passes the signalbox behind '9F' 2-10-0s 92052 and 92221. Apart from the locomotives and brake vans, the train is made up of N gauge Society kits, namely 'Borail' and 'Salmon' engineers flats which were capable of carrying 60ft track panels. The 'Duchess' is heading the southbound 'Royal Scot'.

followed as more Faller chassis became available. The road system normally works automatically and requires three vehicles to make it work. There was some concern how the system would stand up to exhibition running conditions but to date other than an odd vehicle requiring recharging there have not been any real problems.

THE TRAINS

The rolling stock, which has been collected and built over a number of years, is a mixture of proprietary, kit built and modified items which have been weathered to various degrees. The locomotives are from Dapol, Graham Farish and Union Mills. Included in the fleet are classic WCML designs such as the Stanier 'Duchess' 4-6-2 and 'Black Five' 4-6-0 as well as earlier pre-grouping classes and BR Standards. All have had crews and lamps fitted. The locomotive collection represents most of the classes that ran on the line.

The rolling stock is made up into trains (complete with tail lamp) to represent the type and variety that ran on the WCML in that period - express and local passenger, parcels and all manner of goods trains take part in an exhibition running session. The main line sees a procession of trains in each direction including slower goods trains being held in the Up loop to allow the passage of faster trains.

Clifton and Lowther as a model I think has achieved what I set out to produce - namely a layout to watch



The southbound 'Royal Scot' thunders along the main line in the hands of Stanier 'Duchess' 4-6-2 46240 *City of Coventry* as it passes a freight train held in the Up loop.

main line trains running in the scenery just like when I was a boy. Any future development of the layout will probably be confined to trying to fill gaps in the rolling stock collection. However, a new layout is always possible - perhaps a modern image layout which would be something different for me and would certainly throw up some challenges.

I would like to thank the various

members of the operating team for their support and assistance and a special thanks to my wife and family for their patience and understanding. [Alan](#)

SEE IT AT...

- Milton Keynes Model Railway Society 50th Anniversary Exhibition, February 16/17 2019
- Portsmouth Model Railway Exhibition, November 16 2019



With a clear line ahead BR 'Britannia' 4-6-2 70049 *Solway Firth* heads south along the main line with a fitted freight.



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D1039 'Western King' BR Maroon Small Yellow Panel
With Experimental Rotary Windscreen Wiper

Limited Edition of 350

Standard - £159.99

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 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. An earlier version that was fitted to D1006 had also had some modifications to improve visibility.



D1000 'Western Enterprise' BR Maroon Small Yellow Panel

Limited Edition of 300

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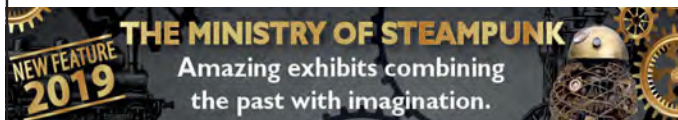
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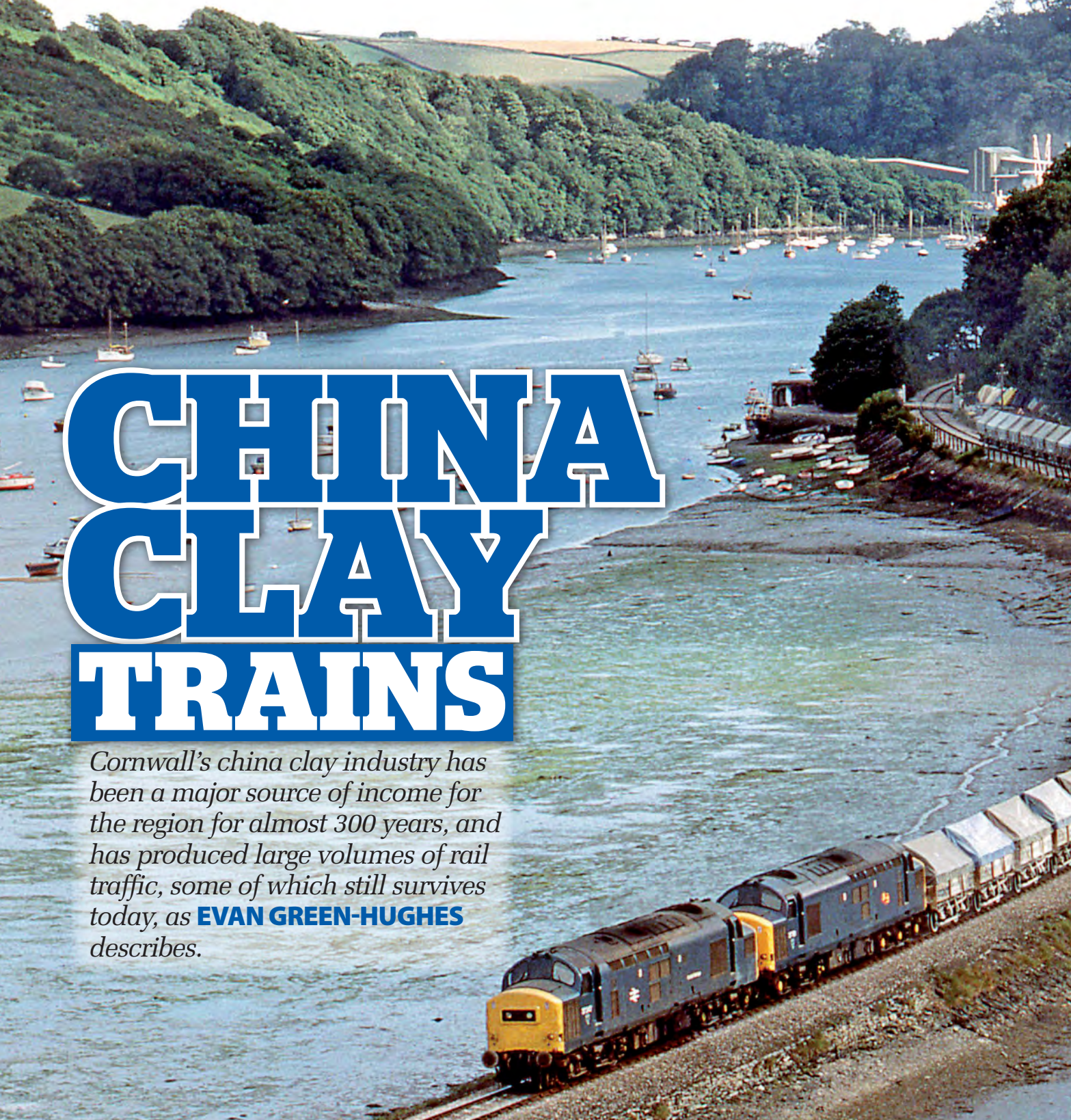


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CHINA CLAY TRAINS

*Cornwall's china clay industry has been a major source of income for the region for almost 300 years, and has produced large volumes of rail traffic, some of which still survives today, as **EVAN GREEN-HUGHES** describes.*

MENTION CORNISH freight trains to almost any enthusiast and their mind will immediately conjure up a vision of an idyllic branch line populated by strings of open wagons with their distinctive and instantly-recognisable canvas 'clay hoods'. Although these wagons have become extremely well-known they are in fact only a small part of the history of an operation which has seen millions of tons of product moved by rail for export to all corners of the world.

China clay, as the name suggests, is a material which was first used in China around 2,000 years ago to add a fine white

colour to porcelain, and this was at a time when Europeans were still eating from crude earthenware plates or pieces of round wood. The material wasn't used in this country until the 18th century when a chemist from Plymouth by the name of William Cookworthy began research into the process, for which he needed to find a supply of the raw material which would enable the whitening process to take place. Searching an ever-increasing area around his home he eventually stumbled upon a rare type of decomposed and extremely fine granite on a hill near Germoe in Cornwall which was then known as Growan Clay but which was later to become much better known as china clay.

It took Cookworthy a further 20 years to find a way to separate the material he required from the base rock but he eventually accomplished this by the use of water. His efforts paid off when he was able to establish the Plymouth Porcelain Factory in 1768, a firm which then began to produce fine china to sell to those rich enough to afford it.

Within 100 years china clay had become a substantial business in Cornwall as the deposits had been found to be the largest in the known world and as well as use in porcelain other uses began to be found for the material, including in the manufacture of paper and within the cosmetic and infant pharmaceutical industries. Thousands of



Class 37/0s 37247 and 37181 cross the causeway at Golant with a Fowey-Lostwithiel clayhood working formed of 13ton OOV wagons with 'tent' hoods on July 10 1985. This type of wagon had been used since the early 1900s, though new vehicles were built in the 1950s by British Rail. Brian Robbins/Railphotoprints.uk.



The Beattie '0298' 2-4-0WTs were retained for china clay traffic on the lightly laid routes around Wadebridge and Bodmin including trips to Wenford Bridge. On April 24 1961 '0298' 30587 approaches Wenford Bridge with clay empties. David Hepburne-Scott/Rail Archive Stephenson.



St Blazey's 08945 grumbles away from Pontois Mill with a pair of PRA china clay wagons for St. Blazey yard in January 1991. John Vaughan/Railphotoprints.uk.

Cornishmen were employed in the industry, often working in poor conditions, which were particularly bad for those working in the pits where jets of water were used to dislodge the clay from the walls.

China clay production spurred on the construction of some very large quarries, and also the dries that went with them where the material was processed - but it also generated the building of a number of harbours from which product could be moved by ship, which included that at Charlestown, near St Austell. It quickly transformed from a tiny hamlet with a population in single figures to a major facility housing no fewer than 3,000 people to work in the china clay industry.

CLAY BY RAIL

As might have been expected, expansion of the industry was heavily dependent on the ability to transport product from the quarry to the coast, which while not a great distance as the crow flies presented considerable difficulties from a logistical point of view due to the hilly nature of the local terrain. Inevitably once technology permitted it railways began to be constructed to fulfil this need with the first system being promoted by J.T. Jeffry in 1847. His first line ran from Pontois Mill, a mile north of St Blazey, to Bugle Mollins and served the Wheal Virgin copper mine, which was at this time producing some 750tons of ore a

year. This was later extended to Par Harbour, also constructed by Jeffry, and was joined by a similar horse-worked enterprise serving Newquay Harbour eight years later. Several of his lines served the china clay industry.

In 1873 Jeffry's railways were taken over by a speculator called Roebuck who incorporated them into the Cornwall Minerals Railway, a system that extended for over 40 miles, and which was worked with locomotives. By this time the Great Western was well established in the county but the two systems were not physically connected because the GWR was broad gauge at that time and Roebuck's system standard. In fact the Act of Parliament which allowed the mineral railways to be constructed ha



A brand new china clay wagon built by Hall Lewis & Co., Cardiff in 1928 for English China Clays Ltd. It was registered with the Great Western Railway to be returned to Drinnick Mill, Cornwall, and included end doors used for loading its contents into ships. Rail Archive Stephenson.

laid down that dual gauge tracks should be provided but what work was done to this end was done in such a fashion that the broad gauge tracks could not be used and materials therefore had to be transhipped at places such as Drinnick Mill.

Inevitably as time went on independent lines in Cornwall became the property of the all-conquering Great Western Railway, including the Cornwall Mineral Railway which was purchased in 1896. Its main line, from Par to Newquay, is still in use today as part of the national network. One interesting remnant of this arrangement was that Par Harbour retained its own tracks, introducing steam locomotives in 1912 and using them until 1977, the last two being low-height Bagnall 0-4-0STs *Judy* and *Alfred* which were the inspiration for *Bill* and *Ben* in the 'Thomas' books and both of which are now preserved.

WAGON DESIGNS

Both the private owners and the Great Western standardised on the same type of wagon, which was a five-plank open fitted with side doors and which had an end door used when tipping china clay into ships or storage areas. Large numbers of these were built at the turn of the century but production ceased around 1914 with few built there after. British Railway began a gradual replacement programme in 1954

which saw more than 100 new wagons built each year until production ceased in 1960. These were the famous OOV wagons, and all but the first batch were fitted with the vacuum brake. Around 80% were also fitted with steel hoops across the top over which were draped canvas sheets designed to keep moisture off the contents, something which had been requested by the china clay industry for many years before that.

Although these wagons lasted until 1988, they were used throughout a time when the railways were a byword for inefficiency. There were numerous complaints about the way that china clay traffic was worked and in particular the time it took each train to travel from the dries to the port, and also the lack of capacity on each train, something that was not helped by the fact that each wagon held only 13tons, a figure that had remained unchanged for a century.

Perhaps because of impatience with the railways or perhaps as a result of the general increase in the use of road transport agreement was reached in 1966 between British Railways and English China Clay to convert one of the two rail lines into Fowey into a road, thus giving road access to the port for the first time ever. This was thought to be essential for the survival of the industry because the other suitable deep sea port, Par, was worked to capacity at this time. In return BR obtained an

GWR '45XX' 2-6-2T 4552 departs from Bodmin General heading for Bodmin Junction with a china clay train in 1959. During the 1950s and early 1960s china clay was transported in 13ton open wagons which were covered with tarpaulins to keep the clay covered during transit. Peter Gray/Rail Archive Stephenson.

agreement that 500,000tons of china clay would continue to flow into the port by rail each year and also that much of the domestic traffic, to places such as Stoke, would continue to be moved by train.

The future of the traffic came to a head again in the 1980s when the OOV wagons were worn-out. The customer, by now English China Clay (ECC), did not want to provide its own wagons and instead signed a 15 year deal to move traffic by rail. This encouraged BR to invest in a fleet of 124 CDA wagons which were air braked and which had a capacity of 32tons. Similar to the Merry-Go-Round coal wagons then in production but fitted with a steel top cover, these were built at Doncaster. The last train of 'hoods' ran, hauled by a Class 37, in February 1988.

As part of the deal six dedicated Class 37/5s moved to Cornwall and St Blazey

Modern day china clay transport uses bulk powder wagons for long distance flows including those to mainland Europe. On May 16 2014 Class 92 92029 Dante passes Charing, Kent with the empty china clay tanks (the 'Silver Bullets') from the Caledonian Paper Mill at Irvine to Antwerp, Belgium. Brian Stephenson.





depot was modernised to cope with them. Prior to this date Class 22s, 25s and even Class 47s could be found on the traffic as well as the Class 37s. The new wagons ran in silver livery with ECC branding until the privatisation of the railways when they acquired EWS colours.

BULK TRANSPORT

Although the four-wheelers were adequate for transporting the majority of china clay which was destined for export by ship some was exported by rail and to cope with this traffic bogie 'Polybulk' wagons were introduced from 1974 onwards. These were initially used on a weekly service to Biberist in Switzerland and later on a new service to Mossend in Scotland.

Unfortunately, as with many other industries, china clay has suffered a slow decline over the last 60 years or so.

Substantial deposits of similar material discovered in Brazil which can be mined at a fraction of the cost of the domestic product has led to many sites being closed down, and much of the infrastructure is now mothballed or disused. Some traffic does continue to run, however, with a typical example being that which runs from Goonbarrow Junction on the Newquay branch to Fowey Dock and which runs as required on a weekday and takes one and a half hours to cover a distance of only 12 miles or so as the crow flies. This is worked by DB Schenker, as successor to EWS, using Class 66s. Interestingly, this still uses the CDAs which are by now just as venerable a design as the OOV was in its day.

In model form for 'OO' we are fortunate that the early sheeted wagons have been produced in ready-to-run format as well as the 'hooded' variant – both by Bachmann.

Hornby offers the post 1988 CDA while Dapol has produced the modern 'Silver Bullet' high capacity tanker. Bachmann has produced the Polybulk while Kernow Model Rail Centre has produced high capacity PBA and JIA bogie covered wagons while it is now working on a new model of the small batch of PRA four-wheel wagons built in the 1980s, again for 'OO' gauge.

Although the time when a Great Western 'Pannier' or 'Prairie' could be seen towing a rake of covered wagons through beautiful, but perhaps white-stained, countryside are now long gone it is pleasing that at least some china clay traffic continues to be railborne and that what there is uses interesting and increasingly rare rolling stock. It is to be hoped that despite competition from other parts of the world this traffic continues to flow for many years in the future. [Huma](#)

STAFF PROJECTS

RECYCLED

Recycling is an important part of daily life, and rather than building from scratch we've been reinventing the *Hornby Magazine* layout roster to create new scenes.

MIKE WILD introduces West Coast Cement ahead of its debut at the Warley National Model Railway Exhibition on November 24/25.

IT'S WAS LIKE a moment from *Blue Peter* when we started work on West Coast Cement – "Here's one we made earlier!" was in our heads as we brought out the cement works. The initial phase is a remake of the cement works board built for Shortley Bridge and Felton Cement Works, but in fact the result is that the four scenic boards are all recycled from that 'OO' gauge layout including the original station and two of the storage yard corner sections.

Having stripped it all down earlier this year for the catenary installation feature for HM132 we felt like the hard work was done – after all, more than a quarter of the scenery was already complete and we'd laid a main line through the first 12ft section. We were quite wrong though and after the intensive build to extend Grosvenor Square for the Great Electric Train Show (HM136) and several other projects we were straight back in the workshop in early September with a four-week build period to complete West Coast Cement's scenic section for the *Hornby Magazine Yearbook*.

And that we did, but now as I type at the end of October we have just over three weeks in which to build a brand new 20ft long storage yard to go with it which we will use for future layouts too. The clock is ticking, the track is here, the points have been recovered from Shortley Bridge... but we still need to get started on the timber work.

ERA CHANGE

All that though is by the by – and it will all be ready in time for when doors open at the NEC on November 24/25. West Coast Cement is something different for the magazine as it is set in the 1995-2005 period and models a

fictional stretch of the northern section of the West Coast Main Line. It consists of a double track main line at the front, plus a goods loop, with a cement works and exchange sidings behind. It has automatic four-aspect colour light signals, concrete sleeper track, a dual carriageway crossing on a concrete bridge and a level crossing at the other end with Train-Tech working lights added to Wills' recent modern level crossing kit. It is a busy scene and

one which we have thoroughly enjoyed putting together.

The cement works backdrop adds valuable operational value to a layout which is actually very simple when it comes to the main lines. The outer circuit is literally just that – a circuit of plain track connected to a series of storage loops in the rear yard. The inner circuit is only slightly more complicated in the scenic area as it includes a goods loop joining the main line halfway along the frontage. The

cement works is almost entirely independent – particularly in terms of the scenic section – but it does link to the main line in the off-scene areas. This is a layout to watch trains go by, but with the added value of shunting operations.

We're expecting to need two operators at a time on the layout – one to run the cement works with its shunting sequences and one to operate the pair of main lines. We've planned for one operator on the main line so that they



West Coast Cement is the latest layout to reach completion, at least scenically, in the *Hornby Magazine* workshop. This 'OO' gauge layout will make its debut on the *Hornby Magazine* stand at the Warley National Model Railway Exhibition on November 24/25. Here Class 87 87010 King Arthur heads north as a Class 37/0 37254 rumbles south with a ballast working.

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



MIKE WILD

The late 1990s have occupied Mike's modelling time of late with the final preparations for West Coast Cement's exhibition debut. Kit building is next - in 'O' gauge.



MARK CHIVERS

Mark has equally busy with preparations for West Coast Cement's debut preparing and organising stock from his own collection for the era.

CEMENT...

don't become too busy – easily done with a layout like this.

We are currently finalising the trackplan for the storage yard, but we expect it to have 3ft wide baseboards with up to 15 tracks across. The centre road is planned to be a reversing line allowing cement trains to make complex movements around the layout to enhance the operational and viewing experience while the

rest of the roads, seven in each direction, will feed to the two main line circuits. We will be keeping the exits as simple as possible to allow the yard to be paired with new frontages in the future.

NEW FLEET

Alongside development of the layout we've been working hard to develop the rolling stock for it too as none of our existing exhibition

fleets suit the chosen period for West Coast Cement. This includes classes 08, 31, 37, 43, 47, 56, 57, 60, 66, 67, 86, 87, 90, 150, 153, 221 and 390 with multiples of some classes – particularly Class 37s which both Mark and I seem to have a lot of! There are bound to be interlopers too – both of us have a soft spot for Class 58s even though they didn't work on the WCML – so one or two locomotives

which we like because of what they are will doubtless appear too.

There is plenty still to do on the rolling stock front including sound fitting the final locomotives, weathering and finalising of the freight formations. We might not have all of that done in time for its first show at the Warley National Model Railway Exhibition, but we'll give it a good go. See you there! [16mm](#)

THE DETAILS

Layout:	West Coast Cement
Size:	20ft x 10ft
Gauge:	'OO', 16.5mm gauge
Scale:	4mm:1ft
Control:	DCC, Gaugemaster Prodigy
Era:	1995-2005, West Coast Main Line



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.

NOVEMBER

10	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.hmrng.co.uk
Features:	Layouts, refreshments and parking.
10	IPSWICH MODEL RAILWAY EXHIBITION
Hosts:	Ipswich Railway Modellers Association
Location:	Rushmere Hall Primary School, Lanark Road, Ipswich IP4 3EJ
Times:	10am-4.30pm
Prices:	Adults £5, children £2, accompanied children free
Website:	www.irma.org.uk
Features:	Layouts, trade support, refreshments, parking and disabled access.
10	SOLIHULL MODEL RAILWAY CLUB EXHIBITION
Hosts:	Solihull Model Railway Club
Location:	St Mary's Church Hall and Scout Hall, Hobs Meadow, Solihull B92 8PN
Times:	10am-4.30pm
Prices:	Adults £3, concessions £2.50, children £2, family (2+2) £8
Website:	www.solihullmrc.org
Features:	Ten layouts, trade support, societies, refreshments, parking and disabled access.
10	THORNCOMBE RAIL ACTIVITIES CLUB EXHIBITION
Hosts:	Thorncombe Rail Activities Club
Location:	Thorncombe Village Hall and School, Chard Street, Thorncombe, Dorset TA20 4NE
Times:	10am-4pm
Prices:	Adults £4, members free, accompanied children free
Contact:	01297 552280
Features:	15 layouts, trade support, refreshments, parking and disabled access.
10	ULSTER FOLK AND TRANSPORT MUSEUM MODEL RAILWAY DAY
Hosts:	The Friends of Cultra
Location:	Ulster Folk and Transport Museum, Cultra, Belfast BT19 0EU
Times:	10am-5pm
Prices:	Adults £9, concessions £7, children £5.50, family (1+3) £19, family (2+3) £25
Website:	www.nmni.com
Contact:	028 9042 8428
Features:	40 layouts, trade support and displays set amongst the Museum's Irish railway collection.
10/11	BARNSELY MODEL RAILWAY EXHIBITION
Hosts:	Barnsley Model Railway Club
Location:	Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9EH
Times:	Sat 10am-5pm, Sun 10am-5pm
Prices:	Adults £5, concessions £4, children £4, accompanied children free
Website:	www.barnsleymrc.org.uk
Features:	14 layouts, trade support, societies, refreshments, parking and disabled access. Vintage bus operating between venue and Elsecar Heritage Railway.
10/11	BLACKBURN AND EAST LANCs MODEL RAILWAY EXHIBITION
Hosts:	Blackburn and East Lancs Model Railway Society
Location:	Darwen Vale High School, Blackburn Road, Darwen, Lancashire BB3 0AL
Times:	Sat 10am-5pm, Sun 10am-5pm

Prices:	Adults £7, accompanied children free
Website:	www.belmrs.org
Contact:	01254 603965
Features:	Layouts, trade support, demonstrations, refreshments, parking and disabled access.
10/11	CREWE MODEL RAILWAY EXHIBITION
Hosts:	Alsager Model Railway Association
Location:	Legends, Bentley Motors Ltd, Sunnybank Road, Crewe CW2 8WD
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £6.50, children £2.50, family (2+2) £15
Website:	www.alsagerailwayassociation.co.uk
Features:	Layouts, trade support, refreshments, parking and disabled access.
10/11	HULL MODEL RAILWAY SHOW
Hosts:	Hull Miniature Railway Society
Location:	Walton Street Leisure Centre, Goathland Close, Hull HU3 6JB
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Prices:	Adults £4, children £1
Website:	www.hullmrs.org
Features:	12 layouts, trade support, demonstrations and refreshments.
10/11	RENFREWSHIRE MODEL RAILWAY CLUB EXHIBITION
Hosts:	Renfrewshire Model Railway Club
Location:	Johnstone Town Hall, Church Street, Johnstone PA5 8EG
Times:	Sat 10am-5pm, Sun 12pm-4pm
Prices:	Adults £5, concessions £4, children £2, family £11
Website:	www.renfrewshiemrc.co.uk
Features:	Layouts and trade support.
10/11	TOLWORTH SHOWTRAIN 2018
Hosts:	Hampton Court Model Railway Society
Location:	Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey KT6 7LQ
Times:	Sat 10am-5.30pm, Sun 10am-5pm
Prices:	Adults £7, children £3, family (2+2) £15
Website:	www.tolworthshowtrain.co.uk
Contact:	0208 949 3413
Features:	24 layouts, trade support, displays and refreshments.
10/11	TYNESIDE 2018 MODEL RAILWAY EXHIBITION
Hosts:	Newcastle and District Model Railway Society
Location:	Heaton Manor School, Newton Road, Heaton, Newcastle-upon-Tyne NE7 7HN
Times:	Sat 10am-6pm, Sun 10am-4pm
Prices:	Adults £5, children £2, family £12
Website:	www.newcastlemodelrailway.org.uk
Features:	18 layouts, trade support, demonstrations, parking and disabled access.
10/11	WINCANTON MODEL RAILWAY EXHIBITION
Location:	King Arthur's School, West Hill, Wincanton, Somerset BA9 9BX
Times:	Sat 10am-4.30pm, Sun 10am-4pm
Prices:	Adults £5, concessions £4
Contact:	roddrail@gmail.com
Features:	20 layouts, trade support, societies, refreshments and parking.
16/17	3CAG FIRST TOY AND MODEL RAILWAY SHOW
Hosts:	Three Counties Area Group, G Scale Society
Location:	Hinckley Methodist Church and Halls, Albert Road, Hinckley, Leicestershire LE10 1PL
Times:	Fri 4pm-8pm, Sat 10am-4pm
Prices:	Adults £3, children £1.50, accompanied children under 10 free (Saturday)
Contact:	malcpugh@aol.com
Features:	Layouts, trade support (Saturday), refreshments, parking and disabled access. Friday admission by donation to charity.

16-18	WAKEFIELD RAILWAY MODELLERS' SOCIETY EXHIBITION
Hosts:	Wakefield Railway Modellers' Society
Location:	Thornes Park Athletics Stadium, Horbury Road, Wakefield WF2 8TY
Times:	Fri 5.30pm-9pm, Sat 10am-5.30pm, Sun 10am-4.30pm
Prices:	Adults £7, children (12-16) £2, accompanied children free (max. two per adult)
Website:	www.wakefieldrms.org
Features:	Layouts, trade support, societies, parking and disabled access.
17	CHEADLE HULME MODEL RAILWAY EXTRAVAGANZA
Location:	St Andrew's Church, Cheadle Road, Cheadle Hulme SK8 5ET
Times:	10am-3pm
Prices:	Admission free
Contact:	0161 440 0837
Features:	Layouts and trade support.
17	PORTSMOUTH MODEL RAILWAY EXHIBITION
Hosts:	South Hants Model Railway Club
Location:	Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth PO3 5XT
Times:	10.30am-4.30pm
Prices:	Adults £5, accompanied children free
Website:	www.shmrc.org.uk
Features:	Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.
17	ROYSTON AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts:	Royston and District Model Railway Club
Location:	Bassingbourne Village College, South End, Bassingbourne, Nr Royston, SG8 5NJ
Times:	10am-4.30pm
Prices:	Adults £5, accompanied children free
Website:	www.roystondmrc.co.uk
Features:	30 layouts, trade support, demos, outdoor live steam, refreshments, parking and disabled access. Free classic bus service operating between venue and Royston railway station.
17	WENSUM VALLEY (NORWICH) MODEL RAILWAY EXHIBITION
Hosts:	32A Model Railway Club
Location:	Wensum Valley Hotel, Beech Avenue, Taverham, Norwich NR8 6HP
Times:	10am-4pm
Prices:	Adults £5, children £2, family (2+2) £12
Website:	www.32amrc.co.uk
Contact:	01603 714837
Features:	16 layouts, trade support, refreshments, parking and disabled access.
17/18	BRIGHTON MODEL RAILWAY CLUB EXHIBITION
Hosts:	Brighton Model Railway Club
Location:	Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8TA
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £4, concessions £3.50, children £2.50, family (2+2) £11
Website:	www.brightonmrc.com
Contact:	01273 771929
Features:	Eight layouts, trade support, societies, refreshments, parking and disabled access.
17/18	NATIONAL MARITIME MUSEUM CORNWALL MODEL EXHIBITION
Hosts:	National Maritime Museum Cornwall
Location:	National Maritime Museum Cornwall Trust, Discovery Key, Falmouth, Cornwall TR11 3QY
Times:	Sat 10am-5pm, Sun 10am-5pm
Prices:	Adults £13.50, children £6
Website:	www.nmmc.co.uk
Features:	Layouts, static displays, model engineering, radio control, demonstrations and societies.

17/18	PENDLE FOREST MODEL RAILWAY SOCIETY EXHIBITION
Hosts:	Pendle Forest Model Railway Society
Location:	Park High School, Venables Avenue, Colne BB8 7DP
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £5, concessions £4, children £3, family (2+2) £14
Website:	www.pfmrs.org.uk
Contact:	07770 331348
Features:	Layouts, trade support, refreshments and disabled access.
17/18	RETFORD MODEL RAILWAY EXHIBITION
Hosts:	Bassetlaw (North Notts) Railway Society
Location:	Retford Town Hall, Market Square, Retford, Notts DN22 6DB
Times:	Sat 10am-4pm, Sun 10am-4pm
Prices:	Adults £4, children £2, family £10
Website:	www.bnnrs.net
Contact:	07768 347456
Features:	14 layouts, trade support, societies, refreshments and disabled access.
17/18	SHOEBURYNESSE MODEL RAILWAY CLUB EXHIBITION
Hosts:	Shoeburyness Model Railway Club
Location:	Garons Tennis and Leisure Centre, Eastern Avenue, Southend on Sea, Essex SS2 4FA
Times:	Sat 10am-5pm, Sun 10am-5pm
Prices:	Adults £6, concessions £4, children £4, family (2+2) £15
Website:	www.shoeburynessmrc.co.uk
Features:	Layouts, trade support, model displays, societies, refreshments, parking and disabled access.
17/18	WORKINGTON MODEL RAILWAY EXHIBITION
Hosts:	Solrail
Location:	Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £5, children £1, accompanied children free
Website:	www.solrail.co.uk
Features:	12 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.
18	SLEAFORD AND DISTRICT MRC CHARITY MODEL MAKERS SHOW
Hosts:	Sleaford and District Model Railway Club
Location:	Rusington Village Hall, Parkfield, Rusington, Sleaford NG34 9HT
Times:	10am-4pm
Prices:	Adults £3, children £1.50, family (2+2) £6
Contact:	07821 618718
Features:	Layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.
24	RAINHILL MODEL RAILWAY CLUB CHRISTMAS SHOW
Hosts:	Rainhill Model Railway Club
Location:	Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times:	10am-5pm
Prices:	Adults £3.50, children £4 (includes a visit to Santa, plus a gift)
Website:	www.rainhillmrc.org.uk
Features:	Layouts, trade support, refreshments and disabled access.
24/25	SCUNTHORPE AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts:	Scunthorpe and District Model Railway Club
Location:	Sunshine Hall, Ashby High Street, Scunthorpe DN16 2ND
Times:	Sat 10am-5pm, Sun 9.30am-4pm
Prices:	Adults £2.50, concessions £2, family £7.50
Contact:	01724 860149
Features:	Layouts, trade support and refreshments.
25	NEW FOREST MODEL RAILWAY SOCIETY OPEN DAY
Hosts:	New Forest Model Railway Society
Location:	Brookhurst Village Hall, Highwood Road, Brookhurst, Hampshire SO42 7RY
Times:	10am-4.30pm
Prices:	Adults £3.50, children £2.50, family (2+2) £10
Website:	www.nfmrs.org
Features:	Layouts, trade support, displays, refreshments, parking and disabled access.

DON'T MISS...

24/25	WARLEY NATIONAL MODEL RAILWAY EXHIBITION
Hosts:	Warley Model Railway Club
Location:	National Exhibition Centre (NEC), Pendigo Way, Marston Green, Birmingham B40 1NT
Times:	Sat 9.45am-6pm, Sun 9.45am-5pm
Prices:	Adult one-day £17 (£15.50), Adult two-day £31 (£28), accompanied child one-day £1 (£1), accompanied child two-day £2 (£2) - advance ticket prices in brackets
Website:	www.thewarleyshow.co.uk
Features:	90 layouts, large trade support, demonstrations, displays, societies, refreshments, parking and disabled access. Visit the <i>Hornby Magazine</i> stand for exclusive offers and see our new 'OO' gauge layout West Coast Cement.

DECEMBER

1	HAILSHAM MODEL RAILWAY SHOW
Hosts:	Healthy Living Club
Location:	Civic Community Hall, Vicarage Lane, Hailsham, East Sussex BN27 2AX
Times:	10am-4.30pm
Prices:	Adults £5, children £2, family (2+2) £12
Website:	www.healthylivingclubcommittee.co.uk/hailshammrs.html
Features:	Layouts, trade support and refreshments.
1	LETCHWORTH MODEL RAILWAY SOCIETY EXHIBITION
Hosts:	Letchworth Model Railway Society
Location:	Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire SG15 6XS
Times:	10am-4.30pm
Prices:	Adults £5, concessions £4, accompanied children under 16 free
Website:	www.leitchworthmrs.org.uk
Features:	20 layouts, trade support, demonstrations, displays, societies, refreshments, parking and disabled access.
1/2	MANCHESTER CHRISTMAS MODEL RAILWAY SHOW
Hosts:	Manchester Model Railway Society
Location:	Barnes Wallis Building, North Campus, University of Manchester, Altrincham Street, Manchester M1 7JA
Times:	Sat 10am-5.30pm, Sun 10am-4.30pm
Prices:	Adults £9 (£8), children free (max. 3 per paying adult) - advance ticket price in brackets
Website:	www.mmrs.co.uk
Features:	Layouts, trade support, demonstrations, refreshments, parking and disabled access.
2	BEXLEYHEATH MODEL RAILWAY EXHIBITION
Hosts:	Selkent Model Rail Group
Location:	Bexleyheath Academy, Graham Road Entrance, Bexleyheath, Kent DA6 7EG
Times:	10am-4pm
Prices:	Adults £6 (£4.95), concessions £5 (£3.95), children £5 (£3.95), family £15 (£12) - advance ticket prices in brackets
Website:	www.modelrailwayexhibition.com
Features:	20 layouts, trade support, societies, refreshments, parking and disabled access.
2	RUSPER MODEL RAILWAY CLUB RUNNING DAY
Hosts:	Rusper Model Railway Club
Location:	Pickhurst, Bromley, Kent - contact club for directions
Times:	11am-3pm
Prices:	Initial visit free
Website:	www.ruspermrc.co.uk
Features:	Large outdoor model railway running through six garden sheds, with ten stations and various engine sheds, goods yards and carriage sidings.
8	EM GAUGE SOCIETY MODELLING WORKSHOP AND AGM
Hosts:	EM Gauge Society, North East and Borders Area Group
Location:	Tynedale Farmer Function Suite, Tyne Green, Hexham, Northumberland NE46 3SG
Times:	10.30am-4.30pm

Prices: Adults £5, EMGS members free
Website: www.emgs.org
Features: Layouts, trade support, demonstrations and refreshments. AGM at 2pm (EMGS members only).

8	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.
8	RHYL AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts:	Rhyl and District Model Railway Club
Location:	Prestatyn Parish Church and Community Hall, High Street, Prestatyn, Denbighshire LL19 9AR
Times:	10.30am-4pm
Prices:	Adults £3.50, accompanied children £1.50 (one child free per paying adult)
Website:	www.rhylmodelrailclub.co.uk
Features:	15 layouts, trade support, demonstrations, displays, refreshments and parking.
8/9	BURNHAM AND DISTRICT MODEL RAILWAY CLUB CHRISTMAS SHOW
Hosts:	Burnham and District Model Railway Club
Location:	King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE
Times:	Sat 10am-4pm, Sun 10am-4pm
Prices:	Adults £5, children under 13 free
Contact:	01934 645386
Features:	Layouts and trade support.
15	HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts:	Hillingdon Railway Modellers
Location:	Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times:	10am-4pm
Prices:	£4
Website:	www.hillingdonrailwaymodellers.co.uk
Contact:	020 8368 4090
Features:	Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, meet club members and refreshments.
29	NORTH WALES N GAUGE CHRISTMAS CHARITY SHOW
Hosts:	North Wales N Gauge Area Group
Location:	St Michaels Church, Rosemary Lane, Conwy LL32 8HY
Times:	10am-4pm
Prices:	Adults £2, accompanied children free
Contact:	07703 393900
Features:	Six 'N' gauge layouts, trade support, refreshments and disabled access.
29	WEST CAMEL MODEL RAILWAY SOCIETY CHRISTMAS EXHIBITION
Hosts:	West Camel Model Railway Society
Location:	Davis Hall, West Camel, Nr Yeovil, Somerset BA22 7QX
Times:	10am-3.30pm
Prices:	Adults £4, children 11+ £1, children under 11 free
Contact:	07971 448335
Features:	Ten layouts, trade support, refreshments, parking and disabled access.
29	WIMBORNE MODEL RAILWAY SOCIETY OPEN DAY
Hosts:	Wimborne Model Railway Society
Location:	United Reformed Church Hall, Chapel Lane, Wimborne, Dorset BH21 1PP
Times:	10am-4pm
Prices:	Adults £2.50, accompanied children free
Website:	www.wimrail.org.uk
Features:	Four members' layouts, sales stand, refreshments and disabled access.
30	KEIGHLEY MODEL RAILWAY CLUB CHRISTMAS OPEN DAY
Hosts:	Keighley Model Railway Club
Location:	Clubrooms, Keighley Business Centre, Knowle Mills, South Street, Keighley BD21 1SY
Times:	10am-4.30pm
Prices:	Adults £3.50, children £2.50
Website:	www.keighley-mrc.org.uk
Features:	Layouts, festive refreshments, parking and disabled access.

JANUARY

5 CHRISTCHURCH QUINTON MODEL RAILWAY EXHIBITION

Hosts: Christchurch Quinton Church
Location: Church Hall, Christchurch the Quinton, Hagley Road West, Birmingham B32 1AJ
Times: 10am-5pm
Prices: Adults £3, children £1
Contact: 07737 928977
Features: Nine layouts and trade support.

5 MAIDENHEAD MODEL RAILWAY SHOW

Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Cox Green Community Centre, Highfield Lane, Maidenhead, Berkshire SL6 3AX
Times: 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.mmdmrc.org.uk
Features: Layouts, trade support, societies, refreshments and limited parking.

5/6 EDINGTON MODEL RAILWAY EXHIBITION

Hosts: Somerset and Dorset Railway Trust Ltd
Location: Edington Village Hall, Lippets Way, Edington, Somerset TA7 9HA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4.50, accompanied children free
Website: www.sdrtr.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 WESSEX ASSOCIATION OF MODEL RAILWAY CLUBS WINTER EXHIBITION

Hosts: Wessex Association of Model Railway Clubs
Location: The Cheese and Grain, Market Yard, Frome BA11 1BE
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children free
Contact: rayheard66@btinternet.com
Features: Layouts and trade support.

5/6 SCOUT RAIL MODEL RAILWAY EXHIBITION

Hosts: Kidlington Scout Group
Location: Exeter Hall, Oxford Road, Kidlington, Oxfordshire OX5 1AB
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.scoutrail.org.uk
Features: Ten layouts, trade support, refreshments and parking.

12 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.

12/13 BOGNOR REGIS MODEL RAILWAY EXHIBITION

Hosts: Bognor Regis Model Railway Club
Location: Felpham Community College, Felpham Way, Felpham, Bognor Regis PO22 8EL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3
Website: www.brmrc.co.uk
Features: 15 layouts, trade support, societies, refreshments, parking and disabled access.

12/13 CHILTERN MODEL RAILWAY EXHIBITION

Hosts: Chiltern Model Railway Association
Location: Stevenage Arts and Leisure Centre, Lytton Way, Stevenage, Hertfordshire SG1 1LZ
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied children free (max. 2 per paying adult), unaccompanied children £4
Website: www.cmra.org.uk
Features: 30 layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

12/13 PRATTS BOTTOM MODEL RAILWAY EXHIBITION

Hosts: Orpington and District Model Railway Society
Location: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Kent BR6 7PQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £3.50, children £1.50

Website: www.odmrs.uk

Features: Ten layouts, trade support, demonstrations, loco clinic and refreshments.

13 WESTON SUPER MARE MODEL RAILWAY EXHIBITION

Hosts: Keith Price
Location: The Campus, Highlands Lane, Locking Castle, Weston-super-Mare BS24 7DX
Times: 10am-4.30pm
Prices: Adults £7, concessions £6.50, children £2, family £16
Website: www.westonsupermaretrainshow.com
Features: 25 layouts, trade support, refreshments, parking and disabled access.

18-20 LONDON MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Great Hall, Alexandra Palace, Alexandra Palace Way, Wood Green, London N22 7AY
Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £12.50 (£11.50), concessions £11.50 (£10.50), children £4.50 (£3.50) – online ticket prices in brackets
Website: www.londonmodelengineering.co.uk
Features: Displays, demonstrations, layouts, trade support, societies, refreshments, parking and disabled access.

19/20 CALNE MODEL RAILWAY SHOW

Hosts: Bentley Model Railway Group
Location: Calne Leisure Centre, White Horse Way, Calne, Wiltshire SN11 0SP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3, family £12
Website: www.calnemrs.org.uk
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

19/20 CITY OF CANTERBURY MODEL RAILWAY EXHIBITION

Hosts: City of Canterbury Model Railway Society
Location: St Anselm's School, Old Dover Road, Canterbury CT1 3EN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.ccrrs.co.uk
Features: 15 layouts, trade support, demonstrations, outdoor train rides (weather permitting), refreshments, parking and disabled access.

19/20 ELMRO CHARITABLE MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway (Charitable) Organisation
Location: Accrington Road Community Centre (Old School House), Accrington Road, Blackburn, Lancashire BB1 2AF
Times: Sat 10am-5pm, Sun 10am-3pm
Prices: Adults £5, concessions £3, children £3, family £12
Website: www.elmro.org
Contact: 07585 672627
Features: Nine layouts, trade support, demonstrations, refreshments, parking and disabled access.

20 ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION

Hosts: Astolat Model Railway Circle
Location: Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford GU2 7AD
Times: 10am-5pm
Prices: Adults £6, children £3, family £12
Website: www.astolatmrc.co.uk
Contact: 01483 722098
Features: 16 layouts, trade support, test track, refreshments and parking.

26/27 KENDAL MODEL RAILWAY EXHIBITION

Hosts: Kendal Model Railway Club
Location: Kendal Leisure Centre, Burton Road, Kendal, Cumbria LA9 7HX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, concessions £5, children £3, family (2+2) £16
Website: www.kendalmrc.org
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

26/27 ERITH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Erith Model Railway Society
Location: Longfield Academy, Main Road, Longfield, Kent DA3 7PH



Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, accompanied children free
Contact: erithmrs@gmail.com
Features: 35 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

26/27 PONTEFRAC MODEL RAILWAY EXHIBITION

Hosts: Normanton and Pontefract Railway Modellers Society
Location: New College, Park Lane, Pontefract WF8 4QR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.nprms.co.uk
Features: 20 layouts, trade support, demonstrations, refreshments and disabled access.

26/27 SOUTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Southampton Model Railway Society
Location: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5BX
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, children £3, family (2+2) £17
Contact: www.southamptonmodelrailwaysociety.wordpress.com
Features: 20 layouts, trade support, demonstrations, societies, refreshments and parking.

27 BRISTOL 7MM EXHIBITION

Hosts: Bristol 'O' Gauge Group
Location: University of the West of England Exhibition Centre, Filton Road, Bristol BS34 8QZ
Times: 10am-4pm
Prices: Admission £9 (£7), Gauge O Guild members £7, accompanied children free - advance ticket price in brackets
Website: www.bogg7mmexhibition.com
Features: Layouts, trade support, demonstrations, test track, Gauge O Guild village, societies, refreshments, parking and disabled access. Vintage bus service operating between venue and Bristol Parkway railway station.

FEBRUARY

2/3 FEBEX 2019 - ALTON MODEL RAILWAY EXHIBITION

Hosts: Alton Model Railway Group
Location: Eggs School, London Road, Alton, Hampshire GU34 4EQ
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £5, accompanied children free
Website: www.altonmrg.co.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

9 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.

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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- H4-66-011 66433 in DRS compass livery
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- H4-66-013 66429 in DRS plain livery
- H4-66-014 66502 in Freightliner livery "Basford Hall Centenary 2001"



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- H4-66-017 66621 in Freightliner livery

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H4-66-020 66504 in Freightliner Powerhaul livery

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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"

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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"

Digital Ready: **£150**

Digital Fitted: **£165**

Sound Fitted: **£265**

See the full list of specifications and more at: www.hattons.co.uk/66

Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

HORNBY® 2018 Range Announced - see the full range at www.hattons.co.uk/hornby2018

SR 'Lord Nelson' 4-6-0

Pre-order from £153. TTS-fitted £175.50
Due in Stock: January 2019



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

Pre-order for £171

Due in Stock: February 2019



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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 £90
Due in Stock: Dec 2018 to Feb 2019



R3680 'Forest No.1' in Charity Colliery lined green

R3640 882 "Niclausse" in Peckett works leaf green

R3679 74 in Port of London Authority lined blue

Class 800 IET

Pre-order from £243
Due in Stock: Oct 2018 (R3691)
Jan 2018 (R3609)



R3609 800003 'Queen Elizabeth II' 2-car set in GWR green

R3691 800010 "Paddington Bear" 5-car set in GWR green

LNER 20-ton Toad Brake van

Pre-order for £19.80
Due in Stock: December 2018



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 £126. TTS-fitted £148.50
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

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

Class 142 DMU

Pre-order from £115.18
Due in Stock: September/October 2018



ND116A 142065 in Northern Rail livery

ND116B 142081 in Regional Railways livery

ND116C 142025 in Northern Spirit livery

ND116D 142085 in Arriva Trains Wales livery

ND116E 142021 in Tyne and Wear PTE livery

Class 50

Pre-order from £123.21
Due in Stock: March 2019



2D-002-000 D406 in BR blue - unrefurbished

2D-002-001 50043 in BR blue - unrefurbished

2D-002-002 50040 "Leviathan" in BR large logo blue

2D-002-003 50037 "Illustrious" in original Network SouthEast livery

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: March 2019



4S-043-001 6336 in GWR green with Great Western lettering

4S-043-002 6385 in GWR green with shirtbutton emblem

4S-043-003 GWR green with BR smokebox numberplate

4S-043-004 7324 in BR black with early emblem

4S-043-005 6364 in BR lined green with early emblem

4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery

4D-005-001 59103 "Village of Mells" in ARC livery

4D-005-002 59206 "John F Yeoman" in DB Schenker livery

4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class Y3 Sentinel 4wVB

Pre-order from £148.75
Due in Stock: September/October 2018



7S-005-001 42 in LNER black

7S-005-002 68163 in LNER black

7S-005-003 7164 in LMS black

7S-005-004 7160 in LMS black

7S-005-005 68164 in BR black with early emblem

7S-005-006 2 "Isebrook" in GWR green

7S-005-007 14 in National Coal Board livery

Class 08 (Re-tool)

Pre-order from £191.25
Due in Stock: Dec 2018 to Jan 2019



Partial re-tool covering later built locomotives. 5 variations available either DCC Ready, DCC Sound Fitted, Unnumbered and Unnumbered with DCC Sound.

**Pre-orders accepted
via credit or debit card only**
Pre-order prices subject to manufacturer RRP.

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Mk2F Aircon Coaches	hattons.co.uk/mk2f	from £46.71	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
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
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
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 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							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
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							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxn7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

 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 19/10/18.



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Est. 1946

OO Gauge (1:76 Scale) Steam locos



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 'Mallard' and commemorative box set (Hor) ... £184



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early crest (Hat) £99



H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat) £99



H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 'Little Barford' in Acton Lane Power Station blue wasp stripes (Hat) £99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' in lined green (Hat) £99



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat) £99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) £99



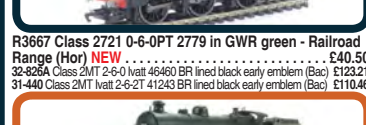
H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat) £99



R3625 Battle of Britain Class (Air Smoothed) 4-6-2 S101059 'Sir Archibald Sinclair' in British Railways malachite green (Hor) £139.50



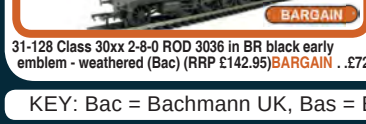
R3692 Class 14xx 0-4-2T 1424 in BR green late crest - Railroad Range (Hor) £51



R3667 Class 2721 0-6-0PT 2779 in GWR green - Railroad Range (Hor) £40.50



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



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



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac) £182.71



R3301 Class 4073 'Castle' 4-6-0 5043 'Earl of Mount Edgumbe' in BR Green early emblem (as preserved) (Hor) £124



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



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) £154



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel) £154



4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel) £154



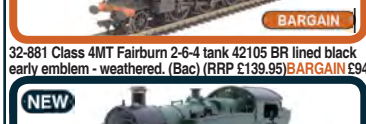
4785 Class 47xx 2-8-0 'Night Owl' 4709 in BR lined green late crest - as preserved (Hel) £154



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



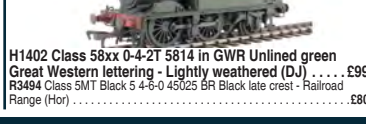
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) BARGAIN £58



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered. (Bac) (RRP £139.95) BARGAIN £94



32-078 Class 56xx 0-6-2T 5637 in GWR green (Bac) NEW. £97.71



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



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



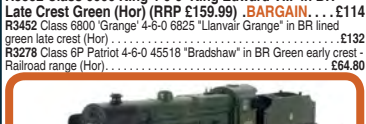
R3385TTS Class 5MT Black 5 4-6-0 45116 in BR black early emblem - TTS sound fitted (Hor) £170



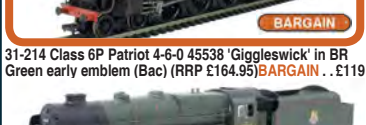
31-187DS Class 5XP Jubilee 4-6-0 5588 'Kashmir' in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



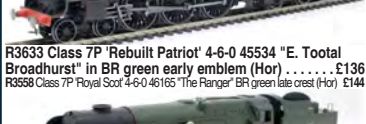
R3332 Class 6000 King 4-6-0 'King Edward VIII' in BR Late Crest Green (Hor) (RRP £159.99) BARGAIN. £114



R3452 Class 6800 'Grange' 4-6-0 6825 'Llanvair Grange' in BR lined green late crest (Hor) £132



31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) (RRP £164.95) BARGAIN. £119



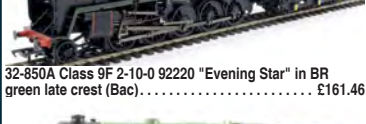
R3633 Class 7P 'Rebuilt Patriot' 4-6-0 45534 'E. Tootal Broadhurst' in BR green early emblem (Hor) £136



R3658 Class 7P 'Royal Scot' 4-6-0 46165 'The Ranger' BR green late crest (Hor) £144



R3618 Class 76F 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



32-850A 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



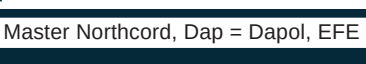
R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99) BARGAIN £68



31-531 Class A2 4-6-2 60536 'Trimbrush' in BR lined green early emblem (Bac) (RRP £179.95) BARGAIN. £121



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



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



R3676 Class A4 4468 'Mallard' in LNER garter blue - as preserved (Hor) £152



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



R3588 Class B17 4-6-0 2864 'Liverpool' LNER green - Railroad Range (Hor) £76.50



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



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



R3235 Class D16/3 'Claud Hamilton' 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99) BARGAIN. £73



R3433 Class D16/3 4-4-0 'Claud Hamilton' 8900 in LNER apple green (Hor) £113



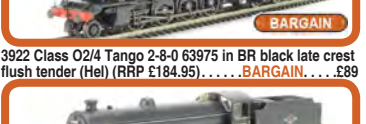
35-075 Class E4 Brighton tank 0-6-2 579 in LB&SCR umber (Bac) (RRP £109.95) BARGAIN. £80



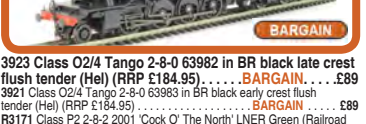
R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99) BARGAIN. £79



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) BARGAIN. £76



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



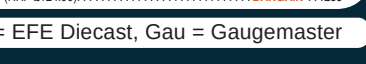
3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) (RRP £184.95) BARGAIN. £89



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 2-6-2 2001 'Cook O' The North LNER Green (Railroad range) (Hor) £84

R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (RRP £139.99) BARGAIN. £89

R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor) £99.99

R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) BARGAIN. £59



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



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN**...£59
 R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN**...£59



4S-018-002 LSWR Class B4 0-4-0T 90 "Caen" in Southampton Docks brown (Dap).....£93.50



H4-P-001 SE&CR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat).....£99



H4-P-015 SE&CR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat).....£99



H4-P-016 SE&CR P Class 0-6-0T 31556 in BR black early emblem (Hat).....£99



H4-P-012 SE&CR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) (Hat).....£99



H4-P-002 SE&CR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat).....£99



31-980 Standard Class 3MT 2-6-2T 82020 in BR green late crest - weathered (Bac) (RRP £139.95) **BARGAIN**...£99



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



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor).....£36

Diesel locos



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



2500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95) **BARGAIN**...£69



2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN**...£69



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (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



1409 Class 14 D9531 in BR green - as preserved (Hel).....£110.46
 4D-012-007 Class 22 D6321 BR green small yellow panels and headcode boxes (Dap).....£127.46
 4D-012-004 Class 22 D6325 BR green no yellow panels and disc headcodes (Dap).....£127.46
 32-331 Class 25/1 25043 in BR green full yellow ends - weathered (Bac) £93.46



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel).....£110.46
 2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel).....£110.46



32-790 Class 37/0 37049 "Imperial" in Railfreight Coal Sector triple grey (Bac).....£135.96



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight (Bac).....£135.96



32-788 Class 37/0 37284 in BR blue (Bac).....£135.96



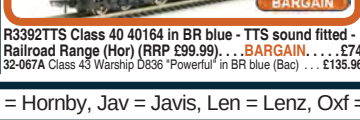
32-377A Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue (Bac).....£117.26



32-370 Class 37/4 37405 in DRS Compass blue (Bac) £117



32-392 Class 37/5 37688 "Kingmoor TMD" in Direct Rail Services compass blue (Bac) **NEW**.....£135.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN**...£74
 32-067A Class 43 Warship D836 "Powerful" in BR blue (Bac).....£135.96



32-651A Class 44 44006 "Whenside" in BR blue - weathered (Bac) **NEW**.....£127.46



32-650DS Class 44 D3 "Skiddaw" in BR green small yellow panels - DCC sound fitted (Bac) **NEW**.....£203.96



32-818 Class 47/0 47245 in West Coast Railway Company maroon (Bac).....£135.96



31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac).....£135.96



R3658 Class 50 50033 "Glorious" in revised Network SouthEast (Hor).....£136



R3653 Class 50 50040 "Leviathan" in BR large logo blue (Hor).....£144



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel) (RRP £125) **BARGAIN**...£94
 32-533 Class 55 Deltic D9001 "St. Paddy" in BR green full yellow ends - weathered (Bac).....£148.71
 R3473 Class 56 56108 in Railfreight red stripe (Hor).....£153



R3660 Class 56 56303 in Devon and Cornwall Railways green (Hor).....£136
 5820 Class 56 58012 in Maritime triple grey (Hel) (RRP £125) **BARGAIN**...£96



5827 Class 58 58016 in EW&S 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" Yeoman Aggregates - Railroad Range (Hor).....£68



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) (RRP £154.95) **BARGAIN**...£119
 4D-022-008D Class 68 68003 "Astute" in Direct Rail Services compass - DCC fitted (Dap) (RRP £177.84) **BARGAIN**...£140
 4D-022-008S Class 68 68003 "Astute" in Direct Rail Services compass - DCC sound fitted (Dap).....£254.96
 4D-022-009 Class 68 68006 "Daring" Scotrail (Dap) (RRP £145.55) **BARGAIN**...£104
 4D-022-009S Class 68 68006 "Daring" in Scotrail - DCC Sound fitted (Dap) (RRP £295.55) **BARGAIN**...£230



4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap) (RRP £154.95) **BARGAIN**...£119
 4D-022-011D Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC fitted (Dap) (RRP £180.54) **BARGAIN**...£140
 4D-022-011S Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Sound fitted (Dap) (RRP £295.55) **BARGAIN**...£230
 4D-022-004 Class 68 68014 Chiltern Railways (Dap) **BARGAIN**...£99
 4D-022-004D Class 68 68014 in Chiltern Railways - DCC fitted (Dap) (RRP £168.43) **BARGAIN**...£129



4D-022-011 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap) (RRP £154.95) **BARGAIN**...£119
 4D-022-011D Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC fitted (Dap) (RRP £180.54) **BARGAIN**...£140
 4D-022-011S Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Sound fitted (Dap) (RRP £295.55) **BARGAIN**...£230
 4D-022-004 Class 68 68014 Chiltern Railways (Dap) **BARGAIN**...£99
 4D-022-004D Class 68 68014 in Chiltern Railways - DCC fitted (Dap) (RRP £168.43) **BARGAIN**...£129

4D-022-012 Class 68 68015 Chiltern Railways (Dap) (RRP £154.95) **BARGAIN**...£119
 4D-022-012D Class 68 68015 in Chiltern Railways - DCC fitted (Dap) (RRP £180.54) **BARGAIN**...£140
 4D-022-012S Class 68 68015 in Chiltern Railways - DCC Sound fitted (Dap) (RRP £295.55) **BARGAIN**...£230
 4D-006-002 Class 73 electro-diesel 73124 BR blue (Dap) (RRP £140.60) **BARGAIN**...£99
 R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £59
 OLIV003 Class 73/1 73141 "Charlotte" in First GBR purple - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**...£84



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £84



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**...£84



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) **BARGAIN**...£129



MM0080 Irish Class 07/1 080 in Irish Rail orange and black (Mur).....£125

HSTs



R3685 Pair of Class 43 HST Power Cars 43041 "Meninigitis Trust Support for Life" and 43005 in GWR green (Hor) **NEW**.....£261



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted (Hor).....£239



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor).....£246

Electric locos



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



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**...£99



7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**...£99



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**...£99



7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**...£109

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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** £109



R3582 Class 87 87010 'King Arthur' in Intercity Swallow (Hor) £144



R3480 Class 92 92016 'Brahm's' in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) **BARGAIN** £52



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (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

DMUs



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £105



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £105



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £105



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £105



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £105



4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £105



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) **BARGAIN** £105
4D-009-004 Class 121 single car DMU 'Bubblecar' W55023 in BR blue (Dap) (RRP £145) **BARGAIN** £109
4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) (RRP £145) **BARGAIN** £109



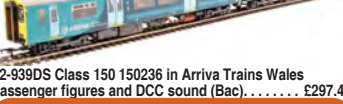
4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) (RRP £145) **BARGAIN** £109
4D-015-003 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55012 in Regional Railways (Dap) (RRP £140.50) **BARGAIN** £109
4D-015-004 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55013 in BR blue (Dap) (RRP £140.50) **BARGAIN** £109
4D-015-HAT01 Class 122 Gloucester RCW 'Bubblecar' single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £105



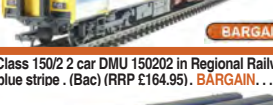
8920 Class 128 parcels DMU 55991 in BR blue yellow ends 'Parcels Service' branding (Hel) (RRP £119.95) **BARGAIN** £59



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95) **BARGAIN** £59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) £297.46

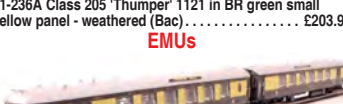


32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe (Bac) (RRP £164.95) **BARGAIN** £96



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

DEMUS

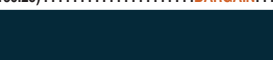


31-236A Class 205 'Thumper' 1121 in BR green small yellow panel - weathered (Bac) £203.96

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



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



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) (RRP £299.95) **BARGAIN** £220



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) £144

Track Maintenance vehicles

PTC-004 Non-motorised OO Track Cleaner wet and dry cleaning heads (Pro) **NEW** £64.56

Train sets - analogue



R1176 Class 373 'Eurostar' Train Set (Hor) (RRP £169.99) **BARGAIN** £129



R1214 East Coast Express Train Set (Hor) **NEW** £157.50



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £130



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £144
30-105 Midland Marvel Train Set Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) £110.46



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



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £250



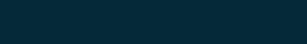
R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £264.99) **BARGAIN** £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) **BARGAIN** £130



34-332 Ex-LMS Pilli Parcels Van in BR blue and grey (Bac) **NEW** £29.71



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range (Hor) £64



39-650 Mk2F 'Aircor' FO first open in BR blue and grey (Bac) **NEW** £46.71
39-650DC Mk2F 'Aircor' FO first open in BR blue and grey - DCC fitted interior lighting (Bac) **NEW** £67.96



39-686 Mk2F 'Aircor' RFB restaurant first buffet in Intercity (Bac) **NEW** £46.71



39-685 Mk2F 'Aircor' RFB restaurant first buffet in BR blue and grey - as preserved (Bac) **NEW** £46.71



39-677 Mk2F 'Aircor' TSO tourist second open in Intercity (Bac) **NEW** £46.71
39-670DC Mk2F 'Aircor' TSO tourist second open in Intercity - DCC fitted interior lighting (Bac) **NEW** £67.96



R4853 Mk3 FO first open 41099 in Intercity Swallow (Hor) **NEW** £31.50



R4852 Mk3 TGS trailer guard second 44063 in Intercity Swallow (Hor) **NEW** £31.50



R4851 Mk3 TRFB buffet 40711 in Intercity Swallow (Hor) **NEW** £31.50
R4781D Mk3 TSO trailer second open 42129 in GWR green (Hor) **NEW** £31.50
R4781C Mk3 TSO trailer second open 42200 in GWR green (Hor) **NEW** £31.50



R4781B Mk3 TSO trailer second open 42250 in GWR green (Hor) **NEW** £31.50
R4781E Mk3 TSO trailer second open 42561 in GWR green (Hor) **NEW** £31.50



R4860 Pullman J Type 'Devon Belle' observation car No.13 in Pullman umber and cream (Hor) £60
R4660 Pullman Third Class Kitchen Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33

Wagons



37-806 12 ton ventilated van in British Army green (Bac) **NEW** £16.96
4F-01 H-222 12 ton ventilated van M183315 BR grey - weathered (Dap) **NEW** £16.50
R638A 20 ton coke hopper in BR grey (Hor) **NEW** £21
4F-020-030 8 ton cattle wagon B93325 BR baule - weathered (Dap) **NEW** £10.50
H4-BH-001 Belhack snow plough (ex Class 40) ZZA ADB965576 BR yellow (Hat) £43



H4-BH-004 Belhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow 'Stratford Shark' (Hat) £43

Prices valid until 12/12/18

All prices correct
when going to press.
Errors excepted.

Man-made scenic structure - railway-related



H4-BH-012 Beilhack snow plough (ex Class 45) ZZA ADB966099 in Network Rail black (Hat) £43
H4-BH-011 Beilhack snow plough (ex Class 45) ZZAADB966098 Network Rail black (Hat) £43



R6830 BR 20 Ton Coke Hopper Wagons - Three Wagon Pack (Hor) £42



38-901 BR Mk1 carflat wagon in BR Blue (Bac) **NEW** £31.41
38-902 BR Mk1 carflat wagon in BR blue Motorail branding (Bac) **NEW** £31.41
4F-060-018 Grampus wagon DB986708 Taunton Granite grey - weathered (Dap) **NEW** £15



4F-026-013 HIA aggregate limestone hopper 369006 in Freightliner green (Dap) £22.52
R6850 KFA container wagon in Tiphook Rail "Nichicon" and "Marfret" containers (Hor) **NEW** £31.50



R6834 LNER 20 ton 'Toad E' brake van E175712 in BR grey (Hor) **NEW** £19.80
R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £18



R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" (Hor) £38



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) £15
H4-WW-006A Warwell wagon 50t diamond frame bogies M60337 BR grey (Hat) £33
H4-WW-003A Warwell wagon 50t diamond frame bogies WW.36 WD (LNER) (Hat) £33
H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 WD (LMS) (Hat) £33
R6845 YGB Seacow bogie ballast hopper DB980057 Mainline Freight blue (Hor) £25

Analogue controllers



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

Digital control accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

Digital controllers



R8214 DCC Elite unit digital controller (Hor) £210



R8213 DCC Select unit (boxed) (Hor) £98

Point motors

R8243 Surface Mounted point motor (Hor) £8.50

Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Homby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Homby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NEM362 Kades coupling - Medium (6.83mm) - Pack of four (Kad) £5

Wheel sets

R8096 12.5mm Metal disc wheels on axles (10 axles) (Hor) £12

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210
LK-55 76ft Well type turntable (Pec) £41
R636 Double track level crossing (Hor) £18



R070 Electrically Operated Turntable (Hor) £64
R460 Straight Platform (Hor) £3.50

Signals

4L-001-003 Signal - Motorised, Round post GWR home (Dap) £26
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general



99660 Art Deco Bus Garage and bus (EFE) £72.21

44-0093 Gents Toilet and Staff Room (Bac) **NEW** £33.96



44-0086 Industrial Gate House (Bac) £80.71



44-0088 Industrial Stores and Canopy (Bac) £46.71

44-265 Low Relief Block of flats (Bac) (RRP £52.95) **BARGAIN** £36

Bridges, Tunnels & Walls

44-292 Brick-built single tunnel portal (Bac) **NEW** £25.46



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12

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) £18



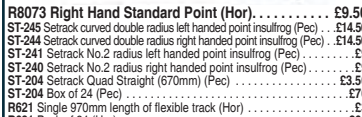
R601 Box of 24 Double Straight (Hor) £47

R601 Single (Hor) £2



R6072 Left Hand Standard Point (Hor) £9.50

R603 Long Straight - 670mm (Hor) £3.70



R6073 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

R621 Single 970mm length of flexible track (Hor) £3

R621 Pack of 24 (Hor) £66

R600 Box of 24 Standard Straight (Hor) £34

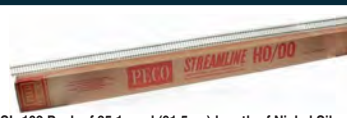
R600 Single (Hor) £150

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3



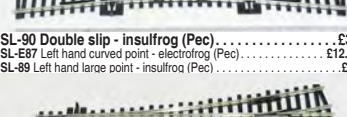
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70

SL-102 Single (Pec) £3

SL-E99 3 way medium radius point - electrofrog (Pec) £27



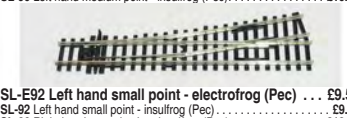
SL-99 3 way medium radius point - insulfrog (Pec) £27



SL-90 Double slip - insulfrog (Pec) £33

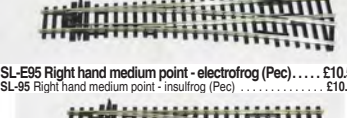
SL-E87 Left hand curved point - electrofrog (Pec) £12.50

SL-89 Left hand large point - insulfrog (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) £9.50

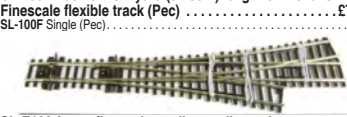
SL-86 Right hand curved point - insulfrog (Pec) £12.50

SL-88 Right hand large point - insulfrog (Pec) £12



SL-E95 Right hand medium point - electrofrog (Pec) £10.50

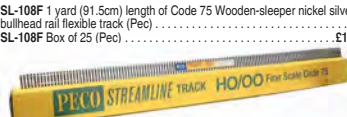
SL-95 Right hand medium point - insulfrog (Pec) £10.50



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

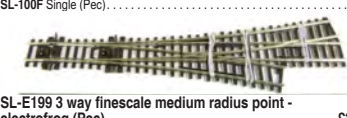
SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale



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

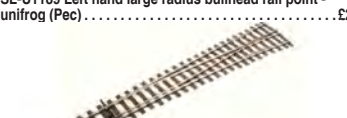
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50

SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13

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 underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £22

ST1477 6 sheets of OO,HO,O Gauge Trackbed - 12" x 24" (Woo) £39

Railway publications

PM-208 Guide to O gauge Railway Modelling bookazine - 124 pages (Pec) **NEW** £6.99

Buses



UK6506 ADL Enviro400 MMC - "First Bristol" (Nor) **NEW** £48

UK6501 ADL Enviro400 MMC - "Go Ahead London" (Nor) £48



25006 Bristol RE flat front "Devon General" (EFE) **NEW** £25.45

76C0M008CC Commer Commando Coca Cola (Oxf) **NEW** £14



76DR005 Duple Roadmaster Ribble (Oxf) **NEW** £14.50



76IR004 Irizar i6 Galleon Travel (Oxf) **NEW** £20

76PAN007 Plaxton Panorama - Ribble (Oxf) £16



76SB002 Saro Bus - Maidstone and District (Oxf) **NEW** £16

Cars

76MING005 1275GT Glacier White Mini (Oxf) **NEW** £4.50

76AUS005 Austin 1300 Teal Blue (Oxf) **NEW** £4.50

76CT007CC Citroen 2CV Coca Cola (Oxf) **NEW** £4.50

76FC001 Ford Consul Capri Lime Green/Ermine White (Oxf) £5

76HE002 Heinkel Kabine Spartan Red (Oxf) **NEW** £4.50

76EYP014 Jaguar E Type Silver Blue (Oxf) **NEW** £5

76TP008 Triumph 2500 British Racing Green (Oxf) **NEW** £4.50

76CFE007 Vauxhall Friary Estate Dusk Rose/Lilac Haze (Oxf) **NEW** £4.50

76VWY007 Vauxhall Wyvern Metallicchrome Blue (Oxf) **NEW** £4.50

Public Service vehicles



76MA006 Mercedes Ambulance East Midlands Ambulance Service (Oxf) **NEW** £8.50

Commercial vehicles

76ATK004 Atkinson Cattle Truck - 'J Haydon and Sons' (Oxf) £13

76FCG005 Ford Cargo Box Van Parcelforce (Oxf) **NEW** £11



76TPU002 Ford Transit Dropside Network Rail (Oxf) £10

76FT033 Ford Transit Mk5 AA (Oxf) **NEW** £5



76VOL004 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow (Oxf) **NEW** £21

Farming & Construction



76CHV001 Combine Harvester - Red (Oxf) £13.50



76JCX001 JCB 3CX - 1980s (Oxf) £17

Military ground vehicles

A01314V AEC Matador and 5.5 inch gun - Airfix Classics range - plastic kit (Air) **NEW** £5.50



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) (Oxf) **NEW** £12.50

76LRLO03 Land Rover 1/2 Ton Lightweight RAF - Red Arrows (Oxf) **NEW** £5

76LRFC002 Land Rover FC Signals Nato Green (Oxf) **NEW** £8.50

76LRFC001 Land Rover FC Signals Nato Green Camouflage (Oxf) £8.50

76RL004 Land Rover Lightweight Berlin Scheme (Oxf) **NEW** £5

76LR2S005 Land Rover Series II SWB Hard Back Civil Defence (Oxf) **NEW** £5

OO9 Narrow Gauge Steam locos

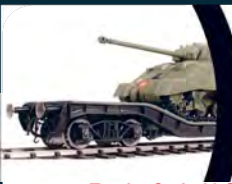


391-028 Baldwin Class 10-12-D 4-6-0T "Hummy" in Ashover Railway black - weathered (Bac) £131.71

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Track - Code 80 Setrack



ST-400 Setrack narrow gauge starter track pack - first radius (Pec) £68

Track - Code 80 Streamline



SL-404 Pack of 25 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) £85
SL-404 Single (Pec) £3.50

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



372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra) £99



372-653 Class 4MT Standard 2-6-0 76079 in BR lined black early emblem - as preserved (Gra) £109



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96



2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap) £128.83
2S-008-005 Class A4 60022 "Mallard" in BR green early crest (Dap) £122
2S-021-001 Class Q1 0-6-0 33016 in BR black early emblem (Dap) £107



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

Diesel locos



371-471 Class 37/0 37261 in Direct Rail Services blue (Gra) £110.46



371-468A Class 37/0 97304 "John Tiley" in Network Rail yellow (Gra) **NEW** £110.46
371-182 Class 40 40159 in BR Blue (Gra) £118.96



371-398 Class 66/7 66779 "Evening Star" in BR green GBRF branding (Gra) £114.71

HSTs



2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap) **NEW** £160.89

DMUs



2D-015-001 Class 122 diesel railcar W55000 in BR green speed whiskers (Dap) £113



371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (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

374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
374-432 Bulleid 63ft brake third corridor open BR malachite green (Gra) **NEW** £29.71
374-432A Bulleid 63ft brake third corridor open BR malachite green (Gra) **NEW** £29.71
374-462 Bulleid 63ft composite corridor BR malachite green (Gra) **NEW** £29.71
374-442 Bulleid 63ft third corridor in BR malachite green (Gra) **NEW** £29.71



374-537 Hawksworth 2nd Class Corridor BR Maroon (Gra) **NEW** £31.41



374-512 Hawksworth BSK BR Maroon (Gra) **NEW** £31.41



374-562 Hawksworth Corridor Composite BR Maroon (Gra) **NEW** £31.41



374-586 Hawksworth Full Brake BR Maroon (Gra) **NEW** £31.41



374-683 Mk 2 BSO brake second open in Network Rail yellow (Gra) **NEW** £29.71
374-681A Mk2A BSO brake second open 9428 Direct Rail Services (Gra) **NEW** £29.71
2P-005-921 Mk3 TFO first open 41044 in GNER blue (Dap) **NEW** £21.39



2P-005-920 Mk3 TFO first open 41090 in GNER blue (Dap) **NEW** £21.39
2P-005-932 Mk3 TSO second open 42063 in GNER blue (Dap) **NEW** £21.39
2P-005-933 Mk3 TSO second open 42064 in GNER blue (Dap) **NEW** £21.39
2P-005-931 Mk3 TSO second open 42127 in GNER blue (Dap) **NEW** £21.39



2P-005-930 Mk3 TSO second open 42340 in GNER blue (Dap) **NEW** £21.39

Wagons

2F-013-046 11 ton gunpowder van "Blue Circle" - weathered (Dap) **NEW** £9.50
2F-038-049 20-ton steel mineral wagon 315730 in BR grey (Dap) **NEW** £10.50
2F-038-050 20-ton steel mineral wagon 315780 in BR grey (Dap) **NEW** £11.50
2F-040-070 21 ton mineral hopper 228568 BR grey - weathered (Dap) **NEW** £10.50
2F-013-045 4 wheel gunpowder van "Blue Circle" (Dap) **NEW** £8.50

Model railway spares

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

Signals

GM276 3 aspect platform mounted signal (Gau) **NEW** £17
BPGM276 3 aspect platform mounted signal - pack of three (Gau) **NEW** £45

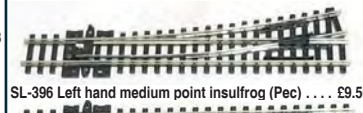
Buildings - general

42-0056 Dutch Barn (Gra) **NEW** £21.21

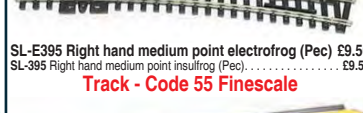
Track - Code 80 Setrack

ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-45 Setrack left hand curved turnout (Pec) £14
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-44 Setrack right hand curved turnout (Pec) £14
ST-3001 ST-1 standard straight track - 87mm - pack of eight (Pec) **NEW** £10
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) **NEW** £12.50
ST-3014 ST-14 second radius standard curve - pack of eight (Pec) **NEW** £12.50
ST-3015 ST-15 second radius double curve - pack of four (Pec) **NEW** £8
ST-3016 ST-16 third radius standard curve - pack of eight (Pec) **NEW** £14
ST-3017 ST-17 third radius double curve - pack of four (Pec) **NEW** £9.50
ST-3018 ST-18 fourth radius standard curve - pack of eight (Pec) **NEW** £16
ST-3019 ST-19 fourth radius double curve - pack of four (Pec) **NEW** £10
ST-3002 ST-2 short straight track - 58mm - pack of four (Pec) **NEW** £4.20
ST-3012 ST-3 first radius double curve - pack of four (Pec) **NEW** £7
ST-3003 ST-3 third radius standard curve - pack of eight (Pec) **NEW** £10
ST-3004 ST-4 first radius half curve - pack of four (Pec) **NEW** £4.20

Track - Code 80 Streamline

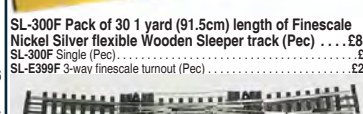


SL-396 Left hand medium point insulfrog (Pec) £9.50

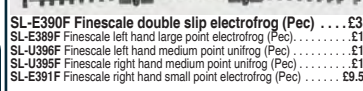


SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-E399F 3-way finescale turnout (Pec) £28



SL-E390F Finescale double slip electrofrog (Pec) £38
SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-U396F Finescale left hand medium point unifrog (Pec) £10
SL-U395F Finescale right hand medium point unifrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

O Gauge (1:43 Scale)

Steam locos

6125 Class 41xx 'Large Prairie' 2-6-2T 4144 BR black early emblem (Hel) **NEW** £594.15
6126 Class 51xx 'Large Prairie' 2-6-2T 5158 in BR lined green late crest (Hel) **NEW** £594.15
6124 Class 51xx 'Large Prairie' 2-6-2T 5184 in GWR green Great Western lettering (Hel) **NEW** £594.15



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) £199.75
7S-007-004 Class 57xx 0-6-0PT pannier L94 London Transport maroon (Dap) £206.13
6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) £594.15



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) £594.15



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) £594.15



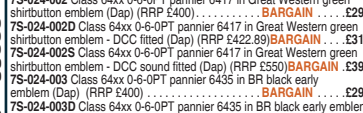
6102 Class 61xx 'Large Prairie' 2-6-2T 6144 in BR black early emblem (Hel) £594.15
6121 Class 61xx 'Large Prairie' 2-6-2T in BR black early emblem - unnumbered (Hel) **NEW** £594.15
6123 Class 61xx 'Large Prairie' 2-6-2T in BR lined green late crest - unnumbered (Hel) **NEW** £594.15
6122 Class 61xx 'Large Prairie' 2-6-2T in BR unlined green late crest - unnumbered (Hel) **NEW** £594.15
6120 Class 61xx 'Large Prairie' 2-6-2T in GWR green Great Western lettering - unnumbered (Hel) **NEW** £594.15



7S-024-001 Class 64xx 0-6-0PT pannier 6412 in Great Western open (Dap) (RRP £400) £295
7S-024-001B Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC fitted (Dap) (RRP £422.89) £315
7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem (Dap) (RRP £400) £295
7S-024-002D Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) **BARGAIN** £395
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £400) £295
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) £395
7S-024-004D Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest - DCC fitted (Dap) (RRP £422.89) £315



7S-024-001 Class 64xx 0-6-0PT pannier 6412 in Great Western open (Dap) (RRP £400) £295
7S-024-001B Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC fitted (Dap) (RRP £422.89) £315
7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem (Dap) (RRP £400) £295
7S-024-002D Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) **BARGAIN** £395
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £400) £295
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) £395
7S-024-004D Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest - DCC fitted (Dap) (RRP £422.89) £315



7S-024-001 Class 64xx 0-6-0PT pannier 6412 in Great Western open (Dap) (RRP £400) £295
7S-024-001B Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC fitted (Dap) (RRP £422.89) £315
7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem (Dap) (RRP £400) £295
7S-024-002D Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) **BARGAIN** £395
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £400) £295
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) £395
7S-024-004D Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest - DCC fitted (Dap) (RRP £422.89) £315

7S-024-001 Class 64xx 0-6-0PT pannier 6412 in Great Western open (Dap) (RRP £400) £295
7S-024-001B Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC fitted (Dap) (RRP £422.89) £315
7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem (Dap) (RRP £400) £295
7S-024-002D Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntirubion emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) **BARGAIN** £395
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £400) £295
7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) (RRP £422.89) £315
7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) (RRP £550) £395
7S-024-004D Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest - DCC fitted (Dap) (RRP £422.89) £315

7S-025-001 Class 74xx 0-6-0PT pannier 7411 GWR green (Dap) (RRP £400) £295
7S-025-001D Class 74xx 0-6-0PT pannier 7411 in GWR green - DCC fitted (Dap) (RRP £422.89) £315
7S-025-001S Class 74xx 0-6-0PT pannier 7411 in GWR green - DCC sound fitted (Dap) (RRP £550) £395
7S-025-002 Class 74xx 0-6-0PT pannier 7444 in BR black late crest (Dap) (RRP £400) £295
7S-025-002D Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC fitted (Dap) (RRP £422.89) £315
7S-025-002S Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC sound fitted (Dap) (RRP £550) £395



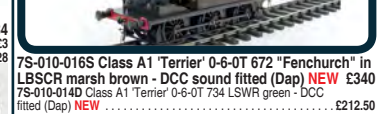
7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest (Dap) £199.75
7S-007-005S Class 8750 0-6-0PT pannier 3716 in BR Black late crest - DCC sound fitted (Dap) £357.60



7S-007-005 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) £199.75
7S-007-003UD Class 8750 0-6-0PT pannier in GWR green - unnumbered - DCC sound fitted (Dap) **NEW** £357.60
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC fitted (Dap) **NEW** £212.50



7S-010-016S Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC sound fitted (Dap) **NEW** £212.50
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC fitted (Dap) **NEW** £212.50



7S-010-016S Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC sound fitted (Dap) **NEW** £212.50
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC fitted (Dap) **NEW** £212.50
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC sound fitted (Dap) **NEW** £212.50
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC fitted (Dap) **NEW** £212.50



7S-010-016S Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC sound fitted (Dap) **NEW** £212.50
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC fitted (Dap) **NEW** £212.50
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC sound fitted (Dap) **NEW** £212.50
7S-010-016D Class A1 'Terrier' 0-6-0T 672 'Fenchurch' in LBSCR marsh brown - DCC fitted (Dap) **NEW** £212.50



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) £191.25
7D-008-009 Class 08 shunter D3002 BR green late crest and wasp stripes (Dap) £191.25
7D-008-007UD Class 08 shunter in BR black early emblem - unnumbered - DCC sound fitted (Dap) **NEW** £339.15



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) £450



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) £360



2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £340



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £340
2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £450
2015 Class 20 Railfreight Red Stripe headcode boxes (Hel) (RRP £599) £450
2552 Class 25/1 in BR Green full yellow ends (unnumbered) (Hel) £470



4203 Class 42 Warship D815 "Druid" in BR maroon full yellow ends (Hel) (RRP £699) £520



4202 Class 42 Warship D869 "Zest" in BR maroon small yellow panels (Hel) (RRP £699) £520

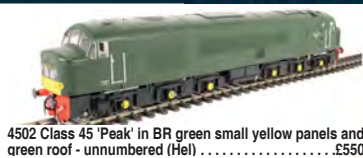


4202 Class 42 Warship D869 "

Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel)£550



5288 Class 52 D1023 'Western Fusilier' in BR blue (Hel) £509.15



5290 Class 52 D1043 'Western Duke' in BR chromatic blue small yellow panels (Hel)£509.15



5286 Class 52 D1061 'Western Envoy' in BR maroon small yellow panels (Hel)£509.15



5289 Class 52 D1067 'Western Druid' in BR blue-weathered (Hel)£509.15



5352 Class 53 1200 'Falcon' in BR blue full yellow ends (Hel) (RRP £699)BARGAIN.....£390

DMUs

8911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel)£509.15

Coaches

7P-004-003 GWR 59' Auto Coach in GWR chocolate and cream livery (Dap)£170



4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325)BARGAIN.....£180



4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325)BARGAIN.....£180



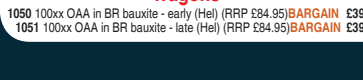
4993 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) (RRP £325)BARGAIN.....£220



4994 Mk1 GUV full brake in BR green (Hel) (RRP £325)BARGAIN.....£190



4990 Mk1 GUV full brake in Royal Mail Parcels red (Hel) (RRP £325)BARGAIN.....£180

Wagons

1050 100xx OAA in BR blue - early (Hel) (RRP £84.95)BARGAIN.....£39

1051 100xx OAA in BR blue - late (Hel) (RRP £84.95)BARGAIN.....£39



1052 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95)BARGAIN.....£39



7F-056-014 12-ton ale van planked sides B870077 in BR bauxite (Dap) NEW£42.46



7F-056-013 12-ton van planked sides B758511 in BR bauxite (Dap) NEW£42.46



7F-200-005 20-ton standard brake van B952042 in BR grey (Dap) NEW£67.96



7F-200-002 20-ton standard brake van B952182 in BR grey (Dap) NEW£67.96



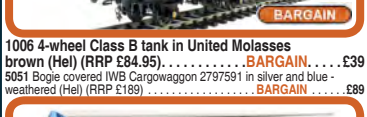
7F-200-006 20-ton standard brake van B952978 in BR bauxite (Dap) NEW£67.96



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95)BARGAIN.....£39



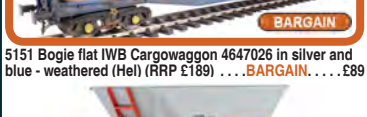
1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95)BARGAIN.....£39



1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95)BARGAIN.....£39



5051 Bogie covered IWB Cargowagon 2797591 in silver and blue-weathered (Hel) (RRP £189)BARGAIN.....£89



5052 Bogie covered IWB Cargowagon 2797669 in silver and blue (Hel) (RRP £189)BARGAIN.....£89



7F-048-001 HAA MGR coal hopper 350274 in Railfreight red (Dap)£46.71

7F-048-002 HAA MGR coal hopper 355203 in Railfreight red (Dap)£46.71



7F-048-008 HBA MGR coal hopper 354469 in Railfreight Coal Sector yellow (Dap)£46.71



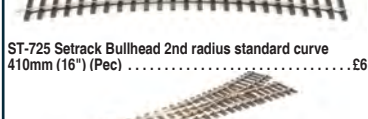
H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat)£85



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)£75



ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec)£6



SL-E797BH Y point bullhead rail & electrofrog (Pec)£43



43MIN014N Pink Floral Mini Car - Wedding Wrap (Oxf) NEW£7

43R25003 Rolls Royce 2530 - Thrupp & Maberley Black (Oxf) NEW£21

VA06713 Triumph Spitfire - Mk3 Saffron (Cor) NEW£24



VA10509 Triumph TR7 FHC - Triton Green (Cor) NEW£24



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau)£34



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



M1 Transformer Output 2 x 16v AC 1A (Gau)£40



CDU Capacitor Discharge Unit (Gau)£11



DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat)£16.50



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £109.75)BARGAIN.....£90

36-557 Single (Bac)£18.66

X9659 4-pin DCC decoder for Sentinels and Peckitt locos (Hor)£12

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

DCR-8PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat)£17

DCD23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau)£23

BPDC23 6-pin 2-function 1A (2A peak) decoder - pack of 5 (Gau) NEW£107



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat)£136

DCR-8PIN-Direct Single (Hat)£17

DCR-8PIN-Direct Box of 5 (Hat)£77



R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor) NEW£38

R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor)£36

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

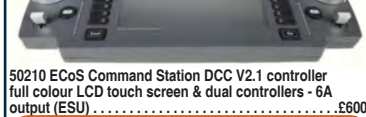
R8119 TTS DCC Sound Decoder 8 pin plug - Class 40 diesel (Hor)£36

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' 4-6-0 steam loco (Hor)£36

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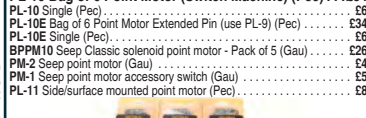


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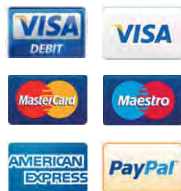
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OO / HO
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SL-185	Catch Point Left Hand	£8.76

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SL-89	Large Radius Turnout Left Hand	£12.60
SL-90	Double Slip	£34.80
SL-91	Small Radius Turnout Right Hand	£9.96
SL-92	Small Radius Turnout Left Hand	£9.96
SL-93	Short Crossing	£9.20
SL-94	Long Crossing	£10.76
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SL-96	Medium Radius Turnout Left Hand	£11.08
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SL-98	Large Radius Y Turnout	£11.80
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OO GAUGE

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SL-E89	Large Radius Turnout Left Hand	£12.68
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SL-E92	Small Radius Turnout Left Hand	£10.04
SL-E95	Medium Radius Turnout Right Hand	£11.16
SL-E96	Medium Radius Turnout Left Hand	£11.16
SL-E97	Small Radius Y Turnout	£10.28
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OO / HO
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PECO OO / HO Streamline Code 75 Fine

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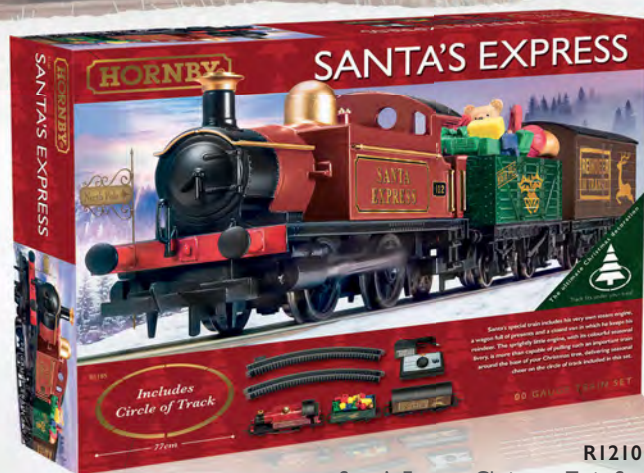


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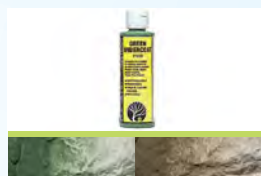
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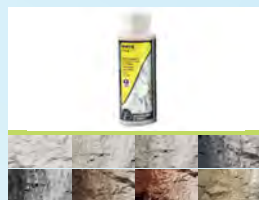
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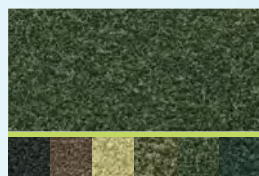
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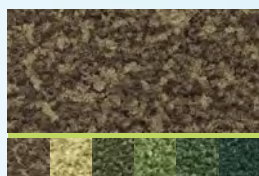
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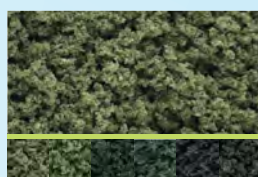
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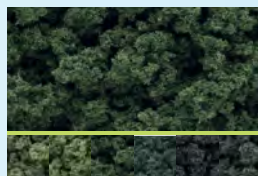
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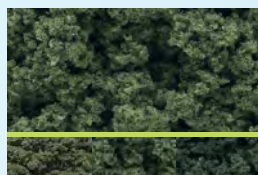
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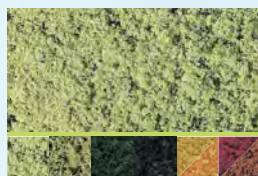
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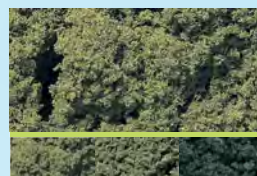
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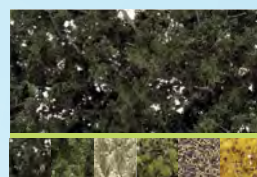
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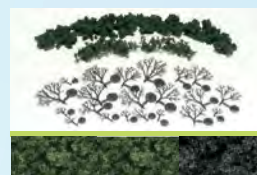
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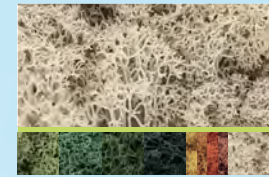
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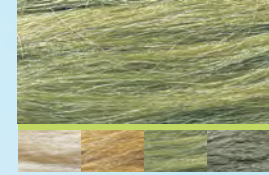
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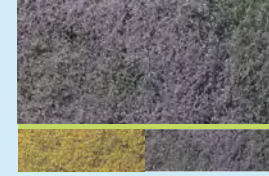
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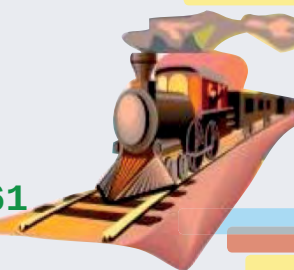
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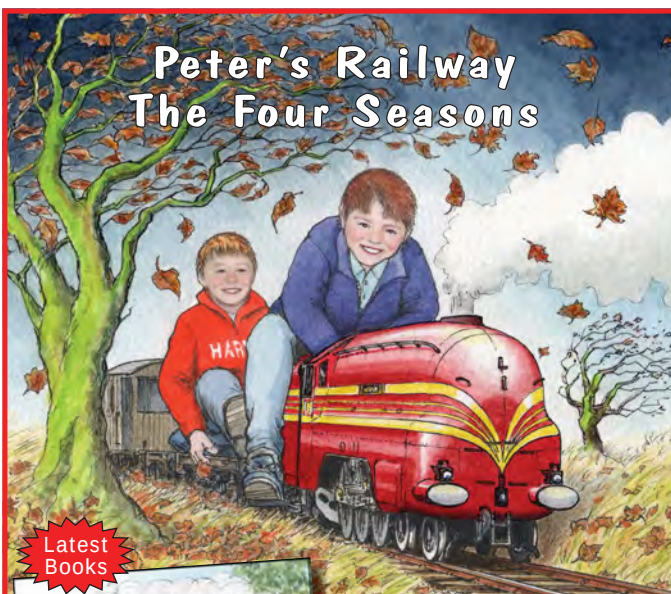
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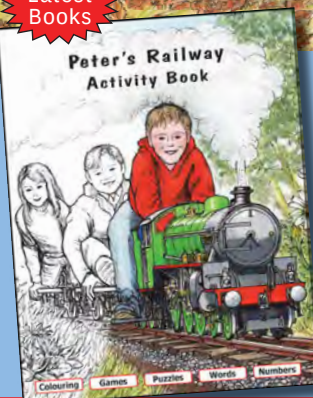
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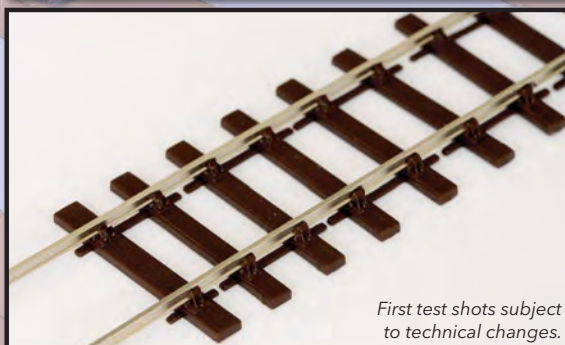
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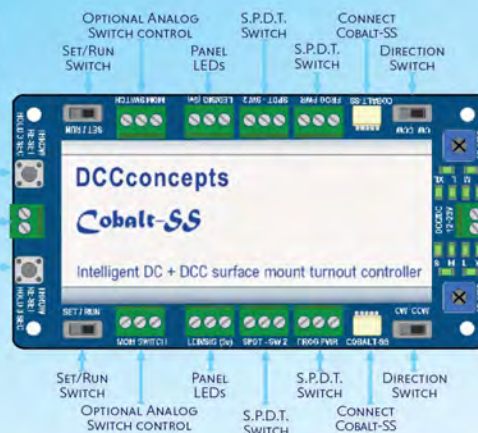
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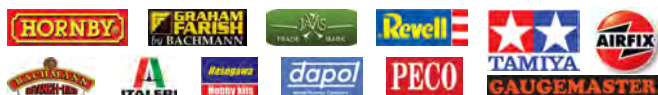
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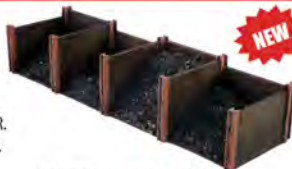
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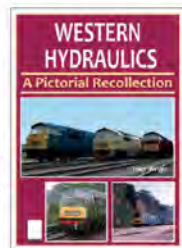
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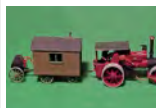
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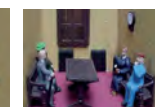
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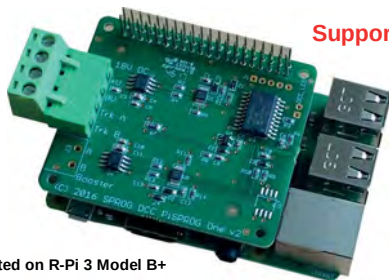
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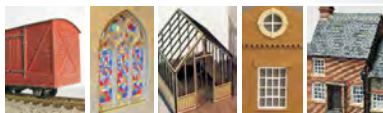
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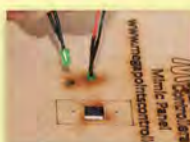


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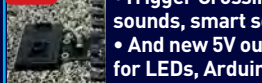
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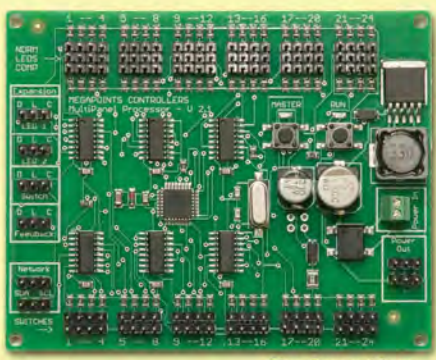
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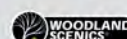


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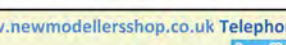
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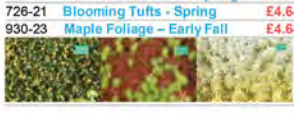
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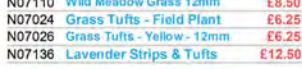
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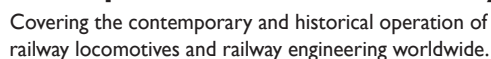
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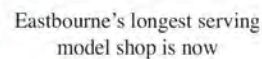
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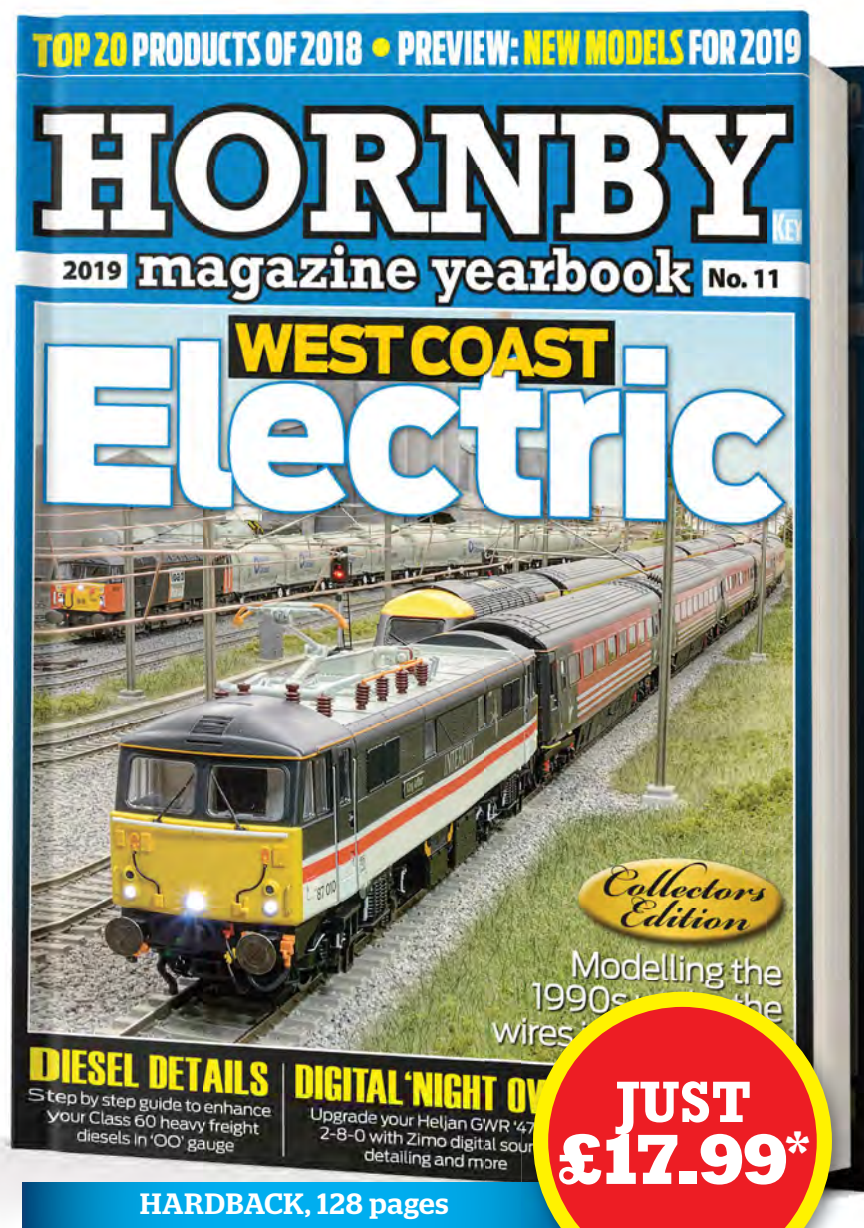
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Squires will be exhibiting at the following shows in 2018

Diary updated as bookings are confirmed

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. Quentin Gate, Telford, **TF3 4JH**. Sat 10-6, Sun 10-4. FREE entry for IPMS members.

Coming to IPMS Telford? - Why not try Sunday?? - the show is less busy - see more of the exhibits and club stands AND a lot easier to get to our stand!!! :-)

NOV 16-18 - WAKEFIELD 57th Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Fri 5.30-9. Sat 10-5.30. Sun 10-4.30.

NOV 17 - 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, Energus Building, Blackwood Road, 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 Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL** Sat 10 - 5, Sun 10 - 4.30. Plenty of Free Parking.

JAN 19/20 - CALNE Model Railway Exhibition, 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 Meijes Road, Guildford, Surrey, **GU2 7AD**. Sunday 10-5.

JAN 20 BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**. 10-4pm.

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 2/3 ALTON - FebEx 2019 Alton Model Railway Group Exhibition Eggar's School, Anstey Rd, Alton, Hants, **GU34 4EQ**. Sat 10.30-5. Sun 10.30-4.00.

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 - KETTERING Gauge 'O' Guild Spring Show & Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. 10-4. ***Plenty of FREE parking***

Mar 2/3 - PRESTON Preston & District Model Railway Ex, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm

MAR 9/10 - KEIGHLEY Model Railway Club 44th Exhibition University Academy Keighley, Green Head Rd, Uteley, Keighley, **BD20 6EB**. Sat/Sun 10-4.30. Plenty of FREE Parking.

MAR 16 - ABINGDON ABRAIL 2019 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

APRIL 27/28 - SUTTON COLDFIELD Model Railway Exhibition, Bishop Walsh School, Wylde Green Road, Sutton Coldfield, **B76 1QT**. **Plenty of FREE Parking.** Sat 10-5. Sun 10-4.30

MAY 3 - 5 - THE 51ST BRISTOL Model Railway Exhibition The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 1pm-7pm, Sat 10-6.30pm, Sun 10-5pm.

MAY 11 - READING The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. **RG1 8EQ**. Sat 10 - 4.30. *FREE entry to ALSRM Members*

May 18/19 - MIDDLESBOROUGH Model Rail Exhibition, Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ. Sat/Sun 10 - 5.

JUNE 1 - DONCASTER Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, **DN4 7PD**. Sat 10 - 4.00.

JUNE 1/2 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10 - 5pm. *Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!!* :-)

JUNE 8/9 - GLASGOW 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE**. Sat 10-4, Sun 11-4. *Free Parking, Close to Railway Stations*

JUNE 8/9 - KETTERING East Anglian Model Railway Exhibition, The Arena, Kettering Conference Centre, Thurston Drive, Kettering, **NN15 6PB**. Saturday 10 - 5 Sunday 10 - 4. ***Plenty of FREE parking***

Note - change of venue - larger, more modern, very easy access from A14 Junction 8

AUG 10/11 - SKIPTON Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, **BD23 1UQ**, Sat 10 - 5, Sun 10 - 4. www.skiptonrailsoc.org.uk

AUG 31/SEPT 1 - TELFORD GUILDEX 2019, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 5, Sunday 10 - 4.

OCT 5/6 - 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!!!!* :-)

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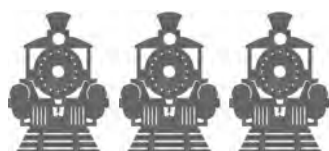
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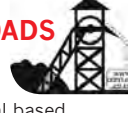
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- 2.30pm Haydock Park Racecourse,
The Exhibition centre, WA12 OHQ
- (M6 Junction. 23 - 1 mile) Up to
85 tables Admission - Adults £2.00
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on 0151 334 3362

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Early entry £5.00 Adult Child £3
Contact Jim Corr 07594 035955
Email jim_corr73@hotmail.co.uk
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NEXT ISSUE

St Judes Road

This four-part Southern Region layout takes inspiration from the West Country and includes a harbour, viaduct, a terminus station and a narrow gauge feeder line, all in 'OO' gauge. Next month Chris Bone reveals the full story behind this home based layout.



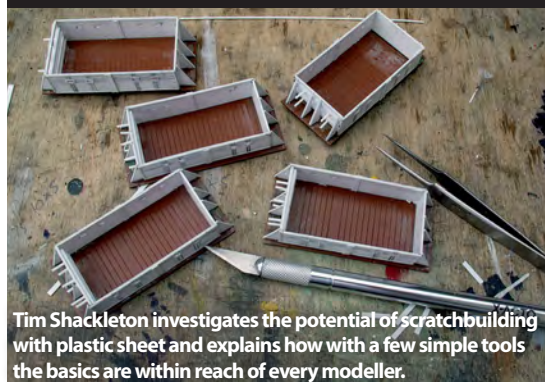
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- Inspirational layouts

SCRATCHBUILDING IN PLASTICARD



Tim Shackleton investigates the potential of scratchbuilding with plastic sheet and explains how with a few simple tools the basics are within reach of every modeller.

FOREST GATE PARKWAY

Former BR Southern Region driver Graham Mann came back to railway modelling as a break from running his own business. After several projects Forest Gate Parkway was developed for exhibition use in 'OO' gauge. Next issue we showcase the potential of the present day railway scene with stunning photography by Trevor Jones.



THE NEXT ISSUE OF
HORNBY
magazine

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- 2F-034-063** - 21T Hopper - Doncaster Coalite 578
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7F-056-015 - BR Standard Plywood Van Diag 213 Bauxite B765401
7F-057-003 - BR Insulated Van Diag 0251 White B872176

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- 4F-013-120** - Gunpowder Van - Rugby Cement 12
4F-013-121 - Gunpowder Van - Rugby Cement 12 Weathered
4F-016-033 - Banana Van - Fyffes Bauxite B881929
4F-016-034 - Banana Van - Fyffes Bauxite B881929 Weathered
4F-032-019 - Rectangular Tank - S E Tar Distillers R7
4F-032-020 - Rectangular Tank - S E Tar Distillers R7 Weathered
4F-052-023 - 5 Plank IB - A Telling 17
4F-052-024 - 5 Plank IB - A Telling 17 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
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2019 Calendar

HORNBY
magazine

www.hornbymagazine.com

KEY
PUBLISHING



Bewdley is Graham Heald's model of the famous Severn Valley Railway station as it was in the 1960s. Built in 'OO' gauge it featured in HM137, November 2018. Mike Wild.



JANUARY 2019

Bewdley

by Graham Heald

HORNBY
magazine

Tues	01	
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Thurs	10	HORNBY magazine ON SALE
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December 2018

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February 2019

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Watford Junction is an 'N' gauge loft layout set in the 1980s. It models the West Coast Main Line at Watford Junction and Harrow and Wealdstone. It featured in HM137, November 2018. Trevor Jones.



FEBRUARY 2019

Watford Junction

by Andrew Armitage

Fri	01	
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Sat	23	Model Rail Scotland
Sun	24	Model Rail Scotland
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Wed	27	
Thurs	28	



January 2019

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March 2019

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The Eastern Region in the 1950s is the period of choice for this 'OO' gauge home based layout which models the area around Wakefield Westgate when steam was king. It featured in HM132, June 2018. Tony Weber.



MARCH 2019

Wakefield West

by Tony Weber

Fri	01	
Sat	02	
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Sat	09	Basingstoke MRX
Sun	10	Basingstoke MRX
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Sun	31						



February 2019

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April 2019

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APRIL 2019

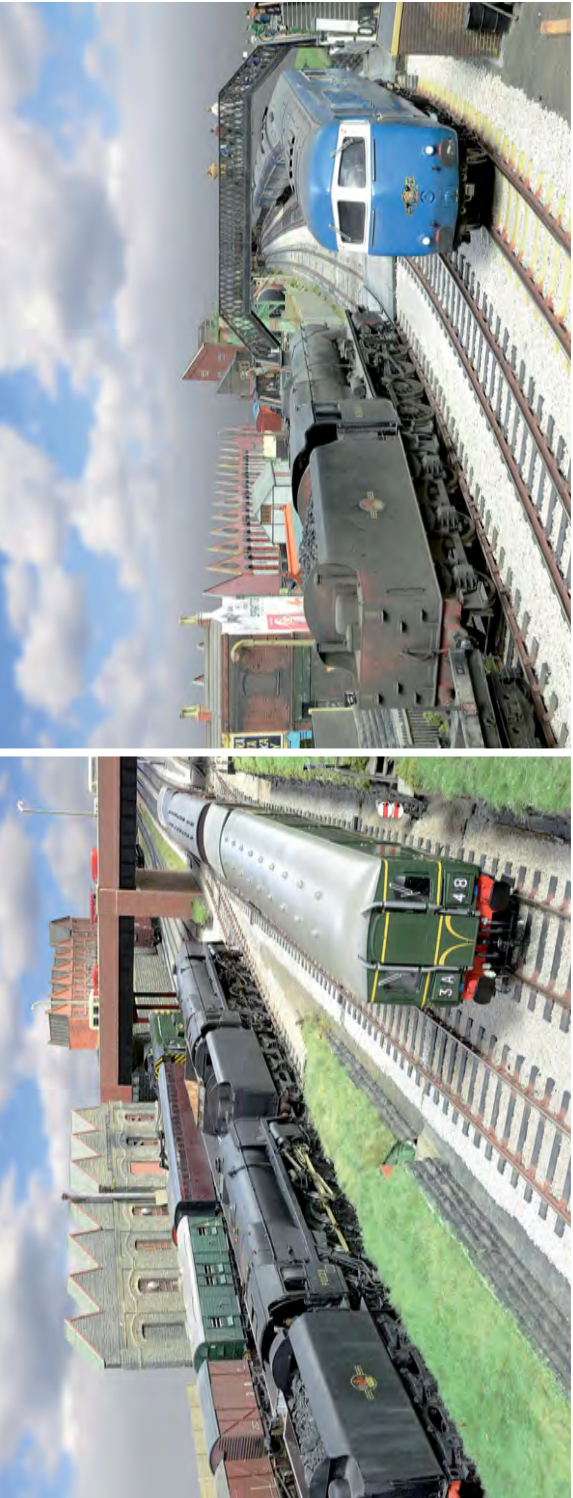
Gifford Street

by John Emerson

by John Emerson

HORNBY magazine **ON SALE**

Mon 77



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Tues	30



March 2019						
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May 2019						
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Southwick models a busy junction station on the South Western section of the Southern Region in 'OO' gauge. It featured in HM131, May 2018. Trevor Jones.

Wed	01	
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Thurs	09	HORNBY magazine ON SALE
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MAY 2019

Southwick

by Marlow, Maidenhead and District MRC



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April 2019

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June 2019

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24	25	26	27	28	29	30							

The Western Region in the final years of the diesel-hydraulics is the period for Paul Toulmin's evocative 'OO' gauge home layout. It featured in HM136, October 2018. Mike Wild.



JUNE 2019

Exeter Junction

by Paul Toulmin

Sat 01	
Sun 02	
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Sun 09	
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Tues 11	
Wed 12	
Thurs 13	HORNBY magazine ON SALE
Fri 14	GCR Model Event
Sat 15	GCR Model Event
Sun 16	GCR Model Event
Mon 17	
Tues 18	
Wed 19	
Thurs 20	
Fri 21	
Sat 22	



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May 2019

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		29	30	31		

July 2019

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29	30	31				

Wendover is a 'OO' gauge model of one of the stations on the Great Central Railway London Extension set in LNER days. It featured in HM135, September 2018. Trevor Jones.



JULY 2019

Wendover

by David Dann-Gibbons

HORNBY

magazine

Mon 01

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HORNBY

magazine

ON SALE



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Wed	31



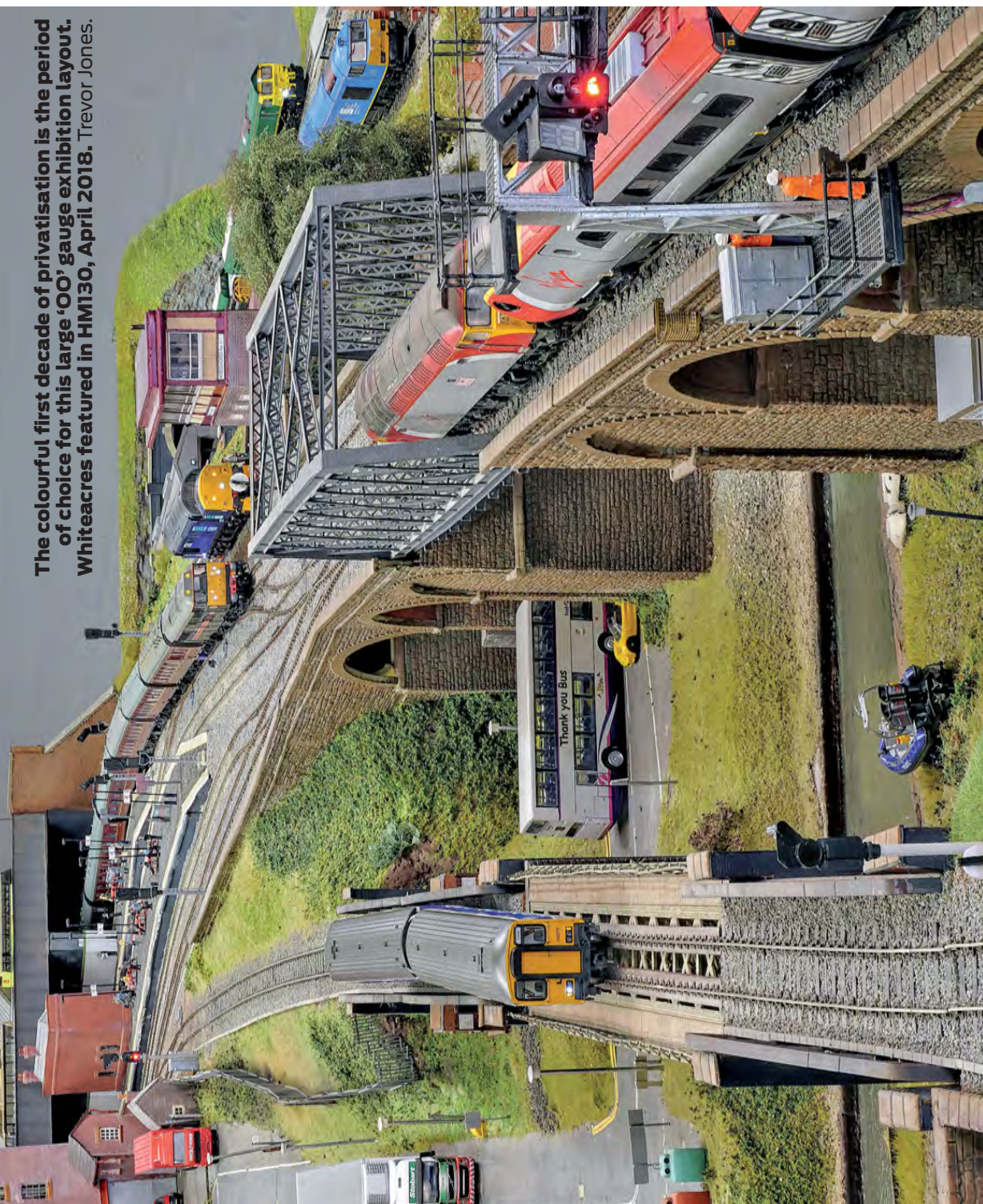
June 2019

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August 2019

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The colourful first decade of privatisation is the period of choice for this large 'OO' gauge exhibition layout. Whiteacres featured in HM130, April 2018. Trevor Jones.



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magazine
ON SALE

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AUGUST 2019

Whiteacres

by Stafford Railway Circle



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Fri	30
Sat	31



July 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
2	3	4	5	6	7	1
9	10	11	12	13	14	8
16	17	18	19	20	21	15
23	24	25	26	27	28	22
30						29



SEPTEMBER 2019

Wick End

by Chris and Dave Warner

Sun 01
Mon 02
Tues 03
Wed 04
Thurs 05
Fri 06
Sat 07
Sun 08
Mon 09
Tues 10
Wed 11
Thurs 12
Fri 13
Sat 14
Sun 15
Mon 16
Tues 17
Wed 18
Thurs 19
Fri 20
Sat 21
Sun 22



Mon	23
Tues	24
Wed	25
Thurs	26
Fri	27
Sat	28
Sun	29
Mon	30

Wick End shows the potential for 'O' gauge in a terminus situation with a modest footprint. It is set in the 1980s in Scotland and featured in HM127, January 2018. Mike Wild.



August 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

October 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Tues	01
Wed	02
Thurs	03
Fri	04
Sat	05
Sun	06
Mon	07
Tues	08
Wed	09
Thurs	10
Fri	11
Sat	12
Sun	13
Mon	14
Tues	15
Wed	16
Thurs	17
Fri	18
Sat	19
Sun	20
Mon	21
Tues	22

HORNBY

magazine

ON SALE



OCTOBER 2019

Vale of Oxbury

by Carl Woodwards



Wed	23
Thurs	24
Fri	25
Sat	26
Sun	27
Mon	28
Tues	29
Wed	30
Thurs	31



‘N’ gauge is showed to its true potential in this stunning 12ft x 4ft vista set in Oxfordshire in the 1960s transition from steam to diesel traction. It featured in HM133, July 2018. Trevor Jones.

September 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

November 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	



Mansion House models the hustle and bustle of South London in the 1950s when steam ran side by side with Electric Multiple Units. This impressive home based layout featured in HM129, March 2018. Trevor Jones.

NOVEMBER 2019

Mansion House

by Stephen Grant

Fri 01	
Sat 02	Spalding Show
Sun 03	Spalding Show
Mon 04	
Tues 05	
Wed 06	
Thurs 07	
Fri 08	
Sat 09	
Sun 10	
Mon 11	
Tues 12	
Wed 13	
Thurs 14	HORNBY magazine ON SALE
Fri 15	
Sat 16	
Sun 17	
Mon 18	
Tues 19	
Wed 20	
Thurs 21	
Fri 22	



Sat 23	Warley Show
Sun 24	Warley Show
Mon 25	
Tues 26	
Wed 27	
Thurs 28	
Fri 29	
Sat 30	



October 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

December 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

This spectacular 'O' gauge exhibition layout captures the drama of the Settle and Carlisle line on a grand scale. It featured in HM127, January 2018. Trevor Jones.



Sun	01	
Mon	02	
Tues	03	
Wed	04	
Thurs	05	
Fri	06	
Sat	07	
Sun	08	
Mon	09	
Tues	10	
Wed	11	
Thurs	12	HORNBY magazine ON SALE
Fri	13	
Sat	14	
Sun	15	
Mon	16	
Tues	17	
Wed	18	
Thurs	19	
Fri	20	
Sat	21	
Sun	22	

DECEMBER 2019

The Summit

by Yeovil Model Railway Group



Mon	23
Tues	24
Wed	25
Thurs	26
Fri	27
Sat	28
Sun	29
Mon	30
Tues	31

November 2019

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

January 2020

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

	January 2020	February 2020	March 2020	April 2020	May 2020	June 2020	July 2020	August 2020	September 2020	October 2020	November 2020	December 2020
Monday						1						
Tuesday						2			1			1
Wednesday	1			1		3	1		2			2
Thursday	2			2		4	2		3	1		3
Friday	3			3	1	5	3		4	2		4
Saturday	4	1		4	2	6	4	1	5	3		5
Sunday	5	2	1	5	3	7	5	2	6	4	1	6
Monday	6	3	2	6	4	8	6	3	7	5	2	7
Tuesday	7	4	3	7	5	9	7	4	8	6	3	8
Wednesday	8	5	4	8	6	10	8	5	9	7	4	9
Thursday	9	6	5	9	7	11	9	6	10	8	5	10
Friday	10	7	6	10	8	12	10	7	11	9	6	11
Saturday	11	8	7	11	9	13	11	8	12	10	7	12
Sunday	12	9	8	12	10	14	12	9	13	11	8	13
Monday	13	10	9	13	11	15	13	10	14	12	9	14
Tuesday	14	11	10	14	12	16	14	11	15	13	10	15
Wednesday	15	12	11	15	13	17	15	12	16	14	11	16
Thursday	16	13	12	16	14	18	16	13	17	15	12	17
Friday	17	14	13	17	15	19	17	14	18	16	13	18
Saturday	18	15	14	18	16	20	18	15	19	17	14	19
Sunday	19	16	15	19	17	21	19	16	20	18	15	20
Monday	20	17	16	20	18	22	20	17	21	19	16	21
Tuesday	21	18	17	21	19	23	21	18	22	20	17	22
Wednesday	22	19	18	22	20	24	22	19	23	21	18	23
Thursday	23	20	19	23	21	25	23	20	24	22	19	24
Friday	24	21	20	24	22	26	24	21	25	23	20	25
Saturday	25	22	21	25	23	27	25	22	26	24	21	26
Sunday	26	23	22	26	24	28	26	23	27	25	22	27
Monday	27	24	23	27	25	29	27	24	28	26	23	28
Tuesday	28	25	24	28	26	30	28	25	29	27	24	29
Wednesday	29	26	25	29	27		29	26	30	28	25	30
Thursday	30	27	26	30	28		30	27		29	26	31
Friday	31	28	27		29		31	28		30	27	
Saturday		29	28		30			29		31	28	
Sunday			29		31			30			29	
Monday			30					31			30	
Tuesday			31									
Wednesday												





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