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Issue 139 January 2019

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Hornby reveals decorated
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St Judes in 'OO' and multi-
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LATEST NEWS

FIRST REVIEW

HORNBY'S 'LORD NELSON'

20 PAGES OF
**NEW
MODELS!**

- Announcements from Warley 2018
- The latest releases for 'OO', 'O' and 'N'

We put the latest 'OO' gauge
Southern Railway express
steam locomotive to the test



- All-new 'Deltic' in 'OO' from Accurascale
- Dapol parcels railcar
- Heljan reveals three new locomotives
- Farish '8F' first samples

KEY



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Part One

RailMaster Revealed - An Introduction

This month in Hornby Magazine we are beginning a new series of articles on the Hornby RailMaster computer control system for model railways and how to get the most from it.



There is no doubt that model railway control has come a long way since the days of basic 12V analogue rheostat controllers and banks of switches used to isolate track sections. The revolution in Digital Command Control (DCC) really started in the late 1970s with the introduction of the Zero 1 controller by Hornby.

This revolutionary system allowed you to have a chip in each loco and address them individually on the same length of track, with no isolation sections and banks of switches needed. This was a revelation, but perhaps a little too advanced for its time.

Today, we have digital control systems which allow an unprecedented level of control over locomotives, their light and sound functions, points, signals, turntables and all sorts of other accessories and they have a lot in common with the old Zero 1 system.

Essentially, a digital signal is always being sent to the track over the power line and packets of data are constantly being transmitted to all locos and accessories on the layout. A particular loco, point or signal decoder will receive a unique packet destined for it and operate accordingly. This makes building and wiring a layout so much simpler than with analogue control. As we have seen Hornby was the first manufacturer of model railways in the UK to bring digital control to users in the 1970s and was also the first to bring computer control with the introduction of RailMaster for Windows in 2011.

This software package is the most popular of its kind in the UK and more and more railway modellers are now exploring the use of computers to operate their layouts. DCC is now the first choice for most new railway modellers compared with analogue control.

There are several software packages out there, so RailMaster is not unique, and most DCC controllers have an interface connection allowing a computer to be connected. RailMaster, however, has been designed to work specifically with Hornby's three DCC controllers (an interface for their Select controller is slated to be available in 2019).

Over the next months, RailMaster Revealed will look at every aspect of computer control for model railways, and in particular RailMaster, from optimising a layout for computer control to designing track plans and creating programs for layout automation. We will also be inviting modellers to contact us so that we can highlight particular areas of interest in future articles. Indeed, RailMaster has one of the largest and most vibrant forums on Hornby.com with users helping each other out and providing information to each other to leverage the power of this software. This is now a firm part of railway modelling in the 21st century.

The Most Straightforward PC Model Railway Control System



RailMaster and programs like it are the most sophisticated thing that railway modellers are likely to encounter and many are still scared of this technology, thinking that you have to be a computer genius in order to use them. The same was initially thought of DCC in general with sophisticated controllers from Hornby, Bachmann, Lenz, NCE, Digitrax and others putting many off.

The sheer sophistication of today's DCC controllers, loco decoders, accessory decoders and so on, ironically, make the use of computer-based software a necessity and makes model railway control much easier, shielding you from the complexities of the system and having to remember lots of address numbers for locos, their functions, points, signals and so on.

Let's take for example, the operation of a signal on port address 1024 that we want to set to green. On the Hornby Elite DCC controller, for example (all DCC controllers work in pretty-much the same way), you need to press the Acc button, then type in 1 0 2 4 then press one of the control knobs. This is quite a palaver when you are operating several locos and points/signals. Frankly, it takes away the enjoyment of controlling AND watching your model railway operate.

On RailMaster you simply touch the signal (either using a mouse or your finger on a touch-screen) and the signal changes, both on your layout and on your computer screen. This is the way it should be.

Extend that logic to all signals, points loco throttles and light/sound functions and you can now spend a fraction of your time fiddling with knobs and buttons and instead enjoy watching your trains go by.

Analogue users are used to just flicking a switch on a board or pulling a lever to operate points and signals and now DCC users can do pretty-much the same by touching a point or signal on a MIMIC diagram, much like those that have been in use in real signal boxes since the 1950s.

Ultimately, computer control of model railways, with or without touch-screen or physical hand-held controllers, will be the norm in the future. Other model railway manufacturers are taking up the challenge of providing computer control software for modellers. It is a very expensive and time-consuming challenge but it is undoubtedly the way of the future.

There is no doubt that setting up your locos and track plan on a computer control software package is more daunting than doing so on a DCC controller but then, this avoids you having to remember any DCC addresses in future whereas on a DCC controller you will always need to refer to crib sheets for your locos, points, signals and so on.

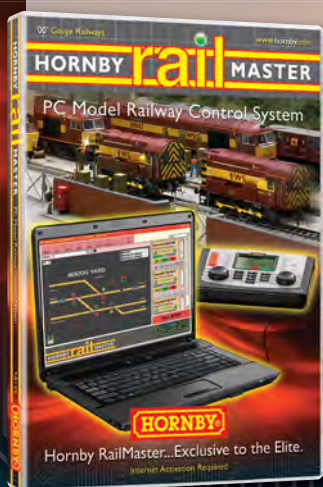
In the coming months we will delve into the RailMaster software and see how to set up your track plans, locos and even look at using Voice Control and phone and tablet apps to control your layout. We will also look at new developments such as the Select DCC controller interface and much-awaited Loco Detection system.



Email support@rail-master.com to give suggestions for any future topics about computer control for model railways and in particular Hornby's RailMaster system.

The power is at your fingertips!

HORNBY®



HORNBY magazine

January 2019

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PO Box 300, Stamford, Lincolnshire PE9 1NA, UK
Telephone: 01780 480404
E-mail: Subscriptions - subs@keypublishing.com
E-mail: Mail Order - orders@keypublishing.com

PUBLISHING

Publisher: Adrian Cox
Group CEO: Adrian Cox
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Registered Office: Units 1-4, Gwash Way Industrial Estate, Ryhall Road, Stamford, Lincolnshire PE9 1XP

PRINTING

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

DISTRIBUTION

Seymour Distribution Ltd.,
 2 Poultry Avenue,
 London. EC1A 9PP
Tel: 020 7429 4000

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

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

ISSN 1753-2469

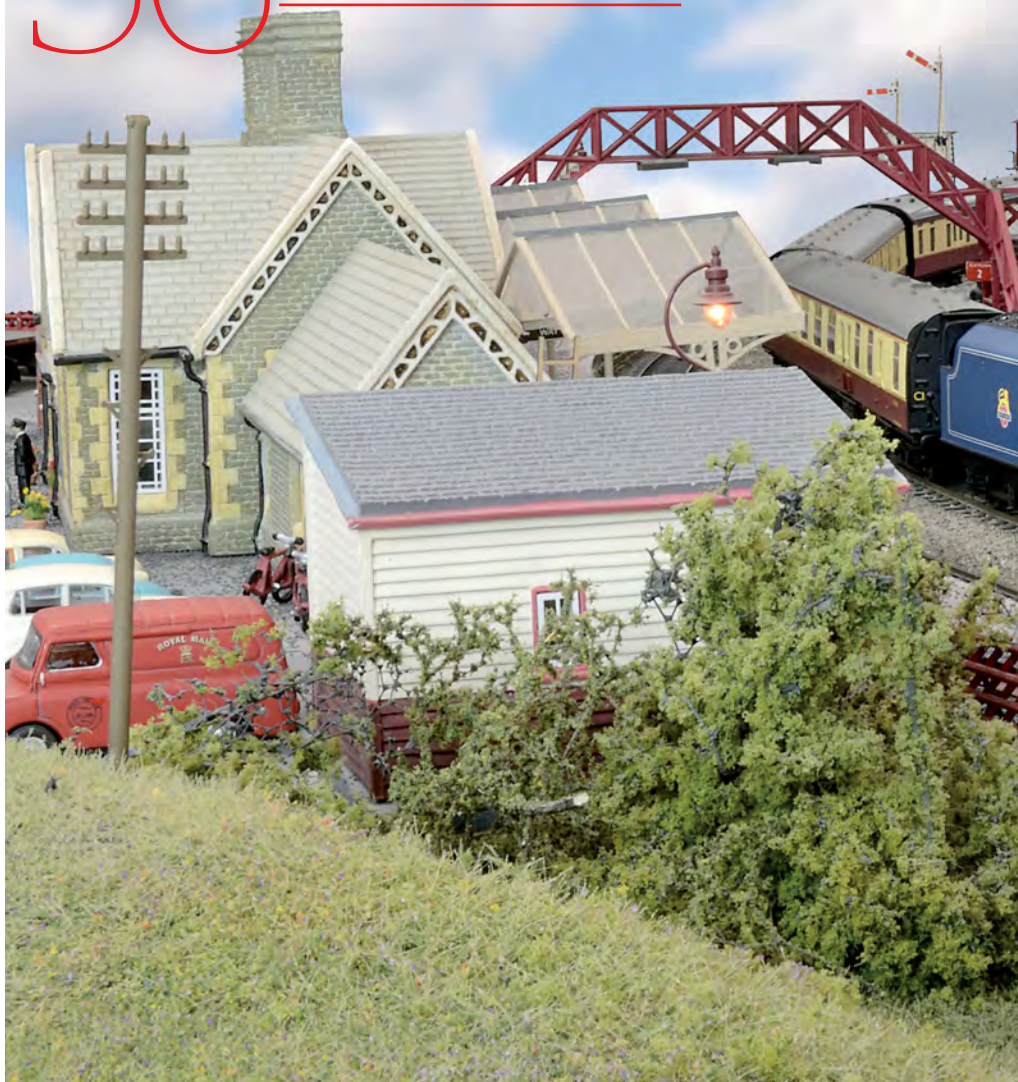
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GIVE THE GIFT THAT LASTS ALL YEAR!



A subscription to Hornby Magazine makes a great gift this Christmas. See pages 72-73 for details.

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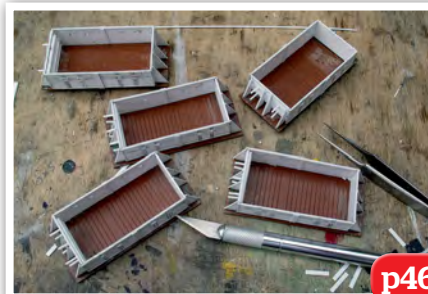
WE SHOW YOU HOW!

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Mike Wild shows you how to upgrade Hornby's veteran Class 90 for 'OO' using 3D printed detailing parts and spares.

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Tim Shackleton heads back-to-basics as he demonstrates the art of simple wagon building, using styrene sheet and strip.



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Small details can make a big impact. Mike Wild shares his top tips for renovating a station scene.

94 DIGITAL CONTROL

Heljan's recent 'O' gauge Class 25/3 Bo-Bo diesel receives a digital makeover as Mike Wild adds sound, cab desk illumination, independent directional head/tail lights and more.



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EDITORIAL

Mike Wild introduces the latest issue of *Hornby Magazine*.

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UPDATE

All the latest news from the model railway scene including new model announcements and project updates from the Warley National Model Railway Exhibition 2018. Plus, you could win Hornby's new 'OO' gauge Maunsell 'Lord Nelson' 4-6-0 together with carriages worth more than £400 in our exclusive competition.



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ST JUDES

Chris Bone presents his evolving 'OO' gauge steam-era layout representing BR Southern Region operations in the West Country during the 1950s and 1960s.

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Your thoughts, views and queries from the *Hornby Magazine* postbag.

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Chelmsford and District Model Railway Club's multi-level 'N' gauge exhibition layout models a fictitious setting from the 1930s-1960s with reverse loops, tunnels, gradients and a promise to keep something on the move at all times.

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SHOW GUIDE

Hornby Magazine's comprehensive guide to forthcoming events.



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Another busy month of releases from Gaugemaster, Heljan, Hornby, Oxford Rail, Revolution Trains and more.

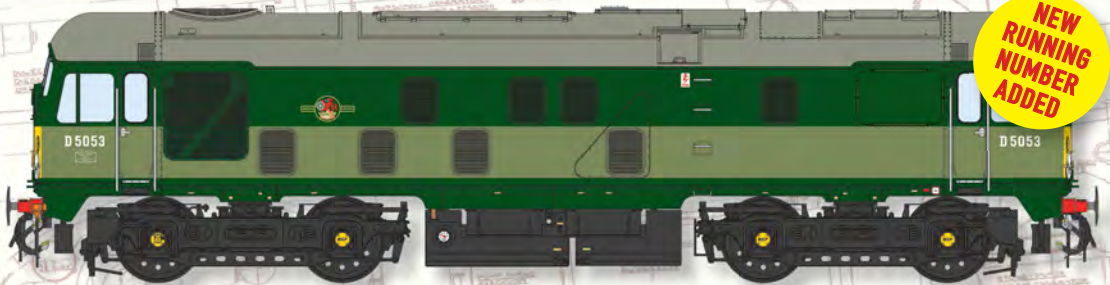
New Class 24s on their way to you...

Our museum-quality, 4mm scale, ready-to-run Class 24 model has met with widespread acclaim. Why not join the growing band of delighted diesel modellers by choosing from these new releases due out in the New Year?

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No. D 5053
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with small yellow
warning panels



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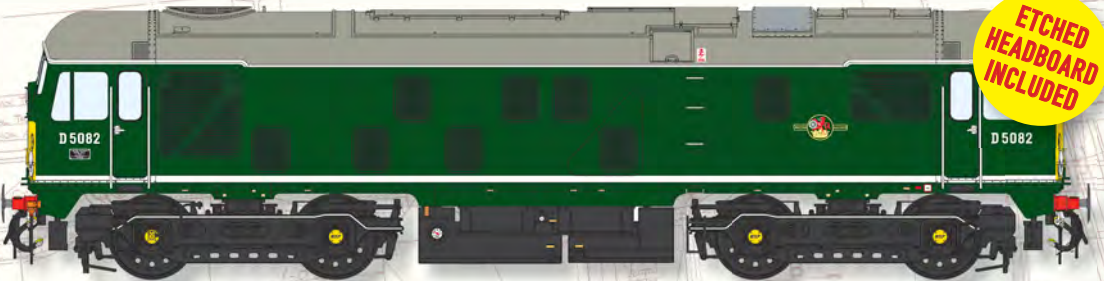
Cat No. 2409A/2409:

No. 5099 or 24009
British Rail Blue
(ScR allocated) with
Glasgow Works ends
(Alternative number options)



Cat No. 2408:

No. D 5082
BR green (with SYWP)



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"The detail and running qualities are superb. The diesel engine sound effects are, by some considerable margin, the best I have ever heard from a DCC loco" SLW customer

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- Revolutionary new driving experience
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Eight versions in green and blue have already **sold out!** Don't miss out. These new models should be delivered during the Winter 2018/9 period.

For the full story, detail, pricing and to download the free manual, visit:

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WELCOME

THE EDITOR'S PAGE



NOVEMBER passed in a flash with the build up to the Warley National Model Railway Exhibition and now we have entered the countdown to the launch of Hornby's 2019 catalogue in January.

This period of the year is the best for railway modellers. New announcements come thick and fast and I can't be the only one who has been able to add to my future shopping list in recent weeks.

The Warley show offered no less than five new locomotive model announcements across 'OO', 'O', 'N' and 'OO9' while the week preceding the show also saw Hatton's Model Railways and Rails of Sheffield announce new ready-to-run projects in 'OO' and 'N'. You can read about all of these new projects in Update this issue, but there was one which really caught our eye - Accurascale's first 'OO' ready-to-run locomotive, the Class 55 'Deltic'.

Accurascale has made an impressive

start in model railway circles with its high quality rolling stock models. Moreover it has a strong track record with its delivery timescales and we are eager to see it achieve the same with a locomotive.

The specification for the new 'Deltic' is impressive to say the least - almost as bold as the list of 17 locomotives which are planned for the first batch.

However, this issue has another star performer - Hornby's highly anticipated new 'OO' gauge model of the Maunsell 'Lord Nelson' 4-6-0. We were fortunate to get our hands on a production sample of this new Southern Railway express locomotive modelling 851 *Sir Francis Drake* in original condition carrying Southern Railway olive green.

This model has taken a little longer than expected to make it to the shops, but we can firmly say that the wait has been well worth it. Our sample of *Sir Francis Drake* was stunning in all respects and its performance was second to none as we put it through its paces on the Hornby Magazine office test track. You can read our full review on pages 74-77 and the 'Lord Nelson' class history on pages 78-81.

Naturally there is much to look forward to in this issue. We've brought together three inspirational model railways from three different eras, developed four step by step guides on subjects as diverse as basic locomotive detailing, scratch building, station renovations and digital sound as well as putting 10 different track rubbers to the test to find the best. Add to that the latest model reviews and an exclusive competition with Hornby and there is something for everyone in this issue.

We hope you enjoy this issue and all that we have in store. Don't forget to visit www.hornbymagazine.com during December too as we will have at least three new videos going live covering the 'Nelson', sound fitted Class 25 and West Coast Cement at Warley.

Finally, on behalf of the Hornby Magazine team I would like to wish all of our readers a Merry Christmas and a Happy New Year!

Happy modelling.

Mike Wild

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE JANUARY 2019

FREE HORNBY MAGAZINE DVD

Free with this issue of Hornby Magazine is our annual DVD. It features 15 layouts over 45 minutes plus two step by step guides and footage from the Great Electric Train Show.

FIRST LOOK

8 The final decorated sample of Hornby's 'Princess Coronation' 4-6-2 is here. See it in full on pages 8-9.

GREAT LAYOUTS

We visit three superb model railways to inspire your own layouts including Forest Gate Parkway set in the 2000s, St Jude's Harbour set in the 1950s and Melbury which models the 1930s to the 1960s.

WE SHOW YOU HOW

- **Revive your station:** 10 top tips to enhance and improve any station scene.
- **Detail a locomotive:** Simple upgrades for Hornby's Class 90 overhead electric.
- **Scratchbuilding:** A beginners guide to making wagon bodies from plastic sheet.

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FIRST LOOK! Hornby reveals decorated **STREAMLINED 'CORONATION'**

FIRST REVIEW **HORNBY'S 'LORD NELSON'** 20 PAGES OF NEW MODELS! Announcements from Warley 2018 The latest releases for 'OO', 'O' and 'N'

GREAT LAYOUTS **FOREST GATE PARKWAY** Today's railway in 'OO' gauge

PLUS: The Southern at St Jude's in 'OO' and multi-era steam at Melbury in 'N'

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LATEST NEWS

- All-new 'Deltic' in 'OO' from Accurascale
- Dapol parcels railcar
- Heljan reveals three new locomotives
- Farish '8F' first samples

WIN! A 'LORD NELSON' AND MORE

Enter our latest competition for your chance to win one of Hornby's brand-new SR 'Lord Nelson' 4-6-0s plus a rake of five carriages including a Maunsell kitchen/dining car, two first class corridor coaches and two six-compartment brake thirds worth more than £400 in total. Turn to page 18 now for full details.

REVIEWED

- **Hornby's 'Lord Nelson':** We put the latest 'OO' express steam locomotive through its paces.
- **Revolution Trains' TEA tanker:** 'OO' has a new 100tonne tanker with the arrival of the crowd-funded TEA.
- **Hornby's semi-streamlined 'Duchess':** Two new versions of the popular West Coast 'Pacific' arrive for 'OO'.

LATEST NEWS

- Accurascale reveals all-new 'Deltic' for 'OO'.
- Heljan plans Class 86/0 for 'OO'.
- Dapol develops GWR parcels railcar for 'OO'.
- Bachmann shows 'N' gauge '8F' sample.

Hornby shows DECORATED 'PRINC

THE FINAL DECORATED samples of Hornby's streamlined Stanier 'Princess Coronation' 4-6-2 have been received. The first of the all-new 'OO' gauge models was expected to arrive during December as *Hornby Magazine*

closed for press with the remaining models following in early 2019.

Three versions are being produced modelling 6229 *Duchess of Hamilton* and 6244 *King George VI* in LMS

lined crimson (Cat Nos. R3677 and R3639) together with 6221 *Queen Elizabeth* in LMS Caledonian lined blue (R3623). Prices are set at £189.99 per locomotive.

The new model features a five pole motor, 8-pin DCC decoder socket, space for 28mm round speaker in the tender and a completely new tooling for the



'PACIFICS' DEVELOP

Hatton's showed the latest engineering sample of its 'O' gauge Gresley 'A4'

4-6-2 at the Warley National Model Railway Exhibition alongside the current sample of its Gresley 'A3'



4-6-2. Both are being produced by Heljan exclusively for Hatton's with release anticipated in 2019.

The latest full sample of the 'A4' was fully operational and in use on Hatton's test track during the Warley show. It is currently being evaluated for further amendments before progressing to the decoration stage.

Hatton's 'A3' and 'A4' models are priced at £750 with seven versions of the 'A3' and nine of the 'A4' planned for production.

● Visit www.hattons.co.uk for full details.



ESS CORONATION'

body. Also included is an optional pony truck with full size wheels – a smaller wheeled version is fitted as standard to allow the model to negotiate second radius curves – together with a replacement rear pony truck axle with flanged wheels for the larger radius curves

or static display. The accessory pack also contains brake rigging, bufferbeam details and front lamps.

A full review of the 'Princess Coronation' will feature in HM140 – on sale January 10 2019.

● Visit www.hornby.com for more information.



Hatton's goes for 'Garratt' in 'N'

Hatton's Model Railways has revealed that it is working on an 'N' gauge model of the highly sought after LMS Beyer, Garratt 2-6-0+0-6-2 for release in 2020.

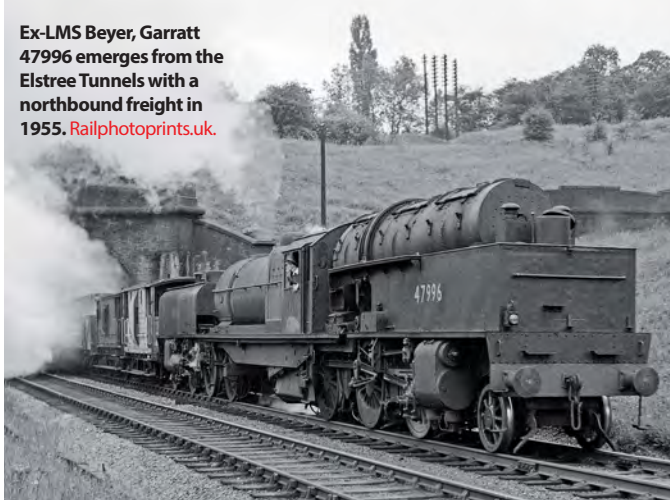
These imposing articulated locomotives were designed to replace double heading on coal trains between the Midland coalfields and London while saving on the costs of fuel, crews and maintenance. In total 33 were built for the LMS by Beyer, Peacock in Manchester with the first entering service in 1927. The last was withdrawn in 1958 after introduction of the BR '9F' 2-10-0s.

Hatton's new 'N' gauge model will cost £199 and is to incorporate a five-pole motor, Next18 Digital

Command Control decoder socket, a die-cast chassis, detailed cab and NEM coupling pockets. It will only model locomotives after conversion to feature rocking bunkers with a choice of LMS, British Railways and BR early crest black liveries planned.

Eight versions are planned for release modelling 4994 and 7983 in LMS black (Cat Nos. H2-BG-001 and H2-BG-002), 47967 in British Railways lettered black (H2-BG-003), 47972 in BR black with LMS lettering and block-style numbers (H2-BG-004), 47995 in BR black with cab side numbers and plain tanks (H2-BG-005) plus 47996, 47981 and 47992 in BR black with early crests (H2-BG-006, H2-BG-007 and H2-BG-008).

Ex-LMS Beyer, Garratt 47996 emerges from the Elstree Tunnels with a northbound freight in 1955. Railphotoprints.uk.



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

Bachmann reveals... 'N' GAUGE STANIER '8F' AND MK2F EP SAMPLES



FIRST engineering prototype (EP) samples of Bachmann's Graham Farish 'N' gauge Stanier '8F' 2-8-0 and BR Mk 2f carriages were displayed on the manufacturer's stand at the Warley National Model Railway Exhibition.

The '8F' sample displayed separately fitted detail parts including metal buffers, handrails,

safety valves, fine metal coupling rods, valve gear and a snowplough, while the specification also calls for a Next18 DCC decoder socket and coreless motor.

Three models are planned as Stanier '8F' 8035 in LMS black (Cat No. 372-161), 48608 in BR black with early crests (372-162) and 48773 in BR black with late crests and factory-

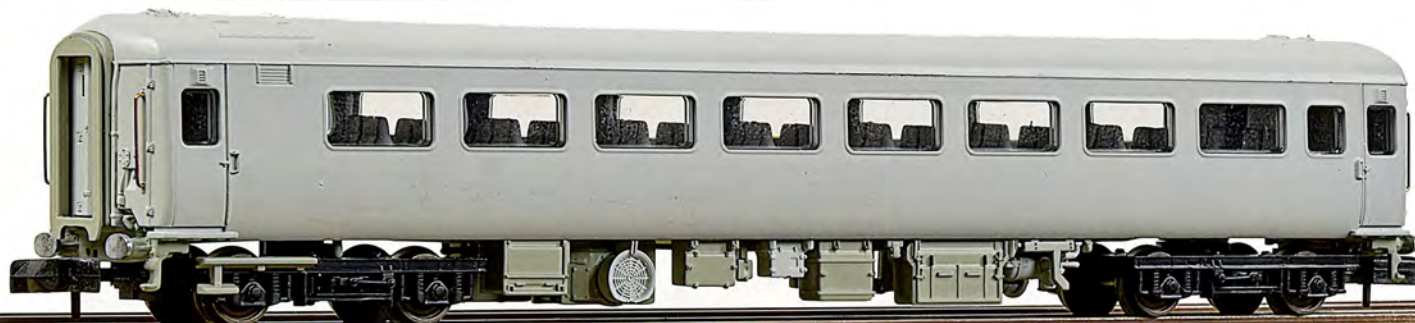
fitted digital sound (372-163DS).

Bachmann's 'N' gauge BR Mk 2f carriages follow their 'OO' gauge counterparts with five variants being tooled as Tourist Open Standards (TSO), Open Firsts (FO), Restaurant First Buffets (RFB), Brake Open Standards (BSO) and Driving Brake Open Standards (DBSO). Liveries include BR blue/

grey and InterCity colours for the TSO, FO, BSO and RFBs, while the DBSOs will be available in BR blue/grey and ScotRail colour schemes.

Prices are set at £42.95 each for the TSO, FO, BSO and RFBs and £44.95 for the DBSOs. A delivery date has yet to be confirmed.

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



Bachmann '159' breaks cover



Bachmann displayed the latest engineering sample of its forthcoming 'OO' gauge Class 159 three-car Diesel Multiple Unit (DMU) at the Warley show. This

new model will incorporate a low profile mechanism, factory-fitted speakers, illuminated destination blinds, interior lighting, 21-pin DCC decoder socket and more.

Initially available as 159013 in BR Network SouthEast livery (Cat No. 31-520), prices are set at £309.95 per three-car unit. A delivery date has yet to be announced.

JNA-T bogie box wagons next for 'OO' from Revolution Trains

Revolution Trains has revealed its next 'OO' gauge wagon project - MMA/JNA-T box wagons.

Since their introduction in 2016, these large bogie box wagons have become a regular sight across the country, with more than 500 examples in use on aggregates traffic including sand, stone and spoil. Liveries include DB Cargo, Ermewa/Tarmac, GBRf, Mendip Rail and VTG.

Revolution Trains' new 'OO' gauge model will replicate the prototypes catering for all four configurations with nine or 11 vertical strengthening ribs and with or without bodyside doors. The model's specification also includes a detailed underframe, RP25 wheels, bogies that can be easily converted to 'EM' or 'P4' standards, as well as variations between buffers, brake gear and end panels. End-of-train versions of the wagons will also be



available with a battery-operated working flashing tail lamp.

Three liveries are planned through Revolution Trains including MMA wagons in DB red with nine pillars and side door (OO-EAL-001A-D), JNA-T wagons in Ermewa grey with nine pillars and no side door (OO-EAL-002A-D), together with JNA-T wagons in Ermewa grey with Tarmac branding (OO-EAL-003A-D). In addition, Kernow Model Rail Centre is offering the JNA-T wagon with 11 pillars and no side door in VTG silver with Mendip Rail branding (OO-EAL-005A-D) and GBRf blue wagons with 11 pillars

and side door (OO-EAL-006A-D). A four-pack of JNA-T wagons in both liveries will also be available.

Revolution Trains models are priced at £41 each (with early-bird prices set at £37.50 each), while Kernow Model Rail Centre's models are priced at £49.99 each for standard models, £57.99 with working tail lamps and £199.99 for the four packs. Delivery is anticipated during the second quarter of 2019.

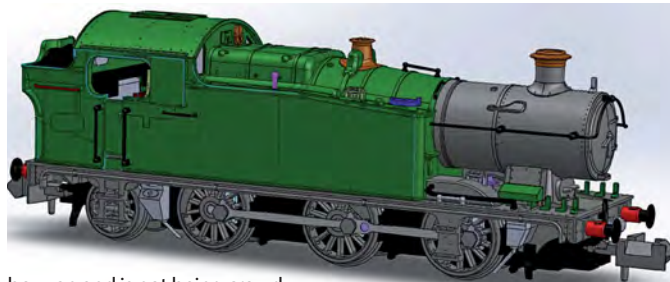
● Visit www.revolutiontrains.com and www.kernowmodelrailcentre.com for more information.

Revolution Trains unveils first 'N' gauge steam locomotive

Revolution Trains (RT) is to release its first 'N' gauge steam locomotive following the announcement of a Great Western Railway (GWR) '56XX' 0-6-2T at the Warley National Model Railway Exhibition in November.

Designed by Collett, 200 of the 0-6-2Ts were built between 1924 and 1928, originally intended for use in South Wales although they were utilised throughout GWR territory. They remained in service with BR Western Region until withdrawal in 1965.

Revolution Trains' '56XX' 0-6-2T will be produced in conjunction with Sonic Models, which developed the new 'N' gauge VEA



box van and is not being crowd-funded. The '56XX' will be made available through model shops.

The specification includes original or later style driving wheel balance weights, Swindon or Armstrong safety valves, detailed cab interior, a coreless motor, 6-pin DCC decoder

socket, NEM coupling pockets and more. Liveries will include GWR green, BR green and BR black.

Priced at £90 each, delivery is expected towards the end of 2019.

● Visit www.revolutiontrains.com for more details.

'N' GAUGE CLASS 92 PROGRESSES

Revolution Trains showed the latest and final engineering sample for its crowd-funded 'N' gauge Class 92 during the Warley show. The model is now moving to the decoration stage of the development process with release anticipated in 2019. Prices start from £135 with the order book due to close in the fourth quarter of 2018.



● Visit www.revolutiontrains.com for more information.

NEWS IN BRIEF

■ The EM Gauge Society (EMGS) has commissioned Peco to manufacture a new range of ready-to-lay 'EM' gauge wooden sleeper bullhead track. Utilising code 75 rail, the range will initially comprise 914mm lengths of plain flexible track together with B6 geometry left and right-hand turnouts. Sleeper length and spacing will be prototypical, while turnouts will feature live frogs and solid metal blades.

Available exclusively to members of the EMGS, prices are set at £5 per yard for plain track and £27 for turnouts with delivery of the former anticipated during December 2018 and the latter in Spring 2019.

● Visit www.emgs.org for more details.

■ Scalescenes has introduced a downloadable 'OO' gauge Industrial micro layout kit (Cat No. LY01). Measuring 375mm x 245mm x 315mm, the kit is available for 'OO' or 'OO9' use and is designed to fit within a boxfile. The supplied industrial structures come with suggested track plans, boxfile cutting templates, ready-to-print backscene, concrete hardstanding and choice of different colour sidings. Buildings have also been designed so the layout can be folded away. All you need to add is track. Priced at £9.99, the kit comes with an illustrated step-by-step guide and is available to download now.

● Visit www.scalescenes.com for more details.

■ Flints Theatrical Changers is widening its sphere of operation by offering its concealed shadow tab butt-joint latch, or Coffin Lock, to railway modellers.

Ideal for linking multiple baseboards, the locks offer a strong connection and comprise a latch and receptacle that can be fitted into the side of the baseboard and secured with an 8mm hex key. Used with alignment dowels and sockets, they offer an alternative form of baseboard fastening.

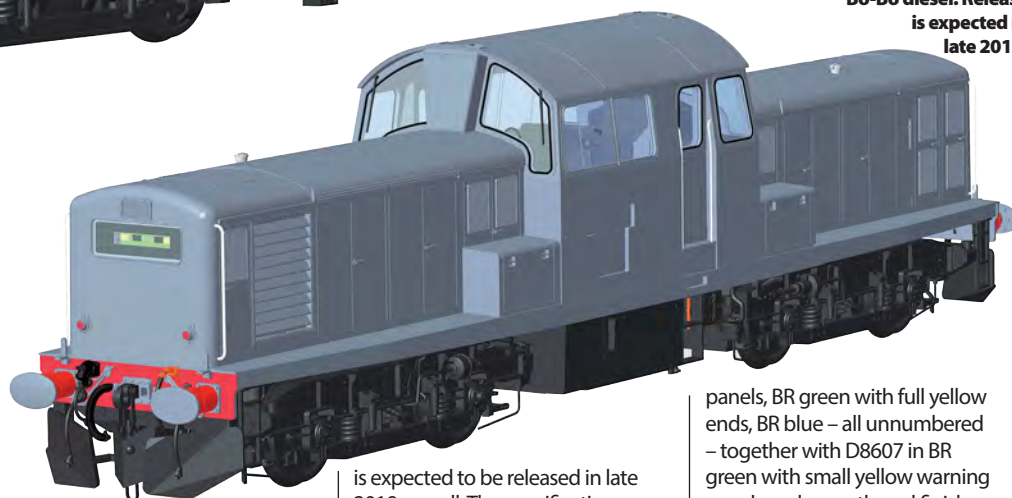
● For prices and availability, visit www.flints.co.uk to find out more.

Heljan reveals THREE NEW RELEASES

Below: The Class 86/0 in original condition has been announced by Heljan for 'OO' gauge. CAD drawing work is complete.



Below: Newly announced for Heljan's 'O' gauge range is the Class 17 Bo-Bo diesel. Release is expected in late 2019.



THREE new locomotives across three gauges were announced by Heljan for the Warley National Model Railway Exhibition at the end of November.

Headlining the new announcements is an all-new 'OO' gauge model of the Class 86/0 Bo-Bo overhead electric in original condition alongside the Class 17 'Clayton' Bo-Bo diesel for 'O' gauge and Lynton and Barnstaple Railway Baldwin 2-4-2T for 'OO9' narrow gauge.

The Class 86/0 follows on from the manufacturer's 2010 released model of the later refurbished locomotives. It is to be retooled to model the fleet in as-built condition and will have a 21-pin decoder socket together with original pattern bogies and underframe equipment. CAD work is reported to be complete and the first engineering samples are expected with Heljan in early 2019.

Proposed liveries including BR electric blue with and without yellow panels, BR blue with white cab roof, standard BR blue and a weathered BR blue model. Delivery is expected in late 2019 with pricing to be confirmed.

In the larger scale, Heljan's new model of the Class 17 Bo-Bo twin-engine diesel for 'O' gauge

is expected to be released in late 2019 as well. The specification calls for twin motor bogies, LED lighting functions, etched grilles, DCC sound compatibility and provision for an ESU smoke unit.

Design work on the 7mm scale Class 17 is complete and the first engineering sample is expected to arrive in early 2019. Four liveries are planned covering BR green with small yellow warning

panels, BR green with full yellow ends, BR blue – all unnumbered – together with D8607 in BR green with small yellow warning panels and a weathered finish.

Completing its Warley trio is Baldwin 2-4-2T *Lyn* – Heljan's second Lynton and Barnstaple Railway tank engine for 'OO9'. It will model *Lyn* in a number of liveries including works black without numbers, L&B dark green and two versions of Southern Railway Maunsell green. Release is expected in 2020.

Heljan also updated delivery



A hand decorated sample of the 'O' gauge Class 50 was displayed on the Heljan stand.



The Lynton and Barnstaple Railway Baldwin 2-4-2T is to be Heljan's second ready-to-run 'OO9' gauge locomotive.



The latest engineering samples of the Class 03 for 'O' gauge showed detail variations within the tooling suite including chimneys and horns.



Factory decorated Class 37/4s were shown at Warley. All are subject to revisions before production with six planned in total.



The Manning Wardle 2-6-2T for 'OO9' is expected to arrive in December/January for L&B modellers.

timescales for its projects. In 'OO9'/'OO' next to arrive are the Manning Wardle L&B 2-6-2Ts in December/January followed by the latest batch of Class 33/0s in January and the next Class 35 'Hymeks' in February. The second batch of Class 07s are due to arrive in March 2019. Heljan also confirmed that the 'OO' GWR AEC railcar is expected in 2020 while the Class 25/3 is in tooling.

In 'O' gauge the GWR '43XX' 2-6-0 is due to be released in January 2019 followed by the Class 37/4s in February 2019. The Class 50 is on target for August/September

2019 to be followed by the Class 03 in the autumn. The Class 117, 121 and 122 are all currently expected in late 2019/early 2020 while the new versions of the Class 33 are expected around the same time. The new Class 47s for 'O' are due in late 2019 while the GWR AEC railcar and Class 56 are both anticipated in 2020.

Heljan also released its first British outline catalogue for several years at the Warley National Model Railway Exhibition.

● Visit www.heljan.dk for more information.

Rails confirms Caley '812' pricing and release date

Rails of Sheffield has announced the pricing for its 'OO' gauge model of the Caledonian Railway '812' 0-6-0 which it revealed it had commissioned from Bachmann at Model Rail Scotland in February 2018.

Prices will start from £179.95 for the LMS and BR black versions with the Caledonian Railway lined blue version costing £199.95. Release is

anticipated in 2020 and Rails is taking pre-orders for the 0-6-0.

Five versions are planned covering 57566 in BR black with late crests, 57565 in BR black with early crests and a weathered finish, 17566 in LMS black, 828 in as built Caledonian Railway lined blue and 828 in as preserved Caledonian Railway lined blue.

● Visit www.railsofsheffield.com for more information.

Rails of Sheffield plans NER Autocar

Rails of Sheffield is working in association with Heljan to develop a ready-to-run 'OO' gauge model of the pioneering North Eastern Railway (NER) petrol-electric Autocars which were built in 1903.

Two were built to a design by Vincent Raven and were the world's first passenger carrying railway vehicles to use an internal combustion engine. The two Autocars, 3170-3171, saw service between West Hartlepool and Hartlepool, Scarborough and Filey and latterly on the Selby to Cawood branch in Yorkshire and were withdrawn in 1930 and 1931.

The body of 3170 was converted to a holiday home but was found by carriage restoration specialist Stephen Middleton in the early 2000s. He bought the body in 2003 and it has since been restored over the last 15 years returning to full working order in October 2018.

Rails new 'OO' gauge model is available to pre-order with the full price set at £199.95.

In a press release Rails of Sheffield stated: "Our 'OO' gauge models celebrate these historic vehicles. They will feature fine detail and a host of features for the collector and operator to enjoy."

The NER Autocar models are being designed and manufactured by Heljan with full support from Stephen Middleton and the 1903 Electric Autocar Trust. Three versions are planned modelling 3170 in NER red and cream (Cat No. RL3171), 3171 in NER red and cream (RL3172) and 3170 in LNER brown (RL3173). Release is anticipated in 2020.

● For more information about the real vehicles visit www.electrictautocar.co.uk and for more information on the models visit www.railsofsheffield.com



ALL-NEW 'DELTAIC'

ACCURASCALE revealed its first British outline locomotive for 'OO' gauge at the Warley National Model Railway Exhibition on the weekend of November 24/25 2018 at the NEC in Birmingham – the English Electric Class 55 'Deltic'.

The legendary fleet of 'Deltics', so called for their twin Deltic engines, were built by English Electric between 1961 and 1962 and were the most powerful single-unit

diesel locomotives in the world at the time developing 3,300hp and capable of sustained 100mph running. They served the East Coast Main Line until 1978 while the last were withdrawn from passenger service in December 1981.

The 'Deltic' is Accurascale's first ready-to-run locomotive for the British market and it has been created with the support of the Deltic Preservation Society (DPS) at Barrow Hill. Both D9009

Alycidon and D9015 *Tulyar* were surveyed for the model in Spring 2018 and CAD design work is now complete with tooling underway. Release is planned for the fourth quarter of 2019 covering 17 different locomotives in a combination of BR green, BR blue and preservation era liveries.

In addition, Accurascale has worked with German sound decoder manufacturer ESU and the DPS to create new sound recordings



for its Class 55 using 55019 *Royal Highland Fusilier* at the Spa Valley Railway. All locomotives will come with Shawplan nameplates and regimental crests included in the detailing packs where appropriate.

PLANNED RELEASES

NUMBER	NAME	LIVERY	CAT NO.
55001	<i>St. Paddy</i>	BR blue	ACC2151D9001
55003	<i>Meld</i>	BR blue	ACC2153D9003
D9004		BR green	ACC2154D9004
55005	<i>The Prince of Wales's Own Regiment of Yorkshire</i>	BR blue	ACC2155D9005
D9006	<i>The Fife and Forfar Yeomanry</i>	BR green with wrap-around yellow nose	ACC2156D9006
D9007	<i>Pinza</i>	BR green	ACC2157D9007
D9010	<i>The King's Own Scottish Borderer</i>	BR green with wrap-around yellow nose/BR double arrows	ACC2160D9010
55011	<i>The Royal Northumberland Fusiliers</i>	BR blue	ACC2161D9011
D9012	<i>Crepello</i>	BR blue (pre-TOPS)	ACC2162D9012
D9013	<i>The Black Watch</i>	BR green with small yellow nose panels	ACC2163D9013
D9014	<i>The Duke of Wellington's Regiment</i>	BR green with full yellow nose	ACC2164D9014
9016	<i>Gordon Highlander</i>	Porterbrook purple	ACC2166D9016
55017	<i>The Durham Light Infantry</i>	BR blue	ACC2167D9017
55018	<i>Ballymoss</i>	BR blue with Finsbury Park white cabs	ACC2168D9018
D9020	<i>Nimbus</i>	BR green with small yellow nose panels	ACC2170D9020
9021	<i>Argyll and Sutherland Highlander</i>	BR blue (pre-TOPS)	ACC2171D9021
55022/D9000	<i>Royal Scots Grey</i>	BR blue with silver grilles + pre-TOPS number (1981 condition)	ACC2150D9000

Minerva 'O' gauge Manning Wardle K 0-6-0ST



Minerva Models has received decorated samples of all three of its forthcoming 'O' gauge Manning Wardle K 0-6-0STs in lined black, lined blue and lined red for evaluation.

Each will be supplied fitted with the full wrap-over cab with weatherboards included as painted spare parts. Following revisions to the lining on some of the models and blackening of small detail parts, the models will progress to the next stage of the production process.

Prices are set at £255 Digital Command Control (DCC) ready, £310 DCC fitted and £380 DCC sound-fitted, plus £9 carriage. A delivery date has yet to be confirmed.

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



Specification for the Class 55 includes differing headcode panel arrangements, windscreen wiper changes, filled in cab side windows, cab air vents, horn positions, cast and fabricated bogies, functional

lighting, separate handrails, small tension lock couplings in NEM pockets, bufferbeam detail, five pole motor with twin flywheels, metal gearbox, scale 100mph top speed, 21-pin decoder socket and more.

Prices for the 'Deltic' start from £160 for the DCC ready versions and rise to £250 for the digital sound fitted models.

● Visit www accurascale.co.uk for more details.



A number of variants of the Class 55 'Deltic' are to be made in 'OO' gauge by Accurascale including original condition, later modified locomotives and preservation era machines.

SPECIAL EDITION 'DELTTICS' PLANNED

Locomotion Models has announced a joint venture with Rails of Sheffield and The Deltic Preservation Society to market a series of exclusive 'OO' gauge Class 55 'Deltics'. All will use Accurascale's newly-announced model – see separate story.

Six 'OO' gauge special editions are planned, including two versions of the National Collection's D9002 *King's Own Yorkshire Light Infantry* in both its

current BR two-tone green colour scheme and its former 1980s BR two-tone green livery with full yellow ends. Also planned is 55015 *Tulyar* in 1980s BR blue with Finsbury Park white cab, D9019 *Royal Highland Fusilier* in post 1965 BR two-tone green, D9009 *Alycidon* in its current pre-TOPS BR blue livery with GPS pods and high-intensity headlights and D9008 *The Green Howards* in ex-works

BR green livery with central totem and without nameplates, although etched examples will be included with the locomotive.

Individual prices are expected to be £160 for Digital Command Control (DCC) ready models, while digital sound options are also under consideration. A delivery date has yet to be confirmed.

● www.locomotionmodels.com
● www.railsofsheffield.com
● www.thedps.co.uk

NEW TEAM MEMBERS FOR LOCOMOTION MODELS

Locomotion Models at Sildon has appointed two new members to its team.

Dennis Lovett joins the organisation in a part time role

as Exclusive Models Marketing Executive, following his retirement from Bachmann Europe Plc, while Richard Barnett becomes Retail and Business Enterprise Manager

with the organisation, having most recently been Commercial Manager with the East Lancashire Railway.

● For further information visit www.locomotionmodels.com

BOOKS IN BRIEF



RAILWAYS OF THE SOUTH EAST SINCE THE 1970S

Publisher: www.amberley-books.com

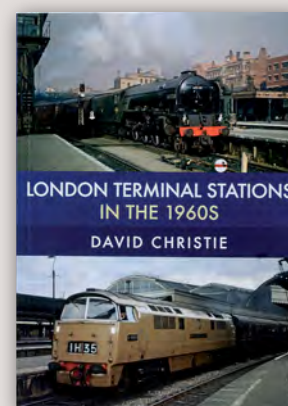
Title: Railways of the South East since the 1970s

Author: John Law

ISBN: 978 1 4456 5462 1

Price: £14.99

Spec: 96 pages, paperback



LONDON TERMINAL STATIONS IN THE 1960S

Publisher: www.amberley-books.com

Title: London Terminal Stations in the 1960s

Author: David Christie

ISBN: 978 1 4456 7749 1

Price: £14.99

Spec: 96 pages, paperback



RAILWAYS IN THE BRITISH LANDSCAPE

Publisher: www.amberley-books.com

Title: Railways in the British Landscape

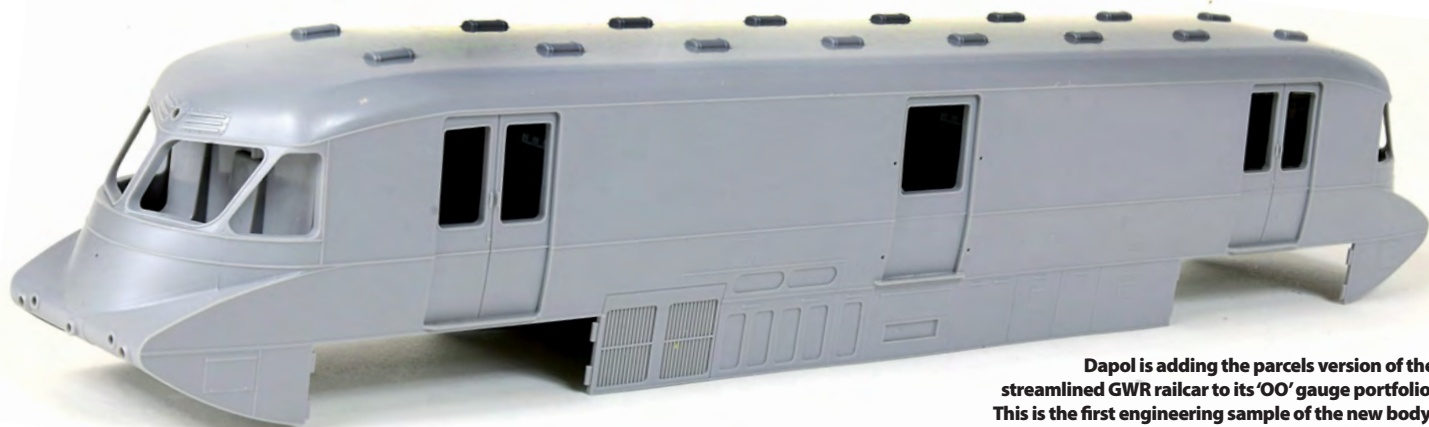
Author: Robin Coombes/Taliesin Coombes

ISBN: 978 1 4456 8231 0

Price: £16.99

Spec: 128 pages, paperback

'OO' GWR streamlined parcels railcar is NEXT FOR DAPOL



Dapol is adding the parcels version of the streamlined GWR railcar to its 'OO' gauge portfolio. This is the first engineering sample of the new body.

DAPOL is planning to produce the parcels variant of its 'OO' gauge Great Western Railway (GWR) streamlined diesel railcar, with a first evaluation sample of the model on display at the Warley National Model Railway Exhibition in Birmingham on November 24/25 2018.

Two models are planned as streamlined railcar 17 in Express Parcels chocolate and cream (Cat No. 4D-011-10/D/S) and Express Parcels crimson (4D-011-101/D/S). Bearing the hallmarks of the previous 'flying banana' railcar, this latest addition to the range will feature a new body and glazing as well as a newly-tooled interior with a representation

of the parcel shelving within.

Also proposed are five new identities for its passenger railcars as No. 12 in lined chocolate and cream with GWR monogram and valance (4D-011-005/D/S), No. 10 in lined chocolate and cream with GWR monogram (4D-011-006/D/S), W11 in BR lined chocolate and cream (4D-011-007/D/S), W8

in BR lined carmine and cream (4D-011-008/D/S) and No. 16 in lined GWR twin cities chocolate and cream (4D-011-009/D/S).

Prices for all models are set at £147.95 (DCC ready), £174.95 (DCC fitted) and £297.95 (DCC sound-fitted), with delivery anticipated towards the end of the second quarter of 2019.

Alongside the streamlined railcar Dapol displayed a number of new samples at the Warley exhibition including first decorated samples of the 'OO' gauge Class 59, Bogie Bolster E and a first engineering sample of the O&K bogie stone hopper. Decorated 'N' gauge Class 50s were also shown together with the latest factory painted sample of the 'O' gauge Sentinel 4wVBT. All samples are subject to revisions before production.

● Visit www.dapol.co.uk



Decorated samples of the 'N' gauge Class 50 showed a range of liveries from original blue to Network SouthEast colours. Release is expected in 2019.

CAVALEX PGA ARRIVES

Cavalex Models has taken delivery of its first batch of 'OO' gauge PGA stone hoppers in Redland and Lafarge Aggregates colours. These high specification wagons include a fully detailed underframe, full depth hopper body, separately fitted ladders and full lettered solebars and bodies. The price per wagon is £32.50 with Trains 4U of Peterborough and Collett's Models in Exmouth being stockists of the new wagon.

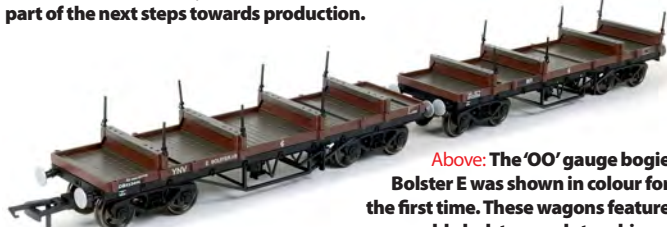
In addition Cavalex Models has confirmed that it has now completed design work for its BBA bogie steel wagon and it is continuing development of its 'N' gauge PGA stone hopper.



● Visit www.cavalexmodels.com for more information.



Above: Decorated samples of the 'OO' gauge Class 59s were on show at Warley. Colours are to be revised as part of the next steps towards production.



Above: The 'OO' gauge bogie Bolster E was shown in colour for the first time. These wagons feature moveable bolsters and stanchions.



Above: A first engineering sample of the 'OO' O&K stone hopper was shown at Warley. It is being evaluated by the Dapol team.



Above: A new sample of the 'O' gauge Sentinel 4wVBT in LMS black was revealed at Warley. This compact locomotive features full interior detail and is due to be released in 2019.

'O' GAUGE 57ft NON-CORRIDOR STOCK

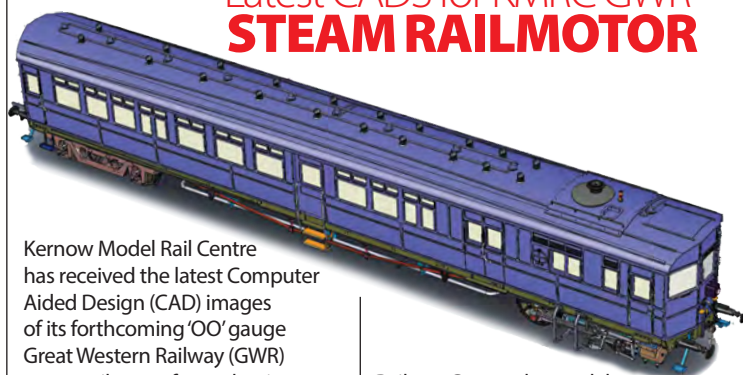


Ellis Clark Trains displayed decorated samples of the first of its new BR 57ft non-corridor carriages for 'O' gauge at the Warley National Model Railway Exhibition. They are due to be released in 2019 with a choice of brake, composite, second and lavatory vehicles. The new carriages are being produced

by Darstaed Trains for Ellis Clark and following feedback on the 'O' gauge Mk 1 corridor stock they will feature new bogie toolings and screw link couplings on all vehicles. Prices are set at £169 per vehicle with sets of four priced at £665.

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

Latest CADs for KMRC GWR STEAM RAILMOTOR



Kernow Model Rail Centre has received the latest Computer Aided Design (CAD) images of its forthcoming 'OO' gauge Great Western Railway (GWR) steam railmotor for evaluation.

Five GWR steam railmotor models are planned as 93 in as-preserved GWR crimson (Cat No. K2301), 97 in GWR chocolate and cream (K2302), 63 in GWR brown (K2303), 85 in GWR crimson lake (K2304) and 61 in GWR chocolate and cream (K2305). Laser-scanned at Didcot

Railway Centre, the models will feature interior lighting, directional oil lamps and a 21-pin Digital Command Control (DCC) decoder socket.

Pre-order prices are set at £149.99 each. A delivery date has yet to be confirmed.

● **For more details visit**
www.kernowmodelrailcentre.com

Decorated NBL 'Warships' in production

Kernow Model Rail Centre (KMRC) has received decorated samples of its long awaited 'OO' gauge North British Locomotive Company 'Warship' diesel-hydraulic locomotives for evaluation.

In addition to the five models already confirmed, KMRC added a sixth locomotive at the Warley

National Model Railway Exhibition by announcing D602 *Bulldog* in BR blue with small yellow panels, headcode boxes and later style side grilles (Cat No. K2605).

This latest addition joins D600 *Active* in BR blue with full yellow ends, headcode boxes and later style grilles (K2600), D601 *Ark*



Royal in BR green with headcode discs and original louvres (K2601), D602 *Bulldog* in BR green with small yellow ends, headcode boxes and later style grilles (K2602), D603 *Conquest* in BR green livery with small yellow ends, headcode discs and later style grilles (K2603) and D604 *Cossack* in BR green with

headcode discs and later style grilles (K2604). Production has been approved following a few decoration amendments.

Pre-order prices are set at £179.99 (£169.99 if paying in full), with just 750 examples of each model being produced.

● **For more information visit**
www.kernowmodelcentre.com

WIN A BRAND NEW HORNBY 'LORD NELSON' AND CARRIAGES

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Who designed the 'Lord Nelson' 4-6-0s?

a. Urie b. Maunsell c. Bulleid

HORNBY MAGAZINE has joined forces with Hornby Hobbies to celebrate the arrival of its latest 'OO' gauge express locomotive by offer a stunning prize headlined by one of its new Southern Railway 'Lord Nelson' 4-6-0s.

With a total value in excess of £400 we are offering Maunsell 'Lord Nelson' 851 *Sir Francis Drake* in Southern Railway olive green (R3634) plus a rake of five Maunsell corridor carriages in matching SR green consisting of two six-compartment (R4768/R4768A), two first class coaches (R4770) and a sought after Maunsell kitchen/dining car (R4816).

The first of the 'Lord Nelsons' is due to arrive in December with the BR versions following in early 2019. They feature a twin flywheel five-pole motor, 8-pin decoder socket, space for a 28mm round speaker, early and late tenders and much more. Read our full review on pages 74-77 and delve into this 'Lord Nelson' class history in Reality Check on pages 78-81.

To enter the competition all you have to do is answer the following simple question by January 25 2019. Even if you don't win, the locomotive and carriages are available from Hornby retailers while stocks last. 

• Visit www.hornby.com more information.



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 Lord Nelson Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. UK. Closing date for entries

is January 25 2019 at 12:00 GMT and the winner will be notified no later than January 30 2019. 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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GM186
Poplar Trees (3)
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£5.25



GM165
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£5.25



GM166
Mixed Lichen (80g)
£5.25



GM194
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It also contains selected items from many of the other brands that we stock.

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St Judes

*Starting from a small Southern Region layout, **CHRIS BONE** explains how he developed and expanded his project to recreate the atmosphere of Devon and Cornwall's railways in the 1950s and 1960s in 'OO' and 'OO9' gauges.*

PHOTOGRAPHY, MIKE WILD

IN 2010 I demolished a Southern Region layout that had ceased to satisfy. I spent the next 12 months in thought and decided to start again by building a small layout that would enable me to experiment with finer track standards, up to date scenery techniques and potentially Digital Command Control (DCC). This layout was the catalyst that has, seven years later, become St Judes – a four-part sectional layout with a West Country flavour

named in remembrance of my late wife.

The line travels offstage from Exeter passing St Judes Harbour and St Judes Road before terminating at St Judes Bay. A narrow gauge line also terminates there. It once headed further into the hills but economics brought partial closure, conveniently leaving space for the Southern to install a turntable for its new Bulleid 'Pacifics'.

The main line influence is very much 1950s/1960s inspired whilst the narrow gauge is more open to interpretation, but

the whole satisfies me and reminds me of the part of England where I lay in my pram the year that the Southern Railway became the Southern Region of British Railways.

ST JUDES ROAD

This is the section that became the catalyst for the whole layout. It comprises two 4ft x 1ft sections, essentially MDF boxes that allow scenery to be formed above and below track level. A single track line exits a tunnel, crosses a viaduct then an





1 A fisherman throws his line out into the estuary while a heron sits on the bank beside him.



2 Barrows, luggage, staff and benches all bring life and colour to the platform at St Jude's Bay.

occupation bridge and passes St Jude's Road signalbox where the track doubles before disappearing under a road bridge.

The track is SMP Scaleway and the points are Marcway operated by a Tortoise motor, all glued to cork sheet which in turn is glued to the MDF trackbed. Real granite ballast completes the picture.

The scenery is formed from plaster bandage over metal mesh and finished with acrylic paint, static grasses, sea moss, rubberised horsehair and suchlike. The

structures are from Peco, Wills, Ratio and Kernow Model Rail Centre, all of which are weathered and blended into the surroundings. The signal is a Ratio kit built onto an old Hornby Dublo signal base, but it will soon be replaced by one of the excellent Dapol items and when available, a junction signal will be added from the same source.

Details include waterfowl in and around the stream below the viaduct, an MGA on the bridge over the stream – MGs being my other hobby – the signalman's

free range hens and a Grey Cars OB coach en-route to Buckfast Abbey.

This section originally had a cassette storage yard at each end and one could imagine that trains were running on the North Devon lines with Exeter and Barnstaple being at either end. It enabled me to run the stock that I'd retained from the earlier layout, was educating to build, great for photography, operated simply by analogue controls – but ultimately rather tiresome to operate. »



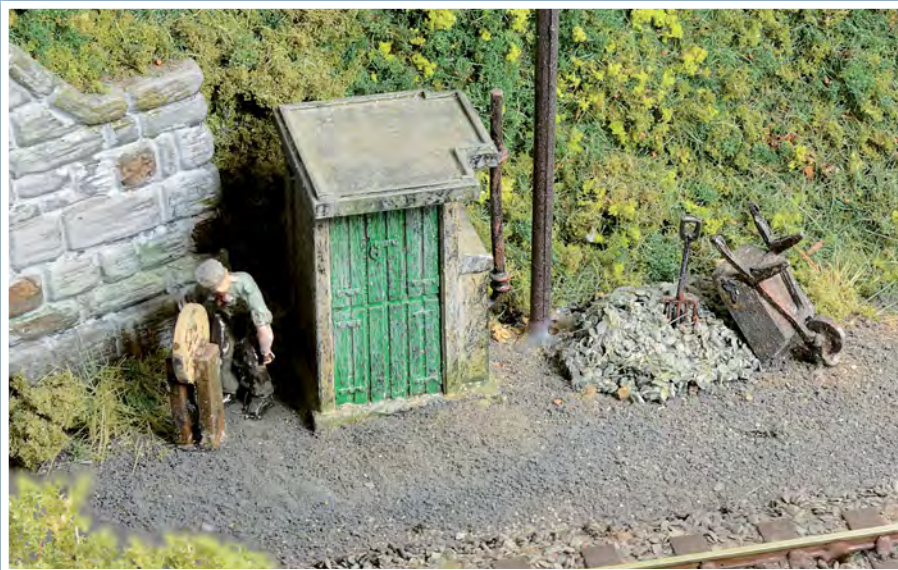
3 Bulleid 'West Country' 34001 Exeter rumbles across the viaduct on the approach to St Jude's Road's signalbox with a three coach Bulleid set. The viaduct is a Wills kit.

ST JUDES BAY

Fast-forward to the autumn of 2014 and a decision to ditch the cassettes, build a traverser yard for the tunnel end of the layout and a terminus at the other end. I had just 7ft length available and I did not want to alter the double track end of the St Judes Road section in any way. I also wanted to ensure that the layout remained transportable in sections should relocation be necessary in the future. Some creative thinking was needed.

I had seen a modular narrow gauge layout at exhibitions. I forget the name, but the layout was built up in sections, each built by individuals yet fully interchangeable. The beauty of the idea to my eyes was that trains passed through varying landscapes of around 4ft long, each of which gave the impression of standing by the lineside, so I decided that the new section, St Judes Bay, would scenically be a separate, yet complementary section with a North Cornwall feel to it.

The elements I wanted in the available space included a platform long enough to accommodate a 'West Country' 4-6-2 plus three coaches, a goods yard, engine shed and a siding to serve a Scenecraft warehouse bought at the Warley show some years earlier. The left-hand end would need to align with the double



The lineside features a number of cameo scenes including this fogman's hut and ballast pile.

track section of St Judes Road.

To achieve all this, space was gained by aligning the platform road across the diagonal and the goods yard would be tiny, but the overall 'feel' seemed right so I built the baseboard and laid the track in the autumn of 2014 using

similar principles to St Judes Road.

The only real constructional difference was the use of a 2in x 1in framework to support a 6mm plywood base.

I chose Gaugemaster Prodigy Advance for the DCC operation of locomotives, points and signals. The ability to have»





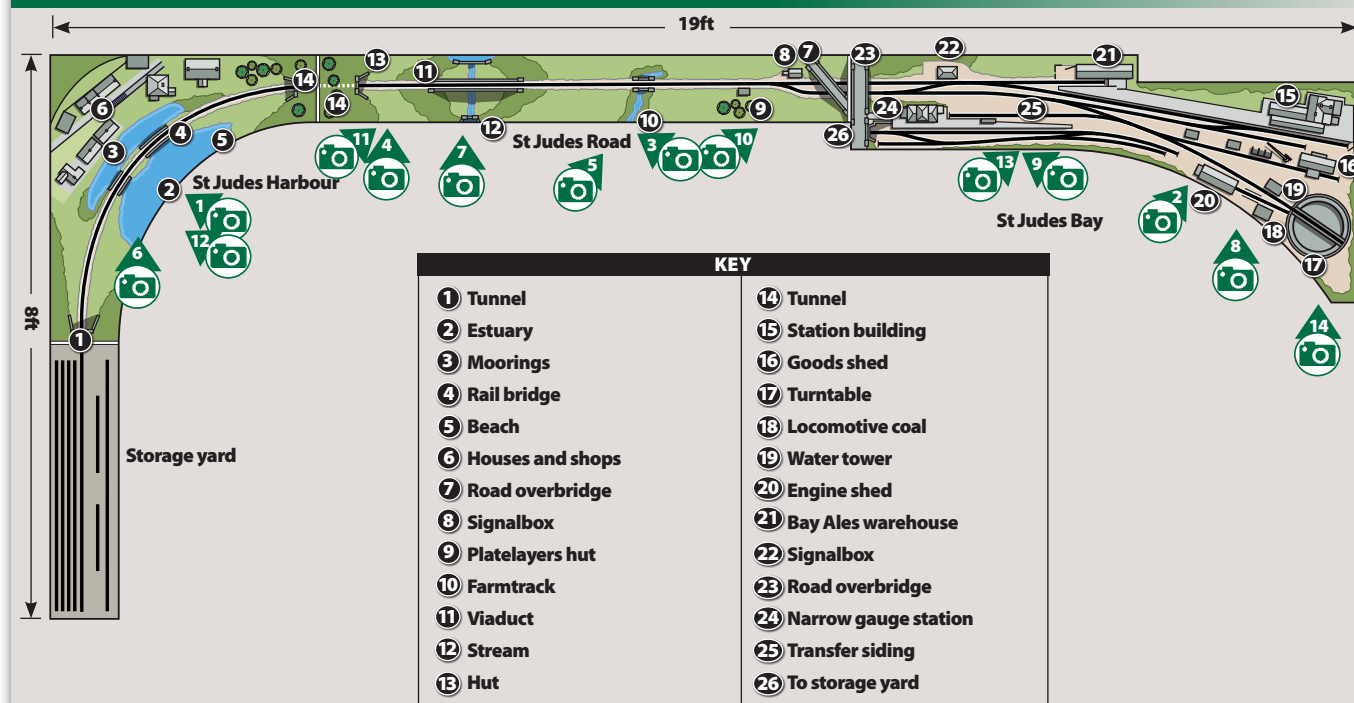
Beattie 2-4-0WT 30586 is captured waiting for the points to be changed at St Judes Road while running round its goods set.



GWR '14XX' 0-4-2T 1470 heads a Haworth autococh across the estuary at St Judes Harbour while swans swim beneath and a local fisherman aims for his next catch.



ST JUDES TRACK DIAGRAM (Not to scale)



several locomotives in the station area without the need for section switches was, and remains, an eye-opener to me.

North Cornwall style station buildings and goods shed were essential. Mine are constructed from card kits, but unfortunately, I have no record of the supplier's name but I have an idea that trading has ceased in recent years.

The basic scenic work was completed by the summer of 2015. Details include the Kernow Model Rail Centre signalbox, working platform lamps, London & South Western Railway style buffer stops from Mike's Models and custom station name signs. The warehouse is the headquarters of Bay Ales, seabirds abound, a few figures suggest activity and Ivo Peter's Bentley has migrated from the Somerset and Dorset.

This section, together with the construction of the traverser storage yard (using ideas from Richard Bardsley's book on the subject) totally transformed the play value of St Jude's and made stock handling so much safer too. The only thing missing was the ability to turn tender locomotives, but more of that later.

ST JUDES HARBOUR

I have long admired the area around Cockwood Harbour where the old Great Western main line runs alongside the west shore of the Exe estuary. In the autumn of 2015 I visited by ferry from Exmouth to Torcross followed by the short walk to the pub at Cockwood for lunch. I concluded that I still had space in my railway room to model a representation of this waterside location if the storage yard was relocated further around my L-shaped room adjacent to my workbench. Once again this was to be a separate scenic section. It was to be located in the corner of the room, linking the tunnel end of St Jude's Road >>



7 Above: Down by the river ducks make the most of the fresh water. Noch laser cut plants have been used to detail the river banks.

8 Left: At St Jude's Bay engine shed a Drummond 'T9' 4-4-0 is prepared for its next duty as an Adams '0415' 4-4-2T draws to a halt with a terminating train.

9 Below: On the narrow gauge line the 0-8-0T brings a rake of Peco Lynton and Barnstaple Railway carriages into the platform at the end of its journey.





The signalman at St Jude's Road prepares to exchange tokens with the fireman of Ivatt '2MT' 41243 as it continues its journey along the branch.



An Ivatt '2MT' 2-6-2T steams across the viaduct at the head of a short two-coach set of Bulleid carriages. This was the original section which has since been expanded to include the station and estuary scenes.





With the shops and houses of St Jude's Harbour rising behind, Maunsell 'N' 2-6-0 31869 crosses the estuary with a passenger working for St Jude's Road.



to the relocated off-scene staging yard.

Now this really is where the separate sections deceive the eye. The water level at St Jude's Harbour is significantly higher than the stream below the viaduct. But because viewers only take in the sections, the improbability of the situation is not noticed.

St Jude's Harbour is a fairly simple section. An open framework of 2in x 1in supports a raised trackbed on a nominally 2ft radius curve. A steel bridge and a culvert over the water mimic similar structures at Cockwood, as does the embankment. The representation of moorings is formed from moulded stonework, small sections of wood and fine chain from a necklace which yielded a lot of chain for a bargain price.

The cottages and other structures that sit behind the harbour are resin buildings that I have modified and toned down. Details on this section include lots of seabirds, The Otter pub – serving Bay Ales of course – a young man with his lady friend alongside an MG TD. By the Autumn 2016 I thought I'd expanded the layout as much as space permitted, but lateral thinking was to intervene once more.

NARROW GAUGE

In autumn 2017 I decided I could modify St Jude's Bay to accommodate a turntable. I also reckoned that my interest in narrow gauge – especially the Lynton & Barnstaple (L&B) – could be catered for if I increased the width of each section by a few inches.

A new point was inserted into the existing trackwork to lead to a turntable which in turn would have a line off it to allow the engine shed to be relocated.

A narrow gauge line would be laid on the widened baseboard, passing under an L&B based bridge before entering a small station with a loop and locomotive servicing facility.

Having wondered what to do with the old engine shed line, I realised that this could become a transfer siding adjacent to the narrow gauge platform. To achieve this I laid the narrow gauge formation 20mm higher than the standard gauge line, filling the divide with a platform surface.

The narrow gauge lines and points are»



It's a quiet day on the branch as Ivatt '2MT' 2-6-2T 41243 prepares to depart with a solitary Bulleid brake composite.



Peco, glued and ballasted as per the main lines. This time I used Cobalt IP Digital point motors - they are so easy to wire and programme, as are the Dapol/Train-Tech signal modules. Whilst on the subject of electronics I should mention that the main line turntable is from Peco, motorised with a kit from Locomotech.

Scenically the extension is gently blended into the pre-existing areas of St Judes Bay. The station building is the delightful Scenecraft model based on Woody Bay and Lynton on the L&B. I've weathered the building and replaced the chimney pots with more authentic items from Narrow Planet. The bridge mentioned earlier is an excellent resin casting, one of many similar items available on eBay suitable for modelling Lynton and Barnstaple Railway narrow gauge structures.

ROLLING STOCK

I've been collecting Southern Railway/Southern Region locomotives, coaches and wagons for around 20 years, many of which are in display cases in my railway room.

Classes of locomotive in use on the layout were converted to DCC, mostly by myself and some with sound, and currently include a 'West Country' 4-6-2, 'N' 2-6-0, 'T9' 4-4-0, 'O2' 0-4-4T, 'M7' 0-4-4T, BR '2MT' and '3MT' 2-6-2Ts, Adams 'Radial' 4-4-2T, '0298' 2-4-0WT, Class 22 diesel, '14XX' 0-4-2T, 'Small Prairie' 2-6-2T and a S&D '7F' 2-8-0 which looks great on the viaduct.

The tiny yet powerful narrow gauge locomotive is a Minitrains 0-8-0T converted to DCC and fitted with working British style lamps by myself – a rather fiddly task to say the least! I

used etched plates from Narrow Planet to name her after my partner Elaine – who has also become a fan of the L&B.

On pre-order are a Bachmann 'Mogul' together with narrow gauge locomotives from Bachmann and Heljan – the bug has bitten!

All stock is lightly weathered by me and maintenance is aided by the inclusion of rolling road and programming tracks on the storage yard board.

Like many other modellers I derive much pleasure from the construction and detailing of the layout. What started as an 8ft long track across a viaduct has become an interesting layout to operate – and will become more so once the narrow gauge is extended around to the main storage yard. I'm 70 now and I will hopefully continue to enjoy the layout (and my MG) for many years to come. 



Maunsell 'N' 2-6-0 31813 is turned on the turntable at St Judes Bay prior to working the daily pick up goods.

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UPGRADING

Hornby's veteran CLASS 90

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Hornby's 'OO' gauge model of the Class 90 AC electric has been around since the early 1990s and shows its age from the box. However, with a few simple upgrades **MIKE WILD** shows how he went about improving the appearance of uniquely liveried 90128 *Vrachtverbinding* in Belgian Railways blue and yellow.



THE RAILWAYS of the 1990s were a colourful place and a number of unique colour schemes were applied to locomotives including a trio of Class 90 overhead electrics in association with a Freight Connection exhibition at the National Exhibition Centre in Birmingham in 1992.

Class 90s 90128, 90129 and 90130 were specially repainted in the colours of the Belgian State Railways (SNCB), German Railways (DB) and French Railways (SNCF) respectively to take part in a special film which was used in the event. All three were named Freight Connection in their respective languages and continued in service into the early 2000s carrying these unique liveries.

For our new West Coast Main Line (WCML) theme layout (HM138/HM Yearbook No. 11) we wanted to add a couple of Class 90s to the roster, but the Bachmann model is a few months away and no model of the northern section of the WCML can be without these 1989 introduced Bo-Bo electrics. The layout's

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Class 90 front valance	Pegasus Designs (Shapeways)	n/a
Class 92 pantograph	Hornby spares	X9399
Class 56 accessory pack	Hornby spares	X10029
Matt Black	Lifecolor	LC02
Frame Dirt acrylic	Lifecolor	UA719
Liquid Pigments Smoke acrylic	Lifecolor	LPW21

debut at the Warley National Model Railway Exhibition in November meant we really needed at least one Hornby Class 90 in service.

A chance purchase of a second-hand model of 90128 *Vrachtverbinding* in SNCB blue and yellow – a model I long wanted to add to my collection – started me thinking about the possibilities of improving a few points of detail while also giving it a new lease of life. This included a chassis swap with a more recent DCC ready Hornby Class 90 to make adding a decoder for operation on West Coast Cement simpler.

The chassis swap was as simple as you could

hope for – undo the central screw, unclip the body, disconnect the wires from the pantograph and then reverse the process with the addition of a Hattori's DCR-8-pin harness decoder to take control of the motor. A running session or two later and we had the model running as we wanted it to, but it lacked finesse at the front end, especially with the split in the lower valance, while the pantograph also left a little to be desired as it was somewhat over-engineered for our needs.

There are some high quality detailing kits available for the Hornby Class 90, but we weren't looking for a wholesale reworking of the model – more a simple project which could be achieved in a short timescale on a low budget and without the need for major repainting.

Step forward Mark Chivers and his research skills which pointed us towards Pegasus Designs' page on the Shapeways 3D printing website. This designer has created a number of detail parts for the Hornby Class 90 including front valances for freight and passenger locomotives – the latter with rubbing plates which could be used to enhance the latest Hornby RailRoad Class 90 using the same methods outlined here. These would be perfect for replacing the factory design. They also offer buffers, air pipes, an underframe section and a dummy pantograph for those who want to go further.

We opted just to use the freight locomotive front fairing for this project as we discovered that Hornby's pantograph for the Class 92 – available as a spare part – to be a direct replacement for the original metal Class 90 design while we used a spare set of air pipes and dummy screw coupling from a Hornby Class 56 accessory pack to finish off the bufferbeam. At the rear of the locomotive it was a simple case of cutting off the lower fairings and then replacing them with sections of 2mm thick plasticard cut and filed to shape to allow the coupling full movement.

The finishing touches were a light weathering of the underframe and roof using Lifecolor Frame Dirt for the lower areas and Lifecolor Liquid Pigments Smoke and remover for the roof to tone down the factory finish, though we noted that the real locomotive was generally kept in clean external condition.

The finished model of 90128 will never better what the new Bachmann Class 90 for 'OO' gauge has to offer, but for less than £15 we've been able to inject new life into this near 30-year-old model of the West Coast Main Line workhorse. [View more](#)

Left: 90128 *Vrachtverbinding* shows its new front valance, bufferbeam detail and light weathering as it passes over the level crossing on West Coast Cement at the head of a container train.

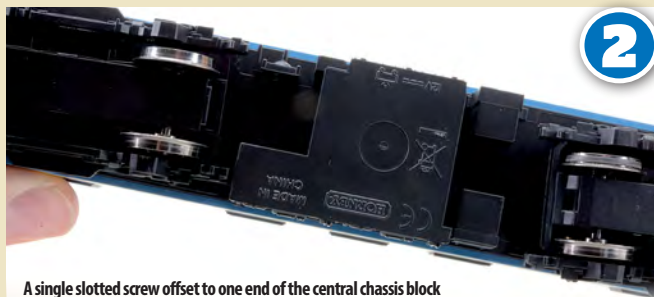
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Lifecolor	www.airbrushes.com
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STEP BY STEP UPGRADING A HORNBY CLASS 90 FOR 'OO' GAUGE



1

The starting point for the project is 90128 *Vrachtverbinding* (Cat No. R2292) in its unique Belgian State Railways blue and yellow livery. We had already changed the chassis for a recent DCC ready version at this point which also included NEM coupling pockets front and rear.



2

A single slotted screw offset to one end of the central chassis block needs to be removed to allow the body and chassis to separate. We had already removed this during fitting of the new chassis.



3

Four plastic lugs then hold the body and chassis together which clip in underneath the cab doors. Ease the body away from the chassis on each side until the lugs disengage and then lift the body clear taking care not to snag the internal wiring.



4

With the body off we can see the internal workings. This DCC ready chassis has already been equipped with a Hatton's 8-pin harness decoder addressed as 9028 to work with the system for West Coast Cement's locomotive fleet.



5

The new front valance 3D print from Pegasus Designs replaces the leading section of the chassis and the fairing on the leading bogie. Adding this new part will mean that a coupling can't be added to one end of the locomotive.



6

Brutal it might look, but we used side cutters to chop away the front section of the chassis. This stops any unwanted dust or debris resulting from other cutting methods from entering the mechanism. Plus it was very quick!



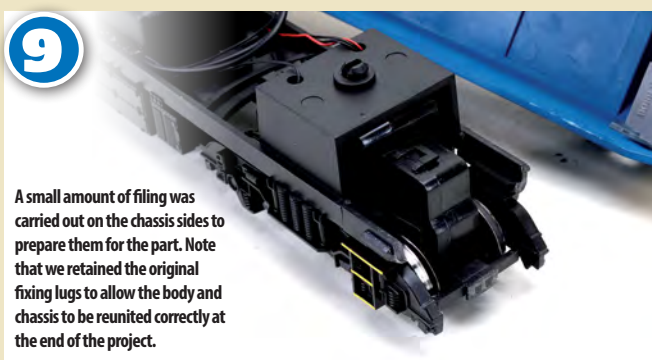
7

We then used the same tool to cut away the lower valance section from the bogie moulding for the same reason.



8

The bogie moulding was then tidied up with a craft knife and a file once the sideframes had been removed from the motor bogie – they just undip and clip back into place.



9

A small amount of filing was carried out on the chassis sides to prepare them for the part. Note that we retained the original fixing lugs to allow the body and chassis to be reunited correctly at the end of the project.



10

We then test fitted the new front valance under the cab front and refitted the chassis to check that we could still refit and remove it with the new part in position.

11

Gorilla super glue was used to fix the new valance in position against the base of the body moulding. A thin bead was added on each side.



12

Next we cut the original buffers from the Hornby moulding and then glued them in place on the new valance.



13

A coat of Lifecolor Matt Black (LC02) applied to both sides of the new valance blends it in to the original chassis colour.



14

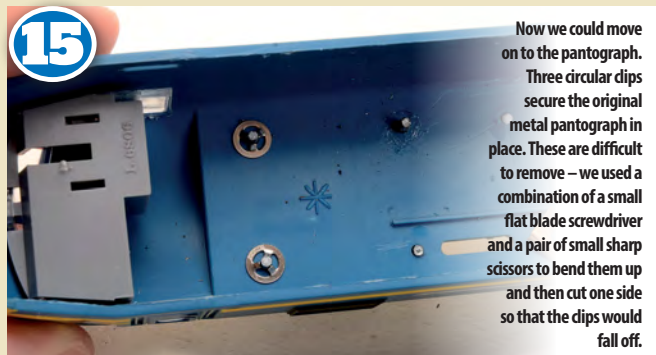
To finish off the valance, air pipes and a dummy screw coupling from a Hornby Class 56 accessory pack were glued in place in the provided holes. Handily these parts are pre-painted too.



TIP

Keep the spare pipes and couplings from locomotive accessory packs as there will be always be a future use for them. This Class 90 benefitted from a set of spare Class 56 air pipes on the bufferbeam.

15



Now we could move on to the pantograph. Three circular clips secure the original metal pantograph in place. These are difficult to remove – we used a combination of a small flat blade screwdriver and a pair of small sharp scissors to bend them up and then cut one side so that the clips would fall off.

16

Once the clips are off, the original pantograph can be pushed off from the inside then carefully pulled away. Don't be tempted to lever it off from above as you are likely to damage the plastic body.



17

The Hornby Class 92 pantograph – spare part X9399 – is a direct fit into the same holes as the original metal version. We glued it in place with a small amount of Deluxe Materials Plastic Magic which also helped take the plastic legs through the holes in the roof.



18

The new pantograph was then glued in position just below the height of the catenary wires – from experience we know that plastic pantographs don't take well to running against catenary wires.



19

To complete the project, we cut away the lower fairings from the rear bogie and then cut two pieces of 2mm plasticard to shape to replace the original part. This allows the rear bogie to have its full swing while also taking away the join between the upper and lower sections.



20

The finishing touch – Shawplan etched metal Vrachterverbinding nameplates for each side of the locomotive fixed in place with a tiny amount of super glue.



TRACK RUBBERS

Clean track is essential when operating a model railway, and without it comes the frustration of poor operation.

MARK CHIVERS surveys a range of readily available track rubbers in our latest *Hornby Magazine* Equipment Guide and highlights our pick.

DIRTY OR TARNISHED rails can lead to poor electrical contact between the track and locomotive, which can result in stuttering or jerky movements on a layout. As with the full-size railway (albeit for different reasons), to overcome this a regular regime of track maintenance is necessary which involves cleaning all the rails. There are many methods for cleaning the track from liquids to track cleaning wagons and the long-standing track rubber.

Track rubbers remain an effective option when planning to clean the rails as they are quick to use and available in



For this Equipment Guide we selected 10 readily available track cleaning rubbers ranging from budget friendly to comprehensive.

many shapes and forms, from simple eraser-style examples to larger rubber compound blocks designed to provide just the right amount of resistance to aid the cleaning and polishing process.

When cleaning the rails, you should be aiming to polish them, not scratch them. Some track cleaning methods can be more abrasive than others, so it is important not to damage the railhead unnecessarily otherwise it may attract more dirt (or even rust in the case of steel rails) and be less reliable in the longer term. Some track rubbers will also inevitably leave a residue on the rails which will need to

be wiped away before running can commence. This can be done by wiping a small piece of cloth on the end of a finger along the rails, being careful not to dislodge small lineside details in the process. The extent of the residue depends on the formulation of the track rubber – some simply degrade quicker than others.

The following selection of track rubber products is certainly not exhaustive, but aims to offer a cross-section of what's available for 'N', 'OO9', 'OO' and 'O' gauge use, from basic track rubbers to an extensive track cleaning kit with different grade track rubbers and polishing heads. [Hobby](#)

Bachmann Modelmaker track cleaner block



Bachmann's recently introduced Modelmaker range of modelling tools includes this 80mm x 49mm x 20mm rubberised track cleaning block (Cat No. MM012).

Dark grey in colour and odourless, its formulation includes fine particles of grit making it feel a little grainy to the touch. Given its size, the block should last for quite some time, although our tests showed that it did tend to shed small fragments which ended up

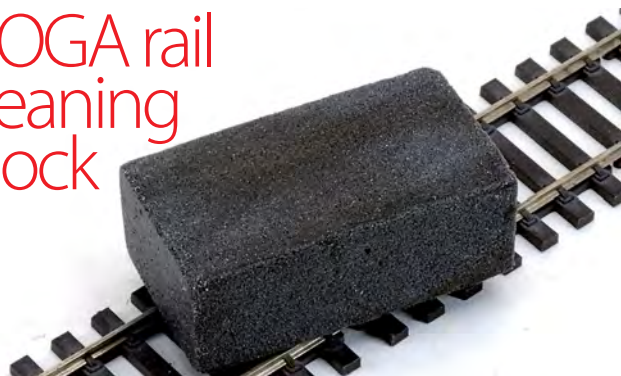
between the sleepers during the cleaning process. This was more evident if you apply a little more pressure on the rubber to polish up any discolouration on the rails. In terms of overall cleaning though, it proved effective and any fragments that were shed didn't appear to stick to the rails.

Bachmann's Modelmaker track cleaning block is up to the job and it made light work of clearing our rail heads.

THE DETAILS

Cat No:	MM012
Size:	80mm x 49mm x 20mm
Colour:	Dark grey
Price:	£5.95
Cleaning ability:	4
Maintains shape/integrity:	3
Availability:	4

DOGA rail cleaning block



Amongst the Double O Gauge Association's (DOGA) range of modelling tools is this 44mm x 27.5mm x 20mm track cleaning block.

Available from the DOGA online and at its demonstration stand at exhibitions, this grey rubberised gritty block aims to de-grease and polish the rails with minimum residue.

During the test, our sample

cleaned and polished the rail heads quickly and effortlessly, with just a few fragments from the block evident between the rails. A gentle rub of the block between finger and thumb also resulted in some granular residue being deposited in the hand.

As with similar products, the rubber had a faint odour, but it proved capable of cleaning the rails and costs just £4.80.

THE DETAILS

Cat No:	N/A
Size:	44mm x 27.5mm x 20mm
Colour:	Grey
Price:	£4.80
Cleaning ability:	4
Maintains shape/integrity:	2
Availability:	2





Hornby TRACK RUBBER



This simple to use track cleaning rubber (Cat No. R8087) has been in Hornby's range for some time now and differs from its rivals in that it is rhomboid in shape, which adds to its ease of use when cleaning rails as it can simply be skewed at an angle without accidentally coming into contact with the sleepers or lineside details.

Finished in light grey and measuring 52mm x 25mm x 5mm, Hornby's track rubber closely resembles a standard

pencil eraser, but its formulation results in a firmer shape and less potential fragmentation.

During our tests, this track rubber appeared to leave very little residue on the rails or sleepers after a cleaning regime and polished the rails well.

It's not too abrasive, and while particles were evident when rubbing the block between finger and thumb, this was markedly less than some other brands. In terms of any odour, this particular

track rubber has a faint smell to it, akin to a normal eraser.

Hornby's track rubber has been the rail cleaner of choice for *Hornby*

Magazine's exhibition layout use, demonstrating excellent cleaning abilities with little in the way of residue left behind.

THE DETAILS	
Cat No:	R8087
Size:	52mm x 25mm x 5mm
Colour:	Light grey
Price:	£2.45
Cleaning ability:	5
Maintains shape/integrity:	5
Availability:	4

DCC Concepts Jumbo track cleaner

DCC Concepts' range of modelling tools includes this large 77mm x 49mm x 20mm track rubber (Cat No. DCT-TBT).

Formulated from a pure rubber compound with aluminium oxide, it is a rusty brown colour and given its size is suitable for 'N', 'OO9', 'OO', 'O' and more. It sits comfortably in the hand and the manufacturer suggests the rubber compound can even be washed if required.

During our tests, DCC Concepts' track cleaner proved exemplary in terms of polishing up the rails. Dirty and discoloured rails were quickly transformed, and we even tried it on a section of outdoor 'O' gauge track which it polished up following just a few gentle wipes over the rails.

Interestingly, the soft, flexible nature of the compound on our sample resulted in some degradation of the rubber block, especially during rigorous track cleaning and some of the residue did appear to stick to the rails, requiring a wipe over with a cloth to remove any particles. It also seemed to lose its shape quicker than some other examples, with



grooves from the rails appearing on our example after a short period.

That said, this is an excellent track cleaner with impressive rail head polishing credentials (even outdoors) and given its size, is also suited to larger scale track cleaning too.

THE DETAILS	
Cat No:	DCT-TBT
Size:	77mm x 49mm x 20mm
Colour:	Brown
Price:	£10.96
Cleaning ability:	5
Maintains shape/integrity:	3
Availability:	4

Fleischmann track rubber

Fleischmann's range of model railway products includes this dark grey track rubber block (Cat No. 6595), measuring 50mm x 39mm x 20mm.

Initially this product felt quite gritty to the touch and demonstrated a tendency to crumble quite easily – the plastic packaging on our sample featured some fine loose particles even before it was opened. Further tests suggested that it will crumble between fingers quite easily, although the residue didn't appear to stick to the rail heads. However, it was noticeable that when holding the block, the fine grit gathered in

the hand. Our sample of this track rubber also had a faint odour to it.

Again, the cleaning ability of the Fleischmann track cleaning block was good, and it did what it set out to do, with bright rail heads resulting from a few passes.

Certainly effective, but given the price there are better value options available.



THE DETAILS

Cat No:	6595
Size:	50mm x 39mm x 20mm
Colour:	Dark grey
Price:	£12.25
Cleaning ability:	4
Maintains shape/integrity:	3
Availability:	2

Gaugemaster track rubber



Gaugemaster's extensive range of model railway accessories and tools includes this 48mm x 25mm x 18mm track rubber (Cat No. GM26), together with a larger 70mm x 55mm x 20mm (GM27) version.

This particular track cleaner comes as a rubberised block formulated with grit particles and certainly felt slightly gritty to the touch.

During our tests, Gaugemaster's track rubber polished up the rails quickly although some particles did come away from

the block while in use, including some larger fragments. Some of these particles also appeared to stick to the rails, necessitating a quick wipe over with a cloth to complete the cleaning process. Our standard sized sample also crumbled slightly when rubbed between finger and thumb.

Overall, this track rubber proved odourless and has good cleaning abilities, but our sample did appear to fragment more than some other examples.

THE DETAILS

Cat No:	GM26
Size:	48mm x 25mm x 18mm
Colour:	Grey
Price:	£3.45
Cleaning ability:	4
Maintains shape/integrity:	2
Availability:	5

Peco rail cleaner



Peco's distinctive blue track rubber (Cat No. PL-41) has been a popular choice for many modellers through the years and remains a firm favourite amongst the wide variety of track rubbers now available.

Supplied in a clear plastic box, the 51mm x 25mm x 11mm rail cleaner is made from a specially formulated blue rubberised material impregnated with fine grit to aid the rail cleaning process. To the touch, this product feels more rubbery than gritty and its composition is firm and didn't crumble.

Our sample was put to the test on a discoloured length of rail and quickly polished up the rails without too much pressure needing to be exerted on the rubber. Close inspection revealed a small amount of residue on the sleepers following the clean-up, but these didn't appear to stick to the rails. As with other similar rail cleaners, a quick wipe over the rails with a cloth is all that is required to ensure any debris is removed.

Peco's rail cleaner should last for a long time before wearing away.

THE DETAILS

Cat No:	PL-41
Size:	51mm x 25mm x 11mm
Colour:	Blue
Price:	£3.95
Cleaning ability:	5
Maintains shape/integrity:	4
Availability:	5

Rub Away abrasive rubber cleaning block



Whilst this is not specifically aimed at railway modellers, this Rub Away rubber cleaning block (Cat No. #100) appeared on our radar during an internet search for potential products to include within this Equipment Guide so we thought we would give it a go for its price point alone.

Measuring 65mm x 21mm x 8mm, the blue rubber block is lightweight, flexible, gritty and felt quite abrasive. Appearing much more like a normal eraser, this product

also had a noticeable odour too.

During our test, the rubber block maintained its integrity with much less residue evident than some other products we trialled. Also, whilst rubbing the cleaning block between thumb and forefinger did create slight disintegration, though less than some others in our test.

Overall, it cleaned the rails well, but its more abrasive nature also scratched the rail heads in places.

THE DETAILS

Cat No:	#100
Size:	65mm x 21mm x 8mm
Colour:	Blue
Price:	£3.79
Cleaning ability:	3
Maintains shape/integrity:	4
Availability:	1

Woodland Scenics Rail Pal

THE DETAILS

Cat No:	TT4575
Size:	80mm x 30mm x 5mm
Colour:	Dark grey/Light grey
Price:	£6.75
Cleaning ability:	5
Maintains shape/integrity:	5
Availability:	5

Woodland Scenics' Tidy Track system of modelling accessories and tools includes this handy Rail Pal track cleaner (Cat No. TT4575).

Rail Pal is a flexible double-sided track cleaning block, which has been designed to remove stubborn rail deposits such as overspill of paint or glue, as well as the more usual rail dirt and discolouration.

Measuring 80mm x 30mm x 5mm, Rail Pal is formed from a rubberised compound impregnated with fine grit which helps clean the rails. One side is dark grey and intended for removing heavier deposits, while the other is light grey and suitable for regular cleaning tasks. The manufacturer also claims that the darker side can smooth rough spots on rails.

During our tests the track rubber remained intact throughout and showed little sign of wear. Our

sample maintained its integrity and proved to be effective, resulting in polished rails with little, if any, residue left in place. The manufacturer claims the product

won't crumble and when it does eventually begin to wear, the worn section can be cut away. Dirt can also be washed away from the smooth surfaces, while there appeared to be very little odour to the compound. It also made swift work of cleaning

HORNBY
magazine
FIRST CHOICE

a section of outdoor track.

Woodland Scenics' Rail Pal demonstrated excellent cleaning abilities, with minimal fragmentation and may now prove to be a worthy addition to *Hornby Magazine's* track cleaning regime at exhibitions.

Woodland Scenics Rail Tracker



More of a track cleaning kit rather than a specific track rubber, Woodland Scenics' Rail Tracker (Cat No. TT4550) follows the same principles in that there is a selection of rubberised track maintenance pads, together with sets of cleaning pads and finishing pads to remove any debris left by the initial cleaning process.

Handily, the kit also comes with a manoeuvrable handle enabling the track rubber to be used in hard to access areas and reduces potential damage to lineside scenic details.

The rail head section of the tool holds two pads at a time which can be fixed in position or left to swivel. Each of the rescue and maintenance rubber pads are double-sided with



one side grooved to enable the tool to follow the rails, while the other is smooth, and are a push-fit onto the rail tracker tool. The grooved pads are designed for 'OO' and 'N' gauge track – to change the gauge you simply rotate the pad through 90°. The tool can be connected to the handle for easier cleaning or held between finger and thumb and used in the traditional way.

The dark grey rescue pads are designed for cleaning heavy

deposits from the rails, while the light grey rubber pads are intended for routine cleaning – similar to the Rail Pal. Two further sets of felt pads are also supplied – dark coloured examples for use with the supplied cleaning solution to help clean-up any remaining residue and dust, while the white felt pads are for drying the rails and giving the final wipe over.

During our tests, Rail Tracker proved a capable and effective tool, with very little residue evident on the rails following the initial clean. A very useful kit providing a complete track cleaning solution.

THE DETAILS

Cat No:	TT4550
Size:	69mm x 27mm
Colour:	Various
Price:	£33.75
Cleaning ability:	5
Maintains shape/integrity:	5
Availability:	5

USEFUL LINKS

Bachmann	www.bachmann.co.uk
DCC Concepts	www.dccconcepts.com
DOGA	www.doubleogauge.com
Gaugemaster	www.gaugemaster.com
Fleischmann	www.fleischmann.de
Hornby	www.hornby.com
Peco	www.peco-uk.com

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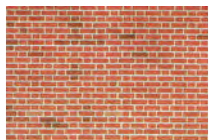
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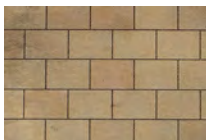
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SCRATCH

IN STYRENE

GOODS WAGONS ARE surprisingly easy to build from scratch using nothing more sophisticated than styrene sheet and strip – especially if you take advantage of the

many different types of plastic underframe kit which are available. Most freight stock is basically a box on wheels, sometimes with a roof, sometimes without. Making the bodyshell generally involves cutting out a series of matching rectangular shapes using a sharp blade and a straight edge and then joining them together. Vehicles with plain (plywood or steel) sides and ends are fairly simple, while scribing plank lines isn't exactly hi-tech modelling.

Many of the details – strapping, reinforcements, operating gear – can be made from pre-cut styrene strip or rod of the required thickness.

Very few specialist tools are involved. For the most part you can get by with much the same toolkit you'd use to build an Airfix Spitfire, and it won't cost you more than a few pounds in total. To fix things together I use ordinary solvents readily available from model shops and online suppliers. The only skills required are a steady hand, care, attention to detail and of course patience.



TIM SHACKLETON

demonstrates the basics of wagon building using plastic sheet and strip – what's involved, what to use and how to go about it. Using ordinary hand tools and simple techniques, it may be easier than you might think.

BUILDING

So why do I scratch build items of rolling stock? Mostly it's because I've been doing it for well over 50 years and I thoroughly enjoy it. More prosaically, it's because – even now – there are many wagon types that aren't and maybe never will be offered in ready-to-run or kit form. Paradoxically, the amount of published information on goods stock that's now available is at an all-time high, which greatly simplifies the research aspect. Some of the vehicles I've made by hand have subsequently become available over the counter – an agonisingly complicated set of Covhops comes to mind, along with various obscure 16ton minerals – but

even a scratchbuilding enthusiast like myself isn't going to attempt something as challenging as a full rake of 15 JJA Autoballasters when the exquisite Bachmann version is available.

For this article I chose two different types of BR 12ton Palbrick wagon – two Palbrick As and three Palbrick Cs – as a demonstration of how it's done. You might like to compare the methods and materials used with the Palbrick B built from an etched kit that I described in HM135. Hopefully you'll realise that, even with wagons far more complicated than these, the essential skills of scratchbuilding in styrene aren't at all difficult to acquire. [Hobby](#)

The three different types of Palbrick – on the far track are my three scratchbuilt Palbrick Cs, in the foreground are two Palbrick As and on the left the wide-bodied Palbrick B built from an Ian Macdonald kit.

TOOLS

- » Craft knife
- » Plastic guillotine
- » Steel ruler
- » Pencil
- » Tweezers
- » Pin vice and 0.5–2.0mm drill bits
- » Soft brush
- » Emery board
- » Flat file
- » Snipe nose pliers



STEP BY STEP SCRATCH BUILDING WAGONS IN 'OO' GAUGE



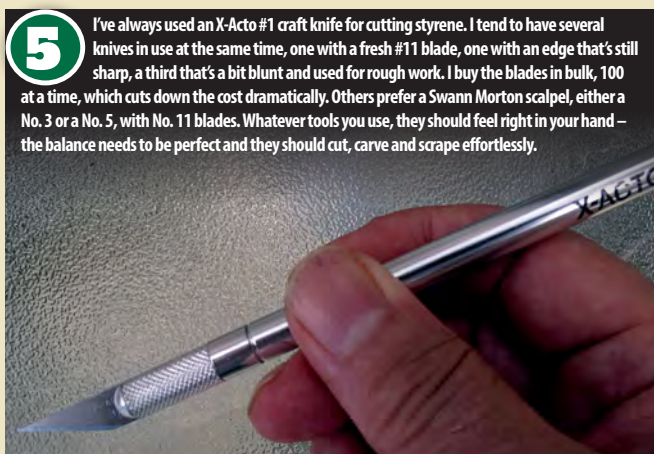
This is the basic toolkit I use for scratch building projects. The soft brush is there to get rid of all the shavings and tiny offcuts of styrene that inevitably accumulate as work progresses. I have some lovely needle files for sheet metal but with plastic I prefer to use cheap disposable emery boards.



To keep the quality consistent I only ever use branded, pre-packed styrene sheet intended specifically for modellers and made by recognised manufacturers. Generic loose materials may be of an inferior standard – some are brittle, others are waxy and, annoyingly, the edges are rarely trimmed square. I use a range of different thicknesses, from 0.015in to 0.060in, in both black and white. I've never had any use for coloured styrene.

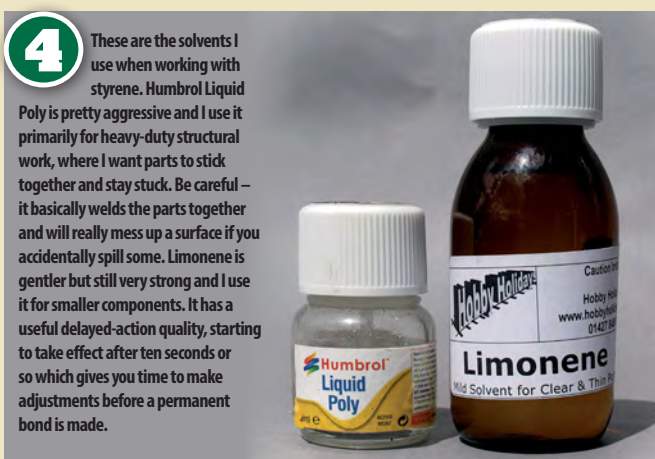


I keep a lot of different strip sizes in stock too. The ones I use most (US imperial sizes) are 0.010 x 0.100 and 0.010 x 0.080 strip, 0.040 and 0.060 square and 0.040 rod. Evergreen is my brand of choice which is readily available from UK model retailers.



I've always used an X-Acto #1 craft knife for cutting styrene. I tend to have several knives in use at the same time, one with a fresh #11 blade, one with an edge that's still sharp, a third that's a bit blunt and used for rough work. I buy the blades in bulk, 100 at a time, which cuts down the cost dramatically. Others prefer a Swann Morton scalpel, either a No. 3 or a No. 5, with No. 11 blades. Whatever tools you use, they should feel right in your hand – the balance needs to be perfect and they should cut, carve and scrape effortlessly.

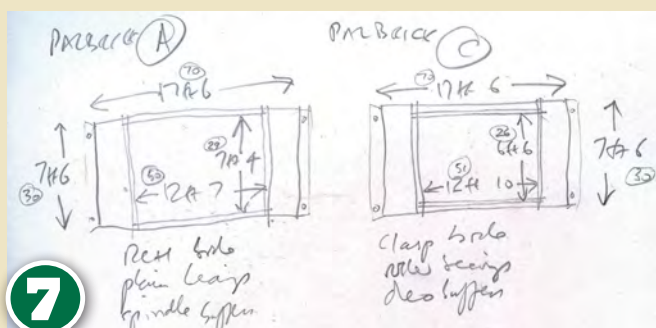
The doyen of wagon builders in styrene has to be my friend Geoff Kent, an inspiration and mentor for as long as I've known him. His three-volume guide, *The 4mm Wagon*, is the last word on the subject. Three of Geoff's scratchbuilt Palbricks sit out a quiet Saturday at the brickworks on his 'EM' gauge layout Black Lion Crossing, ready for collection on Monday morning.



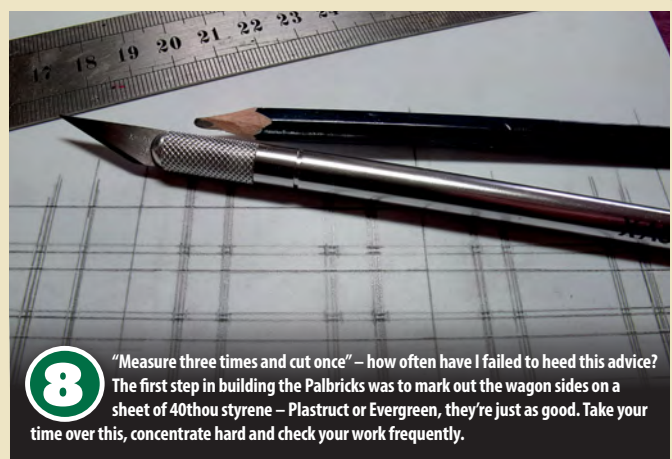
These are the solvents I use when working with styrene. Humbrol Liquid Poly is pretty aggressive and I use it primarily for heavy-duty structural work, where I want parts to stick together and stay stuck. Be careful – it basically welds the parts together and will really mess up a surface if you accidentally spill some. Limonene is gentler but still very strong and I use it for smaller components. It has a useful delayed-action quality, starting to take effect after ten seconds or so which gives you time to make adjustments before a permanent bond is made.



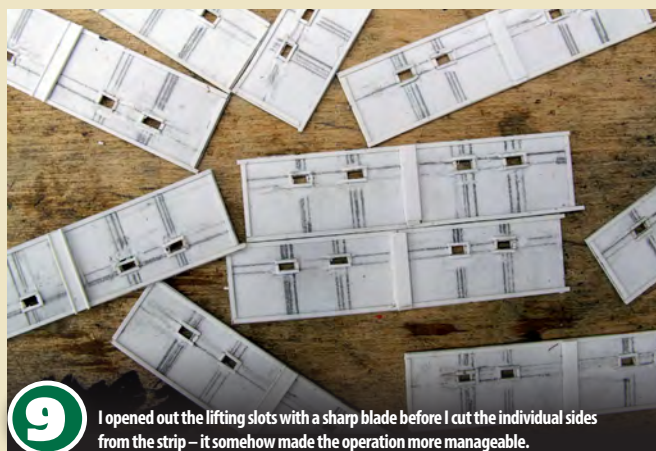
The guillotine-like 'Chopper' by North West Short Lines uses safety-razor blades and is very good for cutting consistent lengths of styrene strip up to 30 thou thick. The guides help with positioning and also enable you to cut at various angles – 30°, 45°, 60° and 90°. It's one of the few tools I own that's specifically geared towards model making with styrene.



7 A reliable scale drawing or dimensioned sketch is essential to check measurements. To get the basic facts I used information in *An Illustrated History of BR Wagons* and combined this with what I'd learned from building Ian Macdonald's etched kit of a Palbrick B. There were many common features among the Palbricks – such as the use of standard underframes – but there were significant differences as well. That, for me, is one of the major points of interest about building models of wagons.



8 "Measure three times and cut once" – how often have I failed to heed this advice? The first step in building the Palbricks was to mark out the wagon sides on a sheet of 40thou styrene – Plastruct or Evergreen, they're just as good. Take your time over this, concentrate hard and check your work frequently.



9 I opened out the lifting slots with a sharp blade before I cut the individual sides from the strip – it somehow made the operation more manageable.



10 Scratch building can be supported by kits too, especially when it comes to chassis and bogies. For these wagons I used Red Panda and Parkside Models 10ft wagon chassis which also donate floors for each body to be built upon.

11



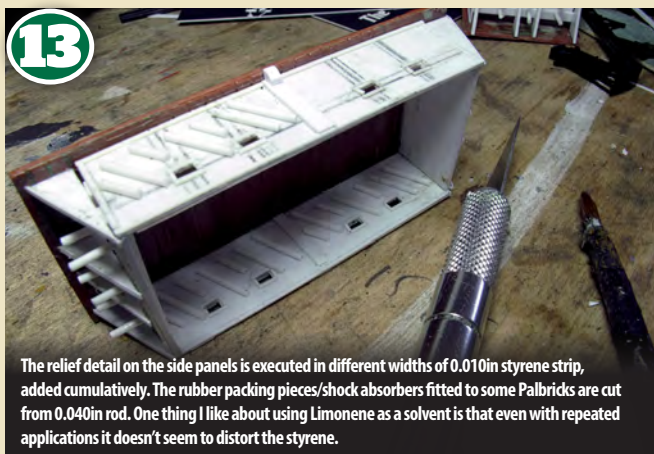
The basic bodyshells, minimally detailed at this stage. A Palbrick is a simple four-sided box apart from the triangular pieces that buttress the ends. I marked out a strip of them, cut across diagonally and then snapped each one free. I always make a few extra in case I lose any or my measuring goes haywire. The base is from a Parkside Models 10ft wagon chassis kit.

12



I generally prefer to drill holes by hand in styrene using a pin chuck. This method is more accurate than using a power drill and there's no risk of heat from the bit distorting the plastic. When I have a lot of holes to make and feel impatient I use this small Como hand drill – it runs from a 12v transformer and I can slow it right down to a fraction of the RPM my Dremel achieves. It needs a sharp drill bit to work at low speeds.

13



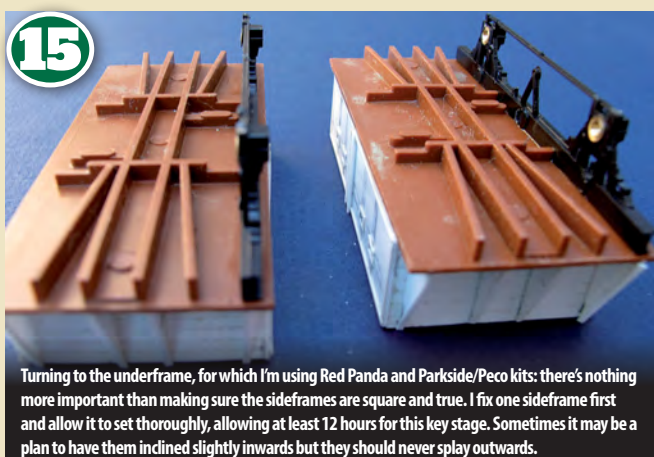
The relief detail on the side panels is executed in different widths of 0.010in styrene strip, added cumulatively. The rubber packing pieces/shock absorbers fitted to some Palbricks are cut from 0.040in rod. One thing I like about using Limonene as a solvent is that even with repeated applications it doesn't seem to distort the styrene.

14



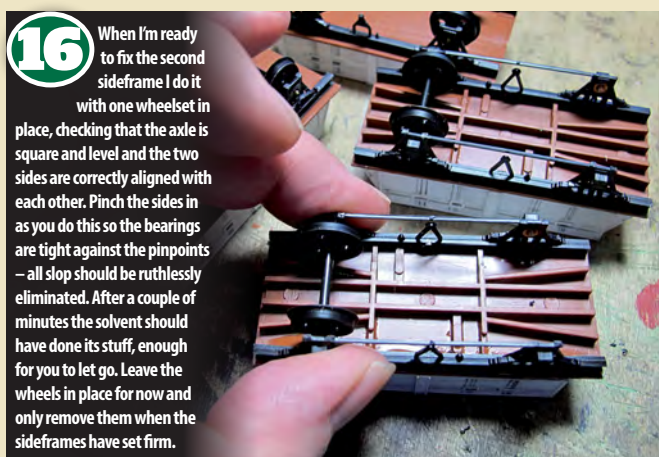
Most of the detail is now on – there are between 60 and 70 individual pieces of styrene in each wagon body. However careful you are it's quite possible to encounter a bit of dimensional drift in a hand-built model – the body of one wagon very slightly longer or higher than another, for instance. To accommodate different pallet sizes real Palbrick As were about 9in wider than Palbrick Cs, but that's no excuse for sloppy measuring and cutting.

15



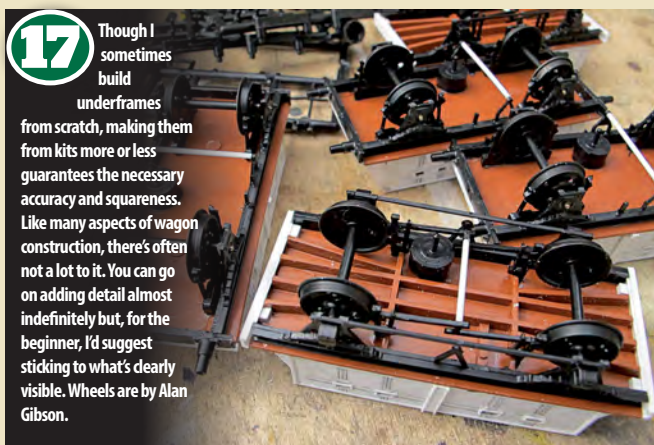
Turning to the underframe, for which I'm using Red Panda and Parkside/Peco kits: there's nothing more important than making sure the sideframes are square and true. I fix one sideframe first and allow it to set thoroughly, allowing at least 12 hours for this key stage. Sometimes it may be a plan to have them inclined slightly inwards but they should never splay outwards.

16



When I'm ready to fix the second sideframe I do it with one wheelset in place, checking that the axle is square and level and the two sides are correctly aligned with each other. Pinch the sides in as you do this so the bearings are tight against the pinpoints – all slop should be ruthlessly eliminated. After a couple of minutes the solvent should have done its stuff, enough for you to let go. Leave the wheels in place for now and only remove them when the sideframes have set firm.

17



Though I sometimes build underframes from scratch, making them from kits more or less guarantees the necessary accuracy and squareness. Like many aspects of wagon construction, there's often not a lot to it. You can go on adding detail almost indefinitely but, for the beginner, I'd suggest sticking to what's clearly visible. Wheels are by Alan Gibson.

18



Before you go much further, think about how to add weight to your wagons to help keep them on the track. I use chunks of lead roof flashing, chopped up with a heavy blade.



You can scratchbuild rolling stock of any period. I was so intrigued by seeing these MRA box wagons running with a long rake of JNA 'Falcons' that I decided to build some for myself to mix in with a set of Dapol wagons.



19

I now need to go over each wagon to tidy up and correct all the myriad things that aren't quite right. All five need their screw adjusters fitting at one end – these are so delicate they'll have to wait until everything else is finished. John Isherwood of Cambridge Custom Transfers kindly made me up a set of North Eastern Region markings with some additional Palbricks Cs – the NER didn't have any Cs allocated, just As and Bs. One wagon (back left) has an extra panel from a different wagon entirely – this was prototypical. Another has the strange cushioning found on some Palbricks designed to protect the load during transit. One panel has been refitted back to front, again prototypical. BR bauxite paint never looks remotely like the real thing to me so this was a 2:1 mix of Humbrol Satin Brown (133) and Gloss Tan (9).

Blue 'Merchant' details

British Rail's BLUE PERIOD 1948-1955

More than 100 years after the first steam locomotive was built, the British Railways Board has decided to paint its locomotives in a new colour scheme. The new scheme, known as the 'Blue Period', will be applied to all locomotives from 1948 onwards.

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£50 STAR LETTER

IN HM138 there was a most interesting feature, *British Railways' Blue Period*. The author highlights the unusual experimental livery on Bulleid 'Merchant Navy' 4-6-2 35024 *East Asiatic Company*.

He describes the date of application of the purple-blue livery as February 1949, when it emerged from Eastleigh with three horizontal red stripes. There is additional information, as it also had blue wheels and no black splash skirt. This did not meet approval and the locomotive was back in the Works on March 2 1949 when the red lines were replaced by just two black and white horizontal lines, which became standard for the

rest of the blue-painted class. In late April 1949 it re-entered Eastleigh for the wheels and skirt to be painted black. (A.J. Fry, *Bulleid Power, the Merchant Navy Class*). However, Fry also claims that the blue was 'standard blue' from the outset and therefore not purple-blue.

However, D.L. Bradley in *Locomotives of the Southern Railway*, agrees with the feature in HM138, stating that the standard blue was not applied to 35024 until October 1950 but agrees with the Fry dates otherwise; the original yellow cabside numbers were painted a straw colour during the March 1949 repaint. Clearly, the paint colours and dates for this

locomotive are a bit of a minefield.

The feature also says that only two 'Merchants' didn't receive blue, but my references show that three weren't painted blue. It also appears that 35024 only had standard blue with black/white lining, from

October 1950 to June 1951. It is a shame that Hornby will make a model that will only be historically correct for just nine months - 35027 *Port Line*, for example, was blue for three and a half years.

Don Syme, Kingston.

UPGRADED 'STOVE R'

Whilst it is a couple of months ago, I must write in and say what a cracking article Tim Shackleton compiled on *Parcels Traffic*. Parcels trains offer the ultimate in variety and diversity, with many livery options available. Amongst a veritable mountain of fundamental and crucial information Tim mentioned

the LMS six-wheeled 'Stove R' passenger brake commissioned by *Hornby Magazine* from Dapol. I have managed to substitute the correct 14mm wheels, although I must admit a significant amount of modification was required, and I chose to add extra detail in other areas. I hope you like the results.

Ian Nuttall, by e-mail.



HEADBOARD ENHANCEMENTS

I am enclosing a photograph of my recent purchases - no, not the engines but the headboards. I don't usually put add-ons to my locomotives other than those supplied by the manufacturers but decided this would be the exception and purchased the two Fox Transfers' examples shown.

It was then only a matter of deciding which locomotives to choose but decided to follow Fox Transfers suggestion to use a small piece of Blu-Tack initially and they do look good, even if I say so myself.

The engines I have initially decided upon are included in two of Hornby's train packs. The engine on the right carrying the 'Brave Soldier' headboard

is Gresley 'B17/4' 4-6-0 61664 *Liverpool* from one of Hornby's Great British train packs and the one on the left is Stanier 'Black Five' 4-6-0 44932 from my West Coast Railways Pullman train pack.

When I was reading the sales list from Fox Transfers I found that the, the 'Lakes Express' headboard - one of the two types available - was used on the Euston-Windermere-Workington route and as Workington is where I live now I have ordered two. The train pack came with three coaches, but I was able to purchase Hornby's R4455 West Coast Coach pack a year or so later and can have two 'Lakes Expresses'.

Whether or not these locomotives ran on this route I don't know



and apologise to the purists out there. I have always run my trains for my own pleasure and that of my children and grandchildren. I

mix rolling stock and locomotives from not only the 'Big Four' but also America and Europe.

Alan Hughes, by e-mail.

Greetland 'box in close up

Imagine my surprise when I picked up my magazine and saw Greetland signalbox on the cover. I knew the structure well and although the kit is only based on it, recognised it right away. These photographs of the real thing were taken on a maintenance visit during its final months. By then the 'box' was only opened once a month and although it was in quite a remote location it had been visited by graffiti vandals.

In the first picture you can see there is a door below the stairs which was the toilet. There is some lighting conduit leading to lights over each door which could easily be made from brass wire.

In the second photograph the door under the signalbox is open but you can see there are hazard



signs showing which safety gear must be worn whilst in there, as the room contains electrical equipment batteries and low headroom, another detail that can easily be added to give that finishing touch to a fine model.

The track at the far end of the signalbox led into a small oil depot



which had regular deliveries. It was after they ceased due to them changing to road transport that the building became

redundant. Today there is a regular passenger service past the site between Halifax and Brighouse.

Colin Twigg, by e-mail



'B4' AT CATTEDOWN DOCKS

Whilst reading through some back issues of *Hornby Magazine*, in HM127 you illustrated a picture of Dapol Adams 'B4' 0-4-0T 30089 on display at the Warley Model Railway Exhibition. I was able to photograph this locomotive

approximately 60 years ago at the fuel refinery on Cattedown Docks, Plymouth. It was taken with my first camera, a Box Brownie, and I hope it is of interest to *Hornby Magazine's* readers.

Mike Kingdon, by e-mail

More information on running lines

The answer given to Ed Young (HM138) is only true for the lines out of Paddington as far as Foxhall Junction, just west of Didcot. They were known as the Main and Relief Lines rather than Fast and Slow. This was a Great Western Railway tradition continued by the BR Western Region, and also used by some other railway companies.

West of Foxhall Junction the main lines were in the centre, with Down and Up Goods Running Loops running adjacent to their respective main lines as far as Stevenston, where the Goods loops ended/started. At Wantage Road station there was the commencement of relief lines running adjacent to their respective main lines until west of Challow, when it reverted to just the main lines again. There were loops at various points from there to Swindon.

This complex arrangement of tracks is described in some detail by Adrian Vaughan's books *Signalman's Twilight* and *The Heart of the Great Western* for those who want further information.

Other railway companies chose to pair lines according to their circumstances - for example,

the Midland Railway's London Extension built 150 years ago only had one pair of lines to start with due to financial constraints. In the 1890s when traffic had grown and they could afford to extend to four tracks they did so; the original pair of lines became the 'Passenger' lines north of St Albans City station and the 'Fast' lines from thereon into London. The new lines were the 'Slow' lines south from St Albans to cater both for freight and commuter services, and the 'Goods' lines north of St Albans. Various changes took place over the years, but it wasn't until 1960 (when Diesel Multiple Units were introduced) that the goods lines north of Harpenden became the existing 'Slow' lines all the way to and from Bedford.

The East Coast Main Line went in for lines paired by direction as this allowed easier merging and separation of local, goods and express services each side of the two-track Welwyn viaduct in Hertfordshire.

So, if modelling a location (even an imaginary one) on an actual railway it pays to have a look at the history of the line around the area.

John Webb, St Albans.

FROG SWITCHING WORKS

I read your article on frog switching with interest as I've experienced loss of power due to poor contact of the moving rail against the stock rail. I have found that by using Autofrog or Hex Frog Juicers all I have had to do is connect a dropper to the frog, and that's it - no modifications and a very simple upgrade to existing points.

If you completely modify the

point, which of course works, you lose the electrical protection if you run a train against the point set the wrong way as the train will now carry on and derail - my way the train just stops.

I laid my points with a dropper ready for any problems and I'm up to about 41 points so would not like to lift them.

Herbert Malpass, by e-mail

WESTERN TRACK TERMINOLOGY

In partial response to Ed Young's query in the December 2018 Issue of *Hornby Magazine* entitled 'Which tracks are Up and Down?' I would like to offer the following.

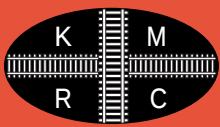
The Western Region does not have 'fast' and 'slow' lines, instead it has 'Main' and 'Relief' lines respectively. In fact, as one Great Western Railway (GWR) expert put it to me, GWR relief lines can't be termed 'slow' as trains still run quite fast on them. Today's top speed is 100mph on the Reliefs in some areas, with the Mains having a maximum speed of 125mph in most areas.

As pointed out in HM138, these lines were paired, so if you were stood on a four-track section near

London looking towards Bristol, the lines read from left to right as Down Main, Up Main, Down Relief and Up Relief. Freight traffic generally uses the relief lines, although fast freights or those running in quieter periods may run on the main lines. Of course, this doesn't stop you having goods loops or separate goods lines.

Also what might be of interest is that the Up direction is where trains are travelling towards the zero milepost, whilst Down direction is where trains are travelling away from the zero milepost. This applies to all regions and not just the Western.

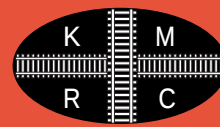
Simon Paley, Signalling Design Engineer, by e-mail



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377-091 7 Plank Wagon End Door No. 110 North End.....	£9.95
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379-547 Leyland Titan PD2 Bus - Trent.....	£6.95
379-548 Leyland Titan PD2 Bus.....	£6.95
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2558 Class 25/3 Diesel Locomotive BR Blue w/full yellow ends. TOPS.....	£446.99
2559 Class 25/3 Diesel Locomotive BR Blue w/full yellow ends. TOPS, weathered.....	£446.99



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31-651Z Class 47 Diesel No. 47 973 "Midland Counties Railway 150 1839-1989".....£149.99
31-651ZDC DCC Fitted.....£169.99
31-653Z Class 47 Diesel No. 47 706 ScotRail NSE branding, weathered.....£159.99
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38-140X 29 Ton (ex VDA) Sliding Door Box Van No. ADC200666 BR, weathered.....£32.95
38-326Z High Sided Steel Wagon No. DB479526 "S&T Cable Wagon Guildford", whtrd.....£24.95
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K2104 0-4-4T Class 02 No. 30225 BR Black L/C.....£124.99
K2105 0-4-4T Class 02 No. 225 Southern Black (1949).....£124.99
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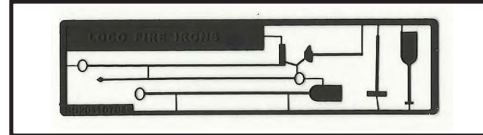
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K2201A 0-6-0 1361 No. 1361 Photographic Grey.....£124.99



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SB002I PBA TIGER China Clay Wagon No. 33 70 9382059-1 ECC International.....£44.99
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SB005C SPA Open Wagon No. 460275 BR Railfreight, weathered.....£32.99
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SB005E SPA Open Wagon No. 460023 EWS.....£29.99
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SB005H SPA Open Wagons No. 460880 EWS.....£29.99
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SB006K YCV Turbot Bogie Ballast Wagon DB978066 Civil Engineers Dutch, weathered.....£29.99
SB006L YCV Turbot Bogie Ballast Wagon DB978101 Civil Engineers Dutch, weathered.....£29.99
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R3674 Class 31 Diesel No. D5579 Golden Ochre livery.....£169.99
R3674DS Class 31 Diesel Locomotive No D5579 Golden Ochre, DCC Sound.....£289.99



R3675 Class 31 Diesel No. 97 204 BR Research livery.....£169.99
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HELJAN OO LOCOMOTIVES

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K4103 Dogfish BR Civil Engineers, weathered Dutch. Pack of 4.....£99.99

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377-490Z China Clay 5 Plank Wagon Triple Pack. English China Clays.....£46.99

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STATION RENOVATION

Platforms looking empty, tired signage or just needing a little maintenance? **MIKE WILD** offers 10 top tips to breathe new life into a station scene, no matter how big or small.

STATIONS are often the focal point of our layouts and whether you already have one or are in the early stages of building a new scene, we are here to help you make it the best it can be. We have covered platform construction in the past, so in this feature we are going to focus on the details that can transform bare stations into an environment with realism and life.

Getting these details right is more difficult – too little and it will look empty, too much and it will be overpopulated. Fortunately, when it comes to sourcing detail items there is an extensive array of parts, signs and more available.

Most of the layouts that we have built for the magazine feature a station of one sort or another ranging in size from the original single platform of Shortley Bridge through Twelve Trees Junction's four-platform design to the large terminus of Grosvenor Square, but the one that was in the

greatest need of attention was our office test track Topley Dale.

The layout has been going through a redevelopment during 2018, though of late other projects have taken centre stage. That has meant the station scene on Topley Dale hasn't been looking its best. It has gathered dust from construction of other layouts and details which were once integral to its appearance have been lifted for use elsewhere. During the layout's transfer to its new location a few items had got damaged too – mainly fences and a loose smoke deflector on the footbridge.

All this got us thinking about stations and how we could go about giving ours a fresh lease of life. We'd seen products in the Scale Model Scenery, Sankey Scenics, Bachmann Scenecraft and Hornby Skaledale ranges which fitted the bill as well as digging out detail products from Dart Castings which we had previously painted and detailed for use on our exhibition layouts. .

Topley Dale's station is quite modest with just two platform faces, a small forecourt and a parcels bay. It had all the basics – station buildings, footbridge, parcels office, store, waiting rooms, fencing and lighting – but it looked tired. We've stayed with its London Midland Region theme, though most of the methods and products we have used here could be used on other regions while Sankey

Scenics produces bespoke signage packs in colours to suit all the British Railways regions – even with bespoke station names – as well as more modern station signs to suit more recent periods.

The following guide offers 10 top tips to make any station looked even better – and most of the products we have used only cost a few pounds too making it a wallet friendly job too. [Hobby](#)

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Custom BR London Midland Region station signage	Sankey Scenics	Bespoke station
Platform barrows	Dart Castings	Various
Parcels, packages, newspapers and sacks	Dart Castings	Various
Maroon station benches	Hornby Skaledale	R8674
Milk churns	Hornby Skaledale	R8678
Trainspotters	Bachmann Scenecraft	36-401
1960s standing station passengers	Bachmann Scenecraft	36-402
1940/1950s station staff	Bachmann Scenecraft	36-404
Passengers cross by the bridge laser engraved signs	Scale Model Scenery	X142-00
Barrow crossing	Ratio	456
Potted plants	Noch	14031
Just-Plug lighting system	Woodland Scenics	Various
Swan Neck station lamps	Gaugemaster	Various



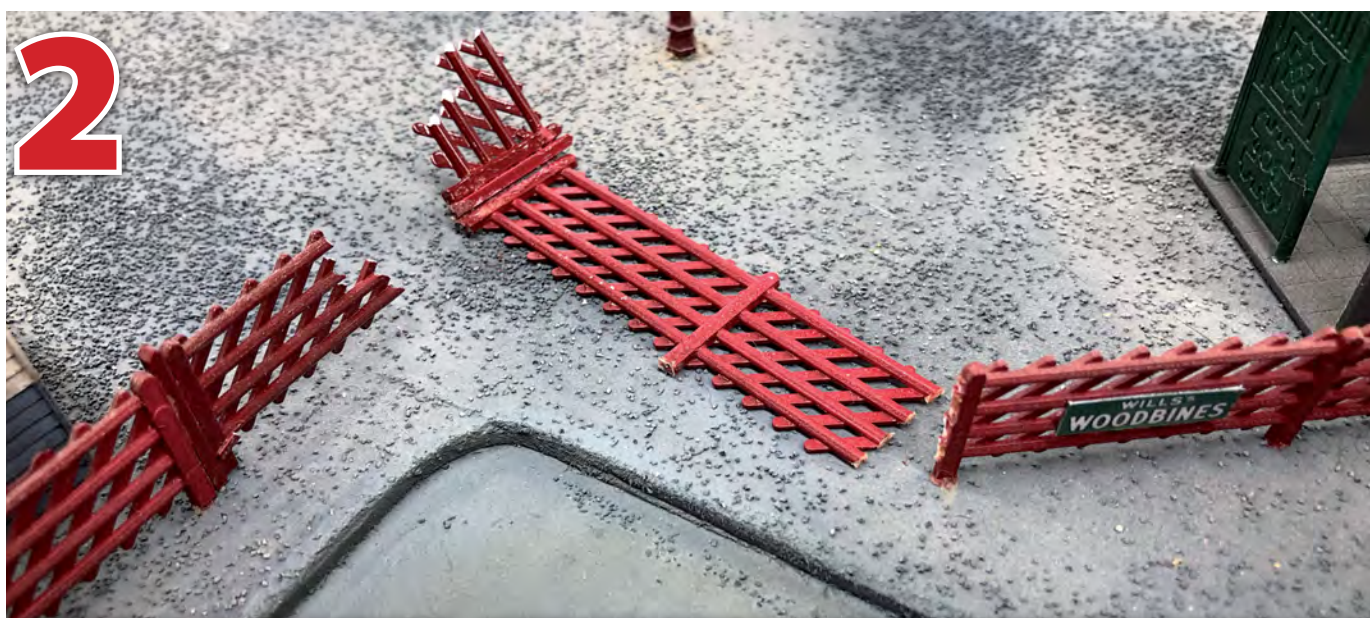
CLEAN IT!



It might seem obvious, but it does make a big difference when the buildings and platform are clean. Take a closer look at your layout and the chances are there will be dust standing around that you haven't noticed. We use a brush to clean down building roofs before following with a vacuum cleaner to ensure all the dirt, muck and dust is taken away. The difference from this simple process is quite startling.



MAKE REPAIRS



Over time, details such as fences get knocked and damaged – even on a permanent layout. This section of Ratio Midland fence was damaged by a visit from a 12in:1ft cat but was easily restored to its original condition using Plastic Magic and superglue – the latter being used to fix the posts back to the platform surface. We also reattached one of the smoke deflectors to the underside of the footbridge and refitted the loose fencing along the rear of platform 2.

Left: A handful of passengers go about their business as 'WD' 2-8-0 90448 plods through with a long rake of empty 16ton mineral wagons. It is as easy to over populate as under populate a platform. Add passengers a few at a time then stand back to see how the scene works as a whole.

ADD BENCHES

3 Another simple but essential part of any railway station is the humble bench. These ready-made items are from the Hornby Skaledale range, but there are plenty of choices including region-specific items from Dart Castings. Modern benches are also available from Bachmann's Scenecraft range for those modelling more recent railway scenes. It's worth thinking about the position of benches too. We've kept ours around the centre of the platforms where passengers would wait while the outer ends have been left bare of benches.

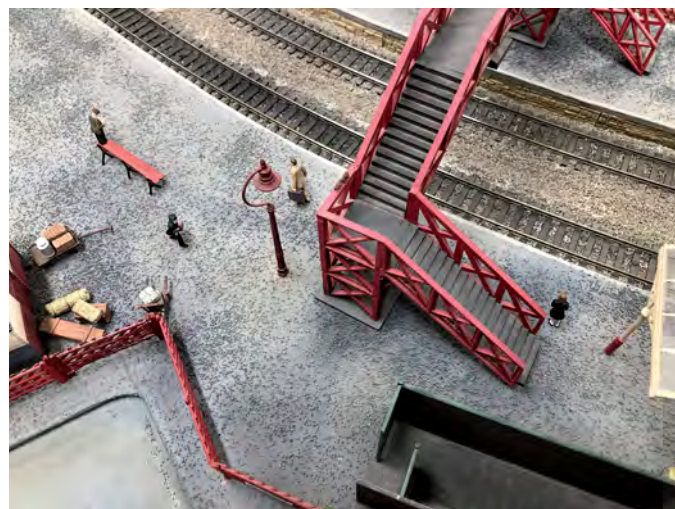


CREATE CAMEOS



Pockets of detail make a station more realistic. Parcels and packages have been grouped together outside one of the buildings in the company of a selection of barrows while on the opposite platform milk churns and a truck have been grouped ready for arrival of the next stopping train.

INTRODUCE PEOPLE



Passengers and staff are essential for a realistic station scene, but it is easy to go over the top. We selected three packs of Bachmann Scenecraft figures – 18 figures in total – but we didn't use them all. On the station you will now find half a dozen standing passengers, three trainspotters and four station staff. If you wanted to go for the ultimate in detail, ModelU and Hardy's Hobbies offer superb 3D printed figures which can be custom painted for a unique collection of miniature citizens and railway staff.

DON'T FORGET WILDLIFE

6



It's a tiny detail, but the red squirrel is one which has always gone down well on previous *Hornby Magazine* layouts. This tiny white metal casting is by Dart Castings and it has been painted to model the outgoing red squirrels of the 1960s. Other options for wildlife around the station include birds on the station roof or perhaps a fox snooping round for its next meal. In fact, if you are looking for wildlife for any lineside scene Dart Castings website is well worth visiting for its variety of cast metal animals and birds.

ADD SIGNAGE

7

Railway and station signage makes a huge difference to a station. We've used Scale Model Scenery's superb laser engraved signs for the end of the platforms to remind passengers to cross the line by the footbridge while the station nameboards, platform numbers and period adverts are all from Sankey Scenics. Sankey offers custom station sheets with your own station name printed on them together with a tremendous range of other details including way out signs, platform numbers, notices and much more.



CREATE A BARROW CROSSING

8

A missing piece of the Topley Dale station jigsaw was a barrow crossing.

We'd planned to add one long ago and already had a pair of Ratio barrow crossing kits to hand to make it with. We used two in its construction to make up the additional panels required and also cut sections in half to fit in with the staggered platform ends. It was fixed in place with contact adhesive and painted with Lifecolor Wood Warm Dark Shade (UA713) to give it a treated wood finish.



9



DRESS THE FORECOURT

Just as important as the platforms is the forecourt. This area was barren on Topley Dale, but has benefitted from the return of a selection of road vehicles as well as a set of potted plants outside the front of the building. The road vehicles here are from Oxford Diecast and Classix and all have been matt varnished to tone down their factory finish for a more realistic finish within the railway scene.

USEFUL LINKS

Scale Model Scenery	www.scalemodelscecery.co.uk
Hornby Skaledale	www.hornby.com
Bachmann Scenecraft	www.bachmann.co.uk
Sankey Scenics	www.sankeyscenics.co.uk
Dart Castings	www.dartcastings.co.uk
DCC Concepts	www.dccconcepts.com
Oxford Diecast	www.oxforddiecast.co.uk
BT Models	www.ayrey.co.uk
Woodland Scenics	www.bachmann.co.uk



10

ILLUMINATION

The finishing touch for Topley Dale is reconnection of its lights. Two systems are in use on this station – DCC Concepts swan neck lamps, now produced exclusively for Gaugemaster, light up the platforms and are wired to a DCC Concepts 9v DC power supply. Second to this is a set of Woodland Scenics Just-Plug lights inside the main station building which are connected back to the same supplier's light hub boards powered by the Just-Plug mains adapter. With all the station lights on and the Dapol signals powered through the DCC power bus Topley Dale has plenty to show after dark as well.



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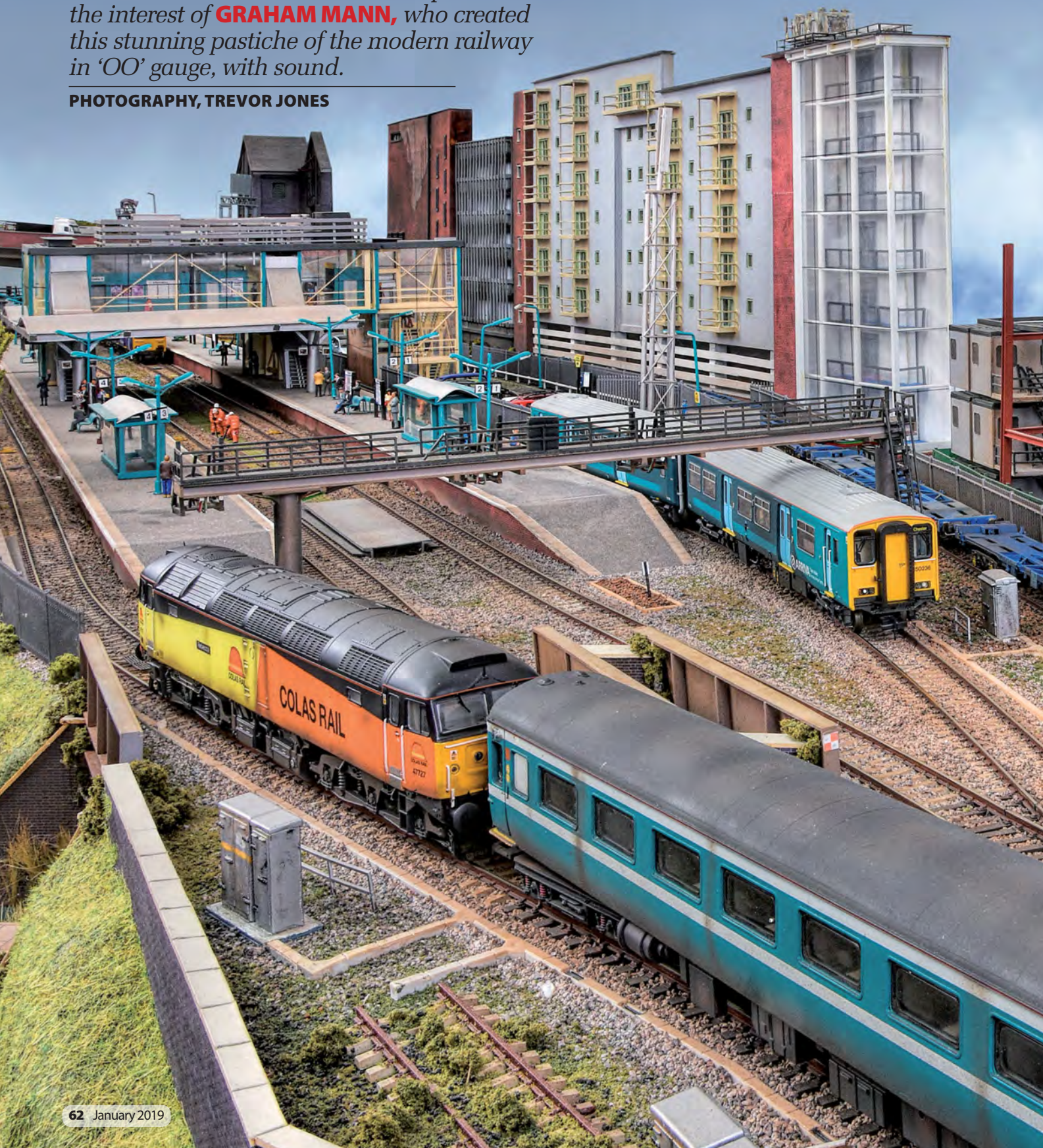
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Forest Gate PARKWAY

*An inadvertent visit to a model shop rekindled the interest of **GRAHAM MANN**, who created this stunning pastiche of the modern railway in 'OO' gauge, with sound.*

PHOTOGRAPHY, TREVOR JONES



SCALE
'OO'SIZE
19ft 6in x 2ft
(SCENIC AREA)PERIOD
2000-2018CONTROL
DCC, NCE Power Cab

Below: Last built GB Railfreight Class 66 66779 *Evening Star* passes the building site with a rake of empty KFA container flats as Colas Rail liveried Class 47/7 47727 *Rebecca* rolls into Platform 4 with a charter.



Above: Brand-new Class 800 800002 departs platform 2 on a commissioning run, as a spotless ex-works Maritime liveried GBRf Class 66 66727 comes off the station avoiding line.

AFTER leaving BR as a driver on the Southern Region I decided on a major career change where I would be the boss and it seemed to be working well, but with a garage full of industrial climbing equipment, a box room for an office which was spilling out on to the landing and me working all the time something had to give: it was time to relocate my business away from home. Once the dust had settled, my wife suggested I get a hobby - an idea which »



stayed on the back burner for a couple of months until one Saturday afternoon when my wife announced it would be a nice idea go to the Pump House down in Cardiff. Well, I can quickly browse antiques and had pretty much covered the whole place when I saw a small door with the words Lord and Butler emblazoned above it. Entering this Aladdin's cave, here were the familiar names of Hornby and Peco along with a couple of brands I had never heard of such as Bachmann and Dapol.

So one thing led to another and it wasn't long before I had taken over the back bedroom with a tail-chaser all laid out on an 8ft x 4ft baseboard, just like the one I had as a kid. Hornby track and points were laid on foam underlay, then pulled up in favour of Peco track with ballasted underlay, scenery was added, two-and-a-half circuits of the board were dropped to two with a passing loop, and buildings popped up, only to be demolished in favour of scratchbuilt structures. This carried on for about 10 years or so, a constant re-building and remodelling exercise, giving me a chance



 A view through the trees as Colas Rail Freight operated Class 37/4 37421 ticks over in the platforms. The new apartment block is devoid of curtains as not one dwelling has been sold - I wonder if the proximity of the railway has anything to do with it, or perhaps it's the exorbitant price the developer is asking.



to improve my modelling skills and try out new ideas I had seen at various shows.

FIRST INVITE

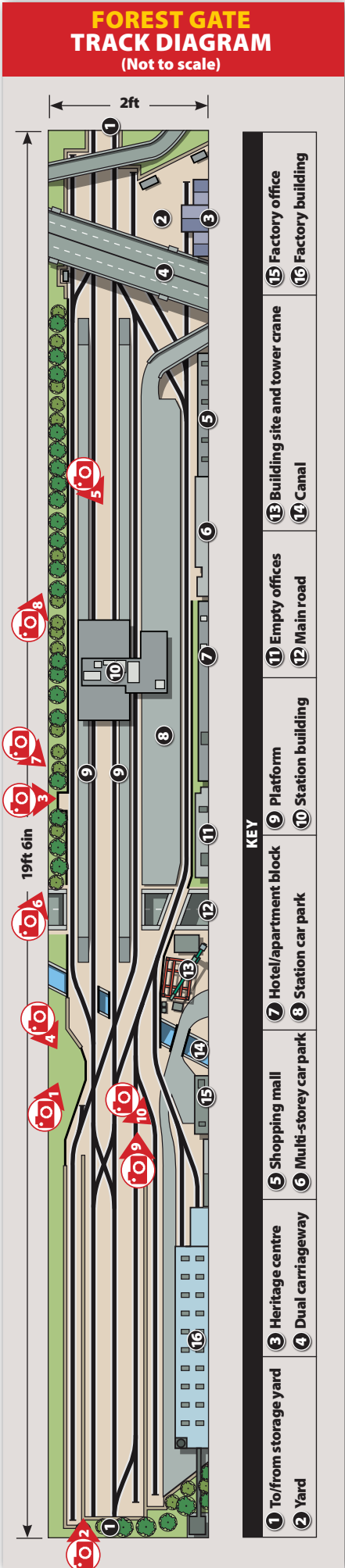
Roll on to November 2011 when, bumping into some of the lads from the Pontypridd Model Railway Club at the annual Warley show, I casually announced that I was going to build an exhibition style layout and it was going to have Digital Command Control (DCC) sound. “Well, we know our exhibition manager is always on the lookout for new layouts,” they said in unison, and so Sunday morning it was up to the local DIY shop with a timber list and sizes to make three boards - two scenic and one for the storage yard, plus trestles to stand them on.

Once the two basic 6ft 6in x 2ft boards were completed, it was time to mark out the lay of the land. So, using the plan I had in my head, it was time to set about them with the jigsaw, router and various other power tools. Upon completion I had a road and canal under the station throat, a largish hole which was to be the

subterranean level of a new build office block and a dive-under into a tunnel mouth at the other end of the layout. Next came the track. Using Peco templates, it was just a matter of making sure none of the pointwork ended up over the joints of the boards, though the diamond crossing did end up at the point where the track levels changed which caused a few minor problems, solved by lifting the track and getting out the electric sander. Next, the sides of the rails were painted a rust colour (note to self – don’t bother with the sides that the public can’t see at shows!) and the track was ballasted and weathered.

Next on the agenda I wanted buildings. Some would be based on existing structures, others would be a complete fabrication based on structures I had worked on - and in fact in some cases still do. The factory started out being modelled in mount board, then plastic card corrugated sheet was cut into scale sheets and stuck on one piece at a time - laborious, but I’m pleased with the result. Next came the building site. At first it featured about »

4 An ex-works GWR HST set accelerates down the slope into the tunnel as 66101 waits in the reception siding alongside the works with a trainload of steel coils. Meanwhile the late running Chiltern liveried Class 68 has propelled its load of empty car carriers into the siding to clear the main line.





Arriva Trains blue liveried Class 67 67002 propels a rake of Mk 3s and a Driving Van Trailer away from platform 2 with an Arriva Trains Wales evening south bound service.

three portable buildings, but knowing building sites, this wasn't big enough for the team of architects, quantity surveyors and site managers that a site like this would require, so there is now a stack of seven that have been shoehorned onto the site, one of the only structures not scratchbuilt. Next came the tower crane. This I knew had to look like it is of modular construction and I think it works quite well: it has the look that it could be dismantled and taken away on a fleet of flatbed lorries to another site.

Next came the station. I wanted something modern and decided it had to be mainly glass sitting upon a steel structure. I wanted lifts, I wanted stairs, I wanted a concourse, I wanted a building that an architect sitting in his office would be proud of, but most of all I wanted a station building that is totally inefficient, costing a fortune to keep cool in summer and warm in winter, a building incapable of dealing with the sheer number of people it was built to serve, especially during rush hour, and bearing

in mind this is billed as a Parkway, even the car park is way too small - at best it is able to handle 20-odd cars. Lastly there is the office block and hotel/apartment block - sadly both have yet to feel a step in them - did someone mention a recession?

FIRST ADVENTURE

Well, the 'OO' gauge Forest Gate Parkway did manage to appear at the Pontypridd show in April 2012 with a scenic section 13ft x 2ft plus a 6ft 6in storage yard. This was my first ever show where I would be behind the back boards and not stood in front and I was quite impressed with the reception it received considering the derailments, near collisions and wrong line working, all down to the operator of course.

One thing that did stand out was that it needed lighting. This was achieved using readily available LED strips fixed to the rear of a pelmet running the full length of the layout. Next came a Velcro-attached 'skirt' made from black cloth hiding the stock >>



DRS Class 37/4 37405 departs under green signals from Platform 2 with a charter rake as the tower crane swings another piece of steel into place on the building site.

The track workers seem unfazed as Royal Class 47/7 47799 Prince Henry trundles into Forest Gate Parkway with a charter of un-branded Anglia Mk 2 carriages. The adjacent apartments are perfect for trainspotters, maybe the builders can find one or two to move in.





boxes and so on. I wasn't satisfied with that so I decided to remodel the storage yard with a 180° curve on another 6ft 6in board, placing the yard behind the operators. In this configuration it appeared at Newport, Cheltenham, Thornbury and then back to Pontypridd in 2017 and again 2018.

Still not satisfied, I decided to extend the scenic section by another 6ft 6in. This meant I could extend the station platforms by another 2ft 6in, complete the bi-directional avoiding line around the back of the station and install another junction leaving the railway to pass under a busy dual carriageway then disappearing off scene via a cutting. By adding a similar non-scenic curve this end and extending the existing storage yard I can now run near full-length trains from one end to the other. These include various Diesel Multiple Units, a couple of full length High Speed Trains, container traffic, a rake of HTA coal hoppers (hauled by double-headed Class 66s), various steel trains and a particular favourite is a mix of unbranded Anglia and Virgin Mk 2s as charter stock which can be headed by almost anything provided it's diesel.

MODERN VARIETY

As you can see in the photographs, I like to run a wide variety of modern day stock with an even wider variety of liveries! New stock is announced by the various train operating companies almost on a monthly basis and they seem to be able to repaint or vinyl wrap their entire fleets every couple of years, and that keeps the model manufacturers and us modellers on our toes. The current roster leans towards the Great Western Main Line and with the 2018 release of the Class 800 by Hornby and the complimentary Class 43 HSTs in the same GWR green colour scheme the latest liveries are being modelled at Forest Gate Parkway.

It's all rather different from work - I am an industrial abseiler and my team and I spend our time up close and personal with some of the most iconic structures whether it be the 330m long railway viaduct in Kidderminster, abseiling off the masts of the Second Severn crossing, climbing the towers of Cardiff's Principality Stadium or putting right an architect's dream that hasn't quite lived up to its billing. It's a job that when you're stood on the roofs of some of the tallest buildings and structures in the country really does give you a sense of scale which really helps when it comes to modelling the present day in 4mm scale.

So what next? Perhaps another scenic section, an extension to the storage yard or perhaps something new: there's a third-rail layout I've built that's already had one outing. Who knows - but that's one of the many joys of railway modelling. 

"I like to run a wide variety of modern day stock with an even wider range of liveries"

GRAHAM MANN





Above: Arriva Trains Wales 143609 passes a departing First Great Western liveried HST beneath the dual carriageway as 66721 is stabled alongside the network rail distribution centre. The old warehouse building will soon be converted into a heritage and arts centre if it gets its lottery funding.



Left: Hitachi liveried Class 800s are still busy on the main line with testing as Class 67 67026 shows how close the recent developments are to the railway.



Right: A close-up view of the factory with Tata Steel liveried Class 60 60099 in attendance. The building is loosely based on the soon to be demolished South Wales Forge Masters building in Taffs Well. This will become the site of the South Wales metro depot.



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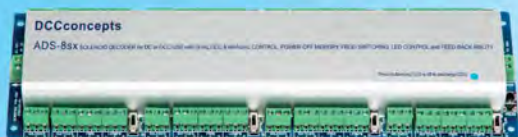
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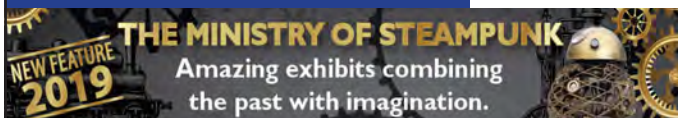


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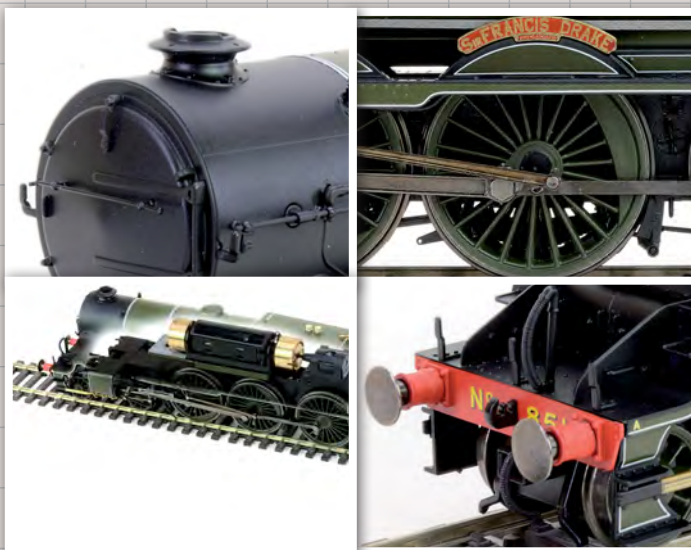
Hornby's 'Lord Nelson' debuts

**EXCLUSIVE
FIRST
REVIEW**

The eagerly awaited all-new model of the Maunsell 'Lord Nelson' 4-6-0 for 'OO' gauge is due to arrive in December.

MIKE WILD takes a closer look at Hornby's latest Southern Railway express locomotive.





TECHNICAL DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3634
Description:	SR Maunsell 'Lord Nelson' 4-6-0
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	280mm
Price:	£169.00
Era:	3 (R3634)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin socket
Speaker space:	28mm round
Exterior lights:	None
Interior lights:	None
Motor type:	Five-pole can motor
Flywheel:	Two
BR power classification:	'7P'
Wheel arrangement:	4-6-0
Purpose:	Express passenger
Haulage capacity (expected):	Ten carriages
Haulage capacity (actual):	10 Hornby Maunsell carriages

HEAVIER trains running from London to Dover and Folkestone meant the Southern Railway needed new and more capable motive power in the mid-1920s to keep pace with its expanding operations. To meet these needs Richard Maunsell set about designing a four-cylinder express locomotive – the 'Lord Nelson' class – which went on to become the Southern's most powerful 4-6-0.

This small fleet of 16 locomotives also briefly held the title of the most powerful locomotive on the British railway network until the arrival of the GWR 'King' 4-6-0s in 1927. All of the 'Nelsons' were built at Eastleigh Works between 1926

and 1929 and they continued to serve the Southern Railway and Region until the last was withdrawn in 1962. Initially they were focused on continental boat train traffic from London to Dover and Folkestone though they were later found working to Southampton Docks on the Western Section of the Southern too.

Just one survives in preservation today, 30850 *Lord Nelson*, which is owned by the National Collection. It is currently at the Mid-Hants Railway awaiting an overhaul following expiry of its boiler certificate in 2015.

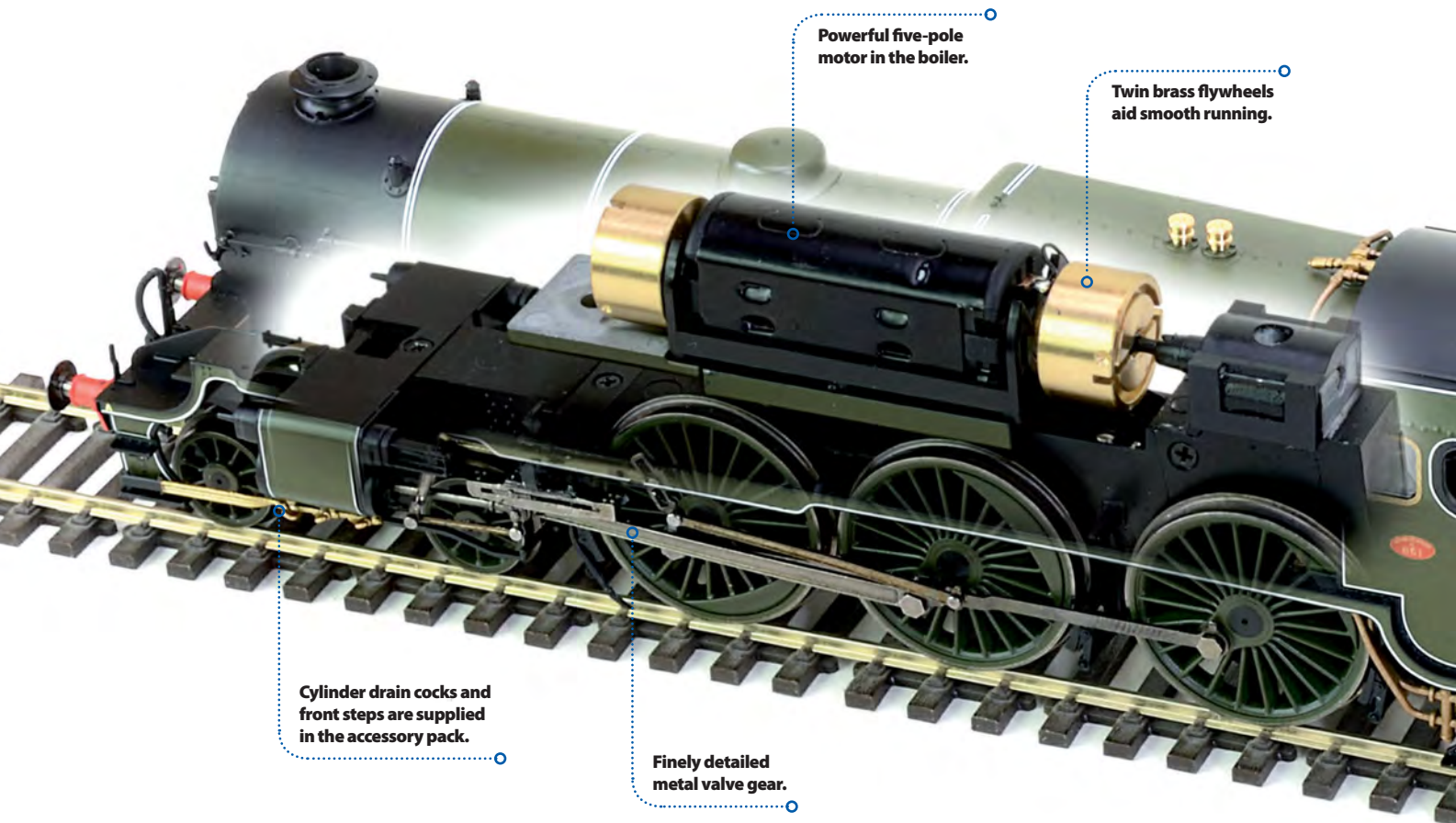
See Reality Check on pages 78-81 for the full class history.

THE MODEL

Hornby is offering three versions of the 'Lord Nelson' in its first list of releases. These cover 851 *Sir Francis Drake* in Southern Railway olive green without smoke deflectors (Cat No. R3634), 30863 *Lord Rodney* in BR lined green with early crests (R3635) and 30850 *Lord Nelson* in BR green with late crests and Twin Track Sound (R3603TTS). Prices are set at £169.99 for the DCC ready versions while the Twin Track Sound (TTS) fitted version costs £194.99.

For review we had the opportunity to inspect the model of 851 *Sir Francis Drake*. Its Southern Railway olive green base colour is neatly finished with white-black-white lining on the boiler bands as well as white lining around the cab, frames and tender body. The nameplates are impressively printed with a metallic effect to the brass frame while pipework, safety valves and ejectors are all correctly coloured too. The tender carries cream Southern E851 lettering and numbers while close inspection reveals builder's plates on the cabside and tender back. »





The model itself is superbly detailed throughout. At the front and rear you will find sprung metal buffers while an accessory pack includes all the parts you need to bring the front end to life including steps and pipes as well as brake rigging to fit underneath the model and more. The steps can only be fitted if the locomotive is to negotiate third radius or larger curves, as otherwise they interfere with operation

of the front bogie wheels.

Moving along the locomotive, Hornby has done an excellent job of modelling the big 4-6-0 with its large diameter boiler, high shouldered firebox and squat dome and chimney. Its length is accurate for the prototype while the underframe features correct 6ft 7in diameter driving wheels and 3ft 1in pony wheels.

The cab interior is fully detailed right down to the copper pipework

on the backhead, representation of numbers on the gauges, the screw reverser and more. The side and front windows are also flush glazed.

Two types of tender have been produced with the 'Nelson'. 851 is paired with a straight sided Maunsell bogie tender – first seen from Hornby with the Maunsell 'S15' 4-6-0 in 2015 (HM100) – while the two BR liveried versions are both paired with the 'Lord Nelson' specific Maunsell bogie

tenders which had higher sides. A removable plastic coal load is positioned on top of the full relief coal space in the case of 851.

PERFORMANCE

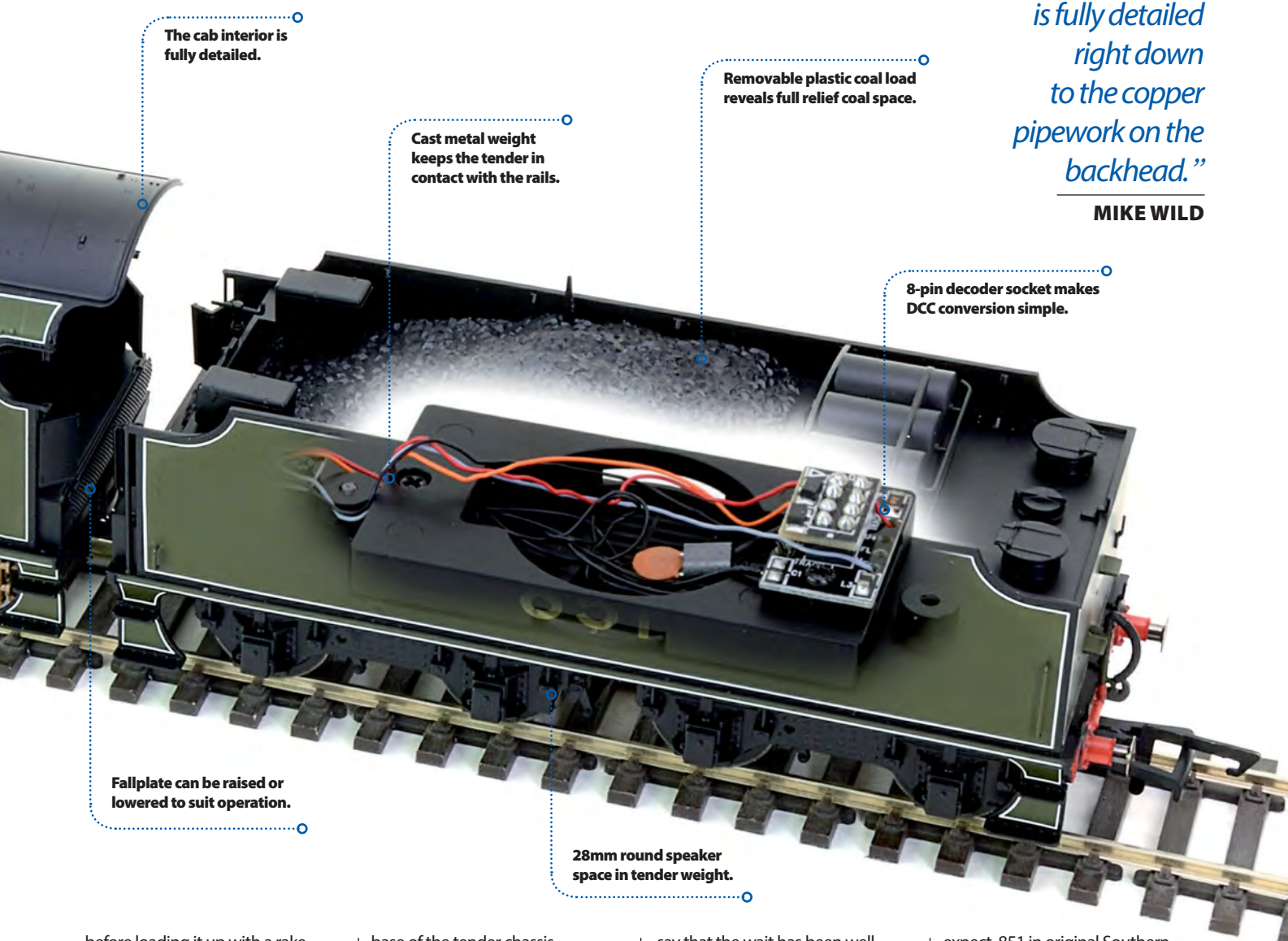
Placing the 'Nelson' on the track we were instantly impressed. Its performance was smooth and silent immediately and without any hesitation. We subjected it to running in for 45 minutes at a medium speed in each direction

The powerful stance of the 'LNs' is captured brilliantly by Hornby.



“The cab interior is fully detailed right down to the copper pipework on the backhead.”

MIKE WILD



before loading it up with a rake of seven carriages to begin load testing. Throughout all of this its operation was flawless and ultimately we had a rake of 10 Maunsell carriages coupled behind the locomotive.

This impressive performance is aided by its twin flywheel motor arrangement which makes good use of the length of the boiler. Drive is transmitted to the rear axle through a short cardan shaft and gearbox – a mechanism very similar to that employed in the Maunsell ‘S15’ 4-6-0 by Hornby.

In common with other recent Hornby steam locomotives, the locomotive and tender are coupled by a metal drawbar. This is held in place by two slotted screws which can be removed if required to separate the two. A four-wire harness also runs underneath the drawbar to connect the pick-up and motor connections back to the 8-pin decoder socket in the tender.

Alongside the 8-pin socket is provision for a 28mm round speaker to be installed on the

base of the tender chassis, making this a simple model to upgrade to both digital control and sound should you wish to.

OVERALL

It may have taken a little longer than we expected for the ‘Lord Nelson’ to arrive but we can firmly

say that the wait has been well worth it. The first, R3634 and R3635, are due to arrive during December with the TTS version as 30850 following in the New Year.

Hornby has done an excellent job of recreating these fine 4-6-0s in ‘OO’ gauge to the high standard that we have now come to

expect. 851 in original Southern Railway colours is a great looking locomotive, but we have to say that we are looking forward to the BR versions with smoke deflectors even more. A great new addition to Hornby’s stunning collection of Southern motive power which is sure to be well received. (MW)



SR 'Lord Nelson'

4-6-0s

During the 1920s the Southern Railway identified a requirement for a powerful yet fast locomotive for use on its continental boat train services. This led to development of the 'Lord Nelson' class, a design that perhaps never really lived up to its full potential.

EVAN GREEN-HUGHES takes up the story.

IN THE THIRD DECADE OF THE 20th century Britain was a country undergoing a vast amount of change. The horrors of the First World War were beginning to recede into the past, the years of austerity were over and there was a new optimism amongst the young. The country's rigid class society was beginning to break down and the middle if not the working classes had more wealth than ever before.

One result of these changes was that more people had both the time and the cash to travel overseas and this led to an increase in traffic on routes which served ports, particularly in the south. This increase in business had been noted by the Southern Railway's traffic department with the result that the company's boat trains were becoming longer and heavier. This resulted in a request to the locomotive department for a machine that could haul a 500ton train at an average speed of no less than 55mph while at the same time having the acceleration to enable it to keep up with the company's Electric Multiple Units (EMUs).

The company's Chief Mechanical Engineer, Richard Maunsell, realised that his existing two-cylinder 'King Arthurs' which, while capable machines, weren't going to be up to the job and he set about designing a locomotive that was to have many innovative features and became the prototype for the 'Lord Nelson' class.

The new design retained the 4-6-0 wheel arrangement used on earlier Southern designs, but this new locomotive was to push the envelope as far as possible in order to gain extra power, with a massive boiler being planned which would feed four cylinders with steam generated by a very large Belpaire firebox. A novel feature was the intended setting of the cranks which were arranged so the locomotive would be powered eight times a revolution instead of the usual four, which would, it was hoped



FACTS AND FIGURES

Designer:	Richard Maunsell
Built:	1926-1929
Withdrawn:	1961-1962
Builder:	Eastleigh Works
Purpose:	Express passenger
Wheel arrangement:	4-6-0
Weight (locomotive):	83tons 10cwt
Weight (locomotive and tender):	142tons 6cwt
Boiler wheel diameter:	3ft 1in
Driving wheel diameter (standard):	6ft 7in
Length:	69ft 9in
Boiler pressure:	220psi
Cylinders:	Four (two inside, two outside), 161/2in x 26in
Tractive effort:	33,510lbs
BR power classification:	'7P'
Coal capacity:	5tons
Water capacity:	5,000gallons
Total in class:	16

SR 'Lord Nelson' 4-6-0 855 *Robert Blake* passes Knockholt with the down 'Golden Arrow' on August 27 1936. The locomotive has now gained smoke deflectors, but is yet to receive the post-1937 self-trimming tender. O.J.

[Morris/Rail Archive](#)
[Stephenson.](#)



help the engine be more sure-footed. With such a huge locomotive great care had to be taken to keep the overall weight within the tolerances specified by the civil engineer and this led to a number of components being made up from lightweight materials while others which would normally have been cast were instead machined up to remove excess metal. Even the frames were made as light as possible by the simple expedient of having holes cut in them. The resulting engine came out at only one ton heavier than the company's 'N15' 4-6-0s, despite an increase of tractive effort of almost a third.

Emerging from Eastleigh works in August 1926 and numbered E850, the prototype was named *Lord Nelson* and in trials proved to be capable of what its designer had intended. However a coal strike and a reliance on imported and inferior quality coal interfered with the trials and it wasn't until April 1927 that the locomotive was able to demonstrate its ability when it achieved an average speed of 55.5mph on a run of 83.2 miles from London Waterloo to Salisbury with a train of 16 coaches, weighing in at 521tons.

MOST POWERFUL 4-6-0

What the trials did prove was that with an indicated drawbar effort of 33,510lbs the Southern Railway could claim that it had the most powerful locomotive in the country, something which the directors of the Great Western Railway could not countenance for long, with the title being snatched back by the first of the mighty Collett 'Kings' later that year.

With evaluation completed Maunsell was able to authorise a production batch of 'Lord Nelsons' and as a result 15 further engines were built to an almost identical design, except for a few tweaks to the front end arrangement and the removal of a few of the

weight-saving features that were considered unnecessary. These were completed between May 1928 and November 1929 with allocation split between Stewart's Lane and Nine Elms sheds.

In service the 'Nelsons' did not prove to be as free steaming as hoped and demanded more skill from their crews than a 'King Arthur' but they were capable of exceptional performances when required. Unfortunately by the time they were all in service the economy was on a downturn again and the heavy trains for which they were designed never materialised. They were, however, regularly loaded to 450tons when working trains such as the 'Atlantic Coast Express' and the 'Night Ferry' which used French-built sleeping cars and have been recorded as averaging speeds of up to 59mph when engaged on such duties. Other prestige duties worked by the 'Nelsons' included the 'Golden Arrow' and the 'Bournemouth Belle'.

When built, the 'Lord Nelsons' were painted in Maunsell's olive green livery and from 1938 after Bulleid had taken over at the Southern their livery was changed to malachite green, and this was in turn replaced with black during the Second World War. After the war there was a reversion to Southern green, and then after nationalisation the fleet was painted BR lined locomotive green.

UNUSUAL CHANGES

During their lives several of the class were subject to one-off modifications. In 1929 859 *Lord Hood* appeared with driving wheels four inches smaller than normal in an attempt to see if greater haulage power could be obtained without sacrificing speed. The locomotive retained these wheels throughout its life but the experiment was not tried on other 'Nelsons'. The next-

numbered engine 860 *Lord Hawke* was equipped with a boiler 10in longer than any of the others and again this experiment was not repeated, although the boiler did appear on other engines throughout its life. In 1933 865 *Sir John Hawkins* was fitted with conventional cranks and from then on could always be identified from standard engines as it emitted four beats per revolution instead of eight. Again, this modification was retained but not repeated on any other engine. A double Kylechap chimney was fitted to 862 *Lord Collingwood* in 1934 and four years later 865 was fitted with a different type at about the same time that the rest of the class was being equipped with the Lemaître blastpipe, with the first to be equipped being 863 *Lord Rodney*. 857 *Lord Howe* then received a boiler with a round-topped firebox which again remained a one off. Smoke deflectors were fitted to the last of the class during building and quickly added to the others while new self-trimming high-sided tenders were adopted from 1937 onwards.

The 'Lord Nelsons' should have been replaced by Bulleid's new 'Pacific' designs but due to their well-documented shortcomings a total changeover wasn't possible until the Bulleid engines had been rebuilt into a more conventional form. It was therefore 1961 before the big 4-6-0s began to be stepped down from Top Link work and, as they were suitable for very little else, withdrawals began with 30858 *Lord Duncan* in August that year. By the following October the whole class had gone with 30861 *Lord Anson* and 30862 *Lord Collingwood* being the final survivors. By this time all of the class had gravitated to Eastleigh shed from which they were withdrawn.

After a career lasting for 36 years and over 1.3m miles' service prototype engine

30857 *Lord Howe* demonstrates the final form of the 'Lord Nelsons' with smoke deflectors, a large Bulleid pattern chimney with Lemaître blast pipe and a high-sided self-trimming tender. 30857 passes through Farnborough at 1.30pm with a down express from London Waterloo on July 7 1950.
E.C. Griffith/Rail Archive Stephenson.



NUMBERING		
SR number	BR number	Year built
850	30850	1926
851-857	30851-30857	1928
858-865	30858-30865	1929

Lord Nelson was selected for retention as part of the National Collection in 1962. It then spent the next 15 years in store at the Pullman works in Brighton before moving to Carnforth where it was restored to working order for use on charter trains. It was then sidelined for a number of years until overhauled at Eastleigh by the Eastleigh Railway Preservation Society, partly using funds provided by the National Heritage Lottery Fund. At this point it received air brake equipment to improve its usefulness and after a further spell of main line use it was then based at Ropley on the Mid-Hants Railway where it has remained to see regular heritage use until expiry of its boiler certificate in 2015.

Although the 'Lord Nelsons' gained a reputation for poor steaming and lacklustre performance many of these issues were vastly improved later in their life by alterations to the draughting, and particularly to the exhaust arrangements. They were popular with the enginemmen who managed to master the peculiar art of fuelling their long fireboxes but hated by those who did not and they were much loved in the depots where they proved to be reliable and relatively light on maintenance. It is regrettable that changing circumstances prevented them being worked to full capacity, and therefore prevented us knowing just how well they might have performed. [196mm](#)



The exhaust from E856 *Lord Vincent* heads straight for the sky as it works away from Folkestone Junction with a Folkestone Harbour-London Victoria boat train in 1930. [W.J. Reynolds/Rail Archive Stephenson.](#)



Wearing Southern Railway lined olive green 857 *Lord Howe* stands at Longhedge shed on November 2 1931. [O.J. Morris/Rail Archive Stephenson.](#)

In their final years of service the 'Nelsons' were replaced on express work by Bulleid 'Pacifics' leading to the 4-6-0s being relegated to lesser duties. In September 1957 30865 *Sir John Hawkins* leaves Radipole Halt with a Bournemouth Central-Weymouth stopping train. [Gordon Hepburn/Rail Archive Stephenson.](#)



'Lord Nelson' 4-6-0 850 *Lord Nelson* passes Esher with a Royal special from Portsmouth Harbour to London Waterloo after a Royal visit to South Africa in 1947. The 4-6-0 carried Bulleid malachite green in this period with Southern 'sunshine' lettering on the cabside and tender. [Lewis Coles/Rail Archive Stephenson.](#)

'OO' GAUGE

Semi-streamlined 'Duchesses'

MIKE WILD inspects the latest Hornby Stanier 'Duchess' 4-6-2s for 'OO' gauge.

HORNBY'S new version of the Stanier 'Duchess' 4-6-2 first touched down in October 2017 (HM125) offering models of one of the last pair of Ivatt locomotives 46256 *Sir William Stanier FRS* alongside standard Stanier versions as 6234 *Duchess of Abercorn* and 46235 *City of Birmingham* with Twin Track Sound.

Now Hornby is showing off even more of the tooling suite for these popular 'Pacifics' with the arrival of 'semi-streamlined' 6241 *City of Edinburgh* in LMS lined black (Cat No. R3681) and 46225 *Duchess of Gloucester* in the striking British Railways express passenger blue (R3682) – see HM138 for more on BR blue steam locomotives. 'Duchesses' in this form came about during the process of removing the original streamlined casing from 6220-6229 and 6235-6248. The slope topped smokeboxes, which were used to clear the front casing on streamlined locomotives, were retained initially

giving these 'defrocked' locomotives a distinctive appearance.

De-streamlining began in April 1946 with 6235 *City of Birmingham* while 6243 *City of Lancaster* was the last to lose its streamlined casing in May 1949. The sloping smokeboxes were still to be seen on some of the 'Duchess' class until 1958 by which time all had received new standard smokeboxes during works overhauls. However, the former streamlined locomotives still stood out for their split platform front end.

The subjects of these first issues with a sloped smokebox on the new tooling model are 6241 *Duchess of Edinburgh* and 46225 *Duchess of Gloucester*. 6241 was built at Crewe and entered traffic in April 1940 in streamlined form. Its casing was removed in February 1947 at Camden – the shed where it spent most of its working career. It was ultimately withdrawn in September 1964 after two periods in storage before later being scrapped. 46225 was completed in May 1938 and



lost its casing in March 1947. Its allocations included Camden, Crewe North, Holyhead and Polmadie.

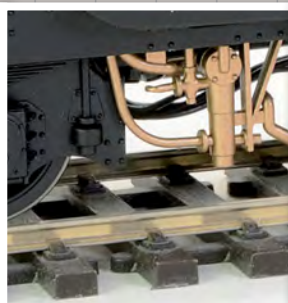
Both models are immaculately turned out with satin paint finish while the lining on each of our samples was impeccably applied.

The popular BR lined blue livery adorns 46225 *Duchess of Gloucester*.



FIRST REVIEW

- Price: £204.99
- Cat No: R3681
- Site: www.hornby.com
- DCC: 8-pin socket
- Era: 3/4



6241 City of Edinburgh models the locomotive as it was in the late 1940s.



The cabside numbers on 6241 feature impressive lining too while the nameplates are factory fitted to the boiler side on each locomotive.

The physical model features the distinctive sloped smokebox top, but is otherwise a standard 'Duchess' with the same exacting level of detail as the original models we reviewed for HM125. This includes sprung buffers, optional bufferbeam details, fine metal valve gear, a five-pole motor, 8-pin DCC decoder socket in the tender, space for a 28mm round speaker in the tender, a fully detailed cab interior, a full relief coal space covered by a removable plastic coal load and more.

The arrival of the semi-streamlined 'Duchess' 4-6-2s is great news for LMS and London Midland Region modellers as it will allow the more accurate modelling of the West Coast Main Line's outstanding Stanier 'Duchesses'. Great additions to the Hornby range and both available now. (MW)



'O' GAUGE

Heljan Mk1s return in

- Price: £199.00
- Cat No: 4911, 4933
- Site: www.heljan.dk
- Era: 4-11

THE BRITISH RAILWAYS Mk 1 carriage is a must-have for any layout set from 1951 to the present day. These vehicles were introduced by BR as a new standard design and have reached all points of the British railway network. Those still in service today can be found in charter trains and on preserved lines.

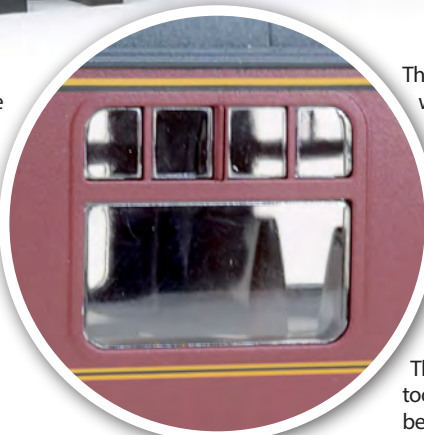
Heljan first released its Mk 1 carriages for 'O' gauge in 2010 (HM35) offering models of the Tourist Second Open (TSO), Second Corridor (SK), First Corridor (FK), Restaurant Miniature Buffet (RMB) and Brake Second Corridor (BSK). This new issue focuses on the most popular liveries – BR Western Region chocolate and cream, BR maroon and BR blue and grey – covering the sought after TSO, RMB, BSK and Gangway Brake (BG). Just 75 of each vehicle are being produced and not all of the three liveries are available on each carriage design. Chocolate and cream is being offered on the TSO, BSK and BG, BR maroon on the TSO, BSK and RMB and BR blue and grey on the TSO and FK.

For review we had the opportunity to inspect TSOs in BR maroon and BR blue and grey.



Headlines worth noting include that the maroon versions will have black ends – previous issues have had the less common maroon ends – while the No Smoking labels have been corrected on this batch.

The livery of each of our samples was applied to Heljan's usual high standard with crisp edges between colours, neatly printed lining on the maroon version plus fine lettering on the solebar and ends.



These vehicles are delivered without numbers allowing the purchaser to customise them to suit particular regions or formations.

The return of the Heljan Mk 1s is good news for those looking to expand their existing rakes and these popular liveries are bound to fly off the shelves.

The new lower price is attractive too and we can't see these being available for long. (MW)

'OO' GAUGE

Unit Models' yard details

- Price: £7.99-£9.99
- Cat No: OO-301P/OO-303P/OO-306P
- Site: www.modelrailshop.co.uk
- Era: 3-7

Unit Models' range of 'OO' gauge 3D printed models and accessories includes this platelayer's hut (Cat No. OO-301P), sleeper-built



buffer stop (OO-303P) and girder coal staithes (OO-306P).

Each model comes as a one-piece 3D printed item, with the platelayer's hut measuring 37mm x 35mm x 34mm, the sleeper-built buffer measures 31mm x 32mm x 20mm, while the coal staithes measure 140mm x 40mm x 25mm. Decoration is minimal,

but that which has been done is good with a realistic brown painted finish to each – the platelayer's hut also features a neatly painted brick chimney stack and weathered grey door and window, while

the girder coal staithes are also subtly weathered with varying degrees of separately applied 'coal' in each staithe. Affordable and simple to customise. (MC)

popular liveries



O' GAUGE

3D printed buffer stop

● Price: £9.99 ● Cat No: O-103P

● Site: www.modelrailshop.co.uk ● Era: 3-7

Unit Models has added a new 'O' gauge sleeper-built buffer stop to its range of 3D-printed model railway accessories.

Measuring 54mm x 54mm x 40mm, this one-piece 3D printed buffer stop features neatly moulded brown painted sleepers with differing heights for added variety. The buffer stop itself comprises a single horizontal sleeper with two further sections of sleeper painted white to highlight the stop itself.

A mix of ballast in different shades has been glued in place to the centre, together with a small amount of green flock material to simulate weeds growing through. Ideal for goods yards or a station



siding, it is available now and could easily be detailed further with more weeds and weathering. (MC)

**RECOMMENDED
READING**

RAILWAY CRANES

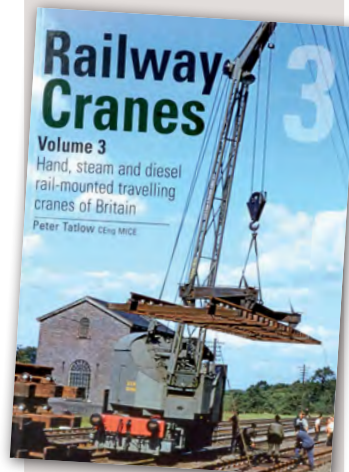
VOLUME 3

ISBN: 978 0 8609 36848

Publisher: www.crecy.co.uk

Price: £35

Spec: 176 pages, hardback



THIS latest book on the subject of railway cranes by Peter Tatlow looks at rail-mounted hand, steam and diesel travelling cranes used by engineers and other railway departments on Britain's railways covering the 'Big Four' through British Rail and the privatisation era.

It focuses on standard gauge cranes, as well as single jib cranes that feature full running gear.

Wooden jib and steel jib hand cranes, steam cranes, diesel strut jib cranes, diesel-hydraulic telescopic-jib cranes and more are covered in some detail with diagrams, tables, department and allocation information, together with a diverse collection of photographs.

Mechanical details of specific cranes are covered as are liveries, crane manufacturers and specifications while a good deal of images show the cranes in action in permanent way yards, on location at remodelling works or even in the midst of a mishap!

Previous volumes have been well received, and to that end you may find that so as not to repeat elements, there are references back to these earlier works. It is another superb reference work with plenty of interest to modellers, especially with forthcoming 'OO' gauge models expected in due course from Bachmann and Hatton's Originals. (MC)

Revolution grows

● Price: £49.99-£149.99 ● Cat No: RN001-RN010
 ● Site: www.revolutiontrains.com ● Era: 9-11

REVOLUTION TRAINS (RT) has delivered its first 'OO' gauge crowd-funded model following the arrival of its contemporary TEA 100tonne bogie tank wagons.

Built in batches by Greenbrier Europe from 2006 onwards, these high-capacity tanks can be found operating on petroleum/petrochemical traffic to and from rail-connected refineries, with a multitude of liveries including VTG (VTG Rail UK leasing), EWS (DB Cargo UK) and Greenery colour schemes. They mainly run in long block train formations, however there are workings which see fewer than half a dozen wagons in tow – occasionally

down to a single vehicle, as well as operating with older generation TEA bogie tank wagons.

Following the success of its crowd-funding scheme to produce the TEA tank wagons in 'N' gauge, RT unveiled plans to scale-up the model to 'OO' in 2015 (HM103), with added details and differences between prototypes incorporated. Variants offered include five single models in VTG red (Cat No. RN001), VTG grey (RN003), VTG blue (RN005), Freightliner green (RN007) and EWS grey (RN008), together with five triple packs in VTG red (RN002), VTG grey (RN004), VTG Enviro blue (RN006), EWS grey (RN009) and Greenery (RN010) colour schemes.



Manufactured on behalf of RT by Rapido Trains of Canada, our review sample represented TEA 88115 in VTG red, the first of a batch of wagons built in 2006. Straight from the box, you get the sense of something special, the model displaying a crisply moulded tank barrel with fine panel lines together with neatly rounded barrel ends, tank cradle, bufferbeam fairings and filler hatches. Closer inspection reveals separately applied etched metal walkways, plastic ladders, bogie handbrake wheels, buffers, lamp irons, underframe discharge

'N' GAUGE

Revolution's Cargowaggon 'Twins'

Recent arrivals from Revolution Trains are these crowd-funded 'N' gauge IZA Cargowaggon 'twins'.

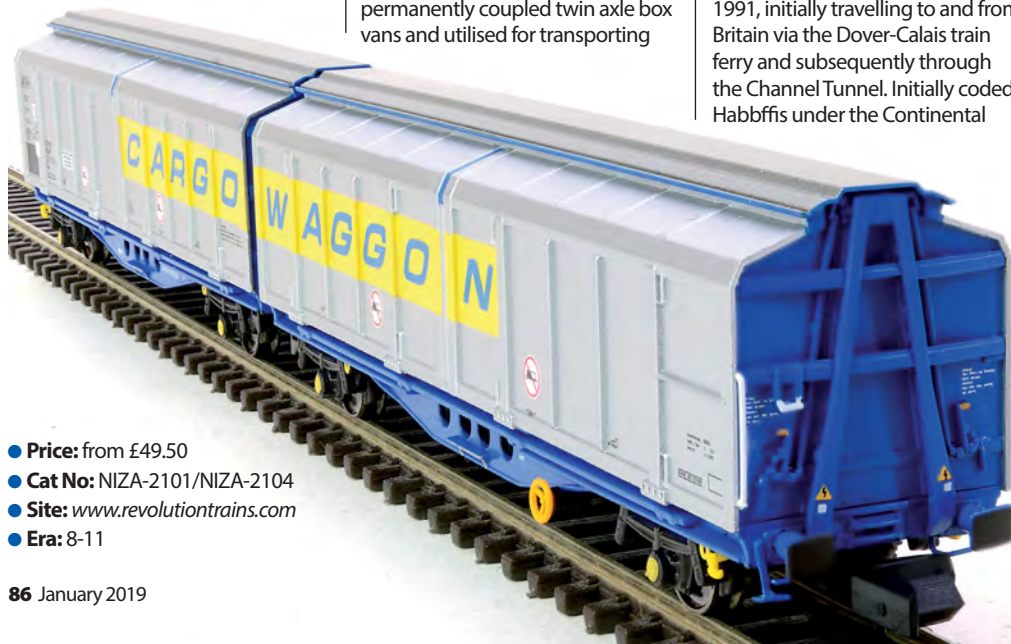
Built in Germany in the mid-1980s, these Cargowaggon twin vans were formed of a pair of semi-permanently coupled twin axle box vans and utilised for transporting

goods across Britain and Europe. 100 twin-sets were built initially, with further builds in 1989 and 1991, initially travelling to and from Britain via the Dover-Calais train ferry and subsequently through the Channel Tunnel. Initially coded Habbffis under the Continental

UIC classifications, they were later recoded Hfirs 3 – as well as carrying TOPS code IZA in the UK.

Four IZA twin-sets have been produced in original Cargowaggon livery (Cat No. NIZA-2101), original Cargowaggon livery with flashing tail lamp (NIZA-2102), Perrier water livery (NIZA-2103) and revised Cargowaggon livery (NIZA-2104). In addition, two triple packs of original Cargowaggon (NIZA-2301) and revised Cargowaggon (NIZA-2301) liveried models are also available. For review we received IZA/Habbffis 279 4 01-0 in original Cargowaggon livery and IZA/Hfirs 292 9 07-5 in revised Cargowaggon livery.

This newly crowd-funded 'N' gauge model features a neatly moulded bodysheet which captures the distinctive bodyside ribs and door detail well, together with a separate clip-fit chassis. Further detailing



● Price: from £49.50
 ● Cat No: NIZA-2101/NIZA-2104
 ● Site: www.revolutiontrains.com
 ● Era: 8-11

TEA tanker

**FIRST
REVIEW**



equipment and more. Such is the attention to detail that differences between prototypes have been included – our model had plain ladders (while some other variants include anti-climb panels) and two single discharge valves on each side - alternative discharge details are incorporated on some other models.

Decoration is superb throughout, our sample featuring a high-quality uniform application of VTG red with blue logos and plenty of small printed details such as

Hazchem signs (denoting the wagon's use on Murco traffic), vehicle data panels, TOPS panels, earthing point labelling and even running number repeaters along the roofline. Lifting points are also neatly picked out in yellow. We did spot that a small amount of paint had rubbed off one of the ladders on one side during handling.

Underneath, as with the prototypes, underframe detail is sparse, but certainly looks the part with well-defined bogies, fine brake

gear and discharge equipment. Free-running metal wheels add to the weighted feel of the model, while small tension lock couplings are factory-fitted in NEM coupling pockets. A small pack containing air pipes and a spare pair of handbrake wheels is also included together with a decal sheet containing alternative running numbers and VTG logos for further customisation.

Whilst these models were primarily made-to-order through

RT's crowd-funding process, four retailers have also secured stock for general sale – C&M Models of Carlisle, Colletts Models in Exmouth, Kernow Model Rail Centre of Camborne and Trains4U in Peterborough. Given they are of a modern-day prototype which runs in long block trains, but could also appear in short formations too, be quick as they are sure to prove popular. (MC)



includes separately fitted metal handrails, brake gear and associated pipework, handbrake wheels and exquisitely fine footsteps and rungs mounted below the bufferbeam.

As supplied, each model comes with two factory-fitted inner couplings clip-fitted within the NEM coupler pockets – one per van (enabling one coupling to be removed and retained as a spare) - while the outer couplings

are standard Rapido style examples in NEM pockets. As these vehicles might otherwise be quite lightweight, each features a metal weight secured to the chassis by a small screw. This can be accessed by gently pulling the clip-fit body away from the chassis.

Decoration is up to the high standard we've come to expect from RT, with an evenly-applied aluminium and blue colour scheme to each vehicle, along with a metallic grey roof. Printed detail

is equally impressive with yellow and blue Cargowagon bodyside branding and crisply printed small details and tiny lettering throughout – the original livery carrying Danzas branding and train ferry anchor signage, while the revised livery also features CT (Channel Tunnel) lettering, bodyside warning labels, plus train ferry hook and loop securing points picked out in yellow.

Underframe detailing is also very good with neatly rendered axleboxes and separately applied brake gear underneath, while free-

running metal wheels are fitted. As an added bonus, an end-of-train version of the IZA is also available with flashing tail light (NIZA-2102), utilising a battery and small switch underneath the model.

Whilst these wagons were predominantly crowd-funded, like the 'OO' TEA a few retailers are also stocking the models for those who may have missed the original order deadline. See www.revolutiontrains.com for more details.

A very useful model of a long-lasting prototype which remains in service today. (MC)

'OO' GAUGE

Snowplough equipped 'Dean Goods'

- Price: £119.95
- Cat No: OR76DG005
- Site: www.oxfordrail.com
- DCC: 8-pin socket
- Era: 3



OXFORD RAIL has prepared for winter with the arrival of its snowplough equipped model of the GWR 'Dean Goods' 0-6-0 as 2534 in Great Western green livery.

The model comes with an optional accessory snowplough which clips into the buffer holes in the front bufferbeam.

Standard sprung buffers are also included in the accessory pack allowing the locomotive to be run in conventional form too.

The snowplough is neatly moulded and, according to photographic evidence, these locomotives appear to have been fitted with ploughs in case of snow and several images show the 0-6-0s stood at depots

waiting for the call to action.

Decoration of 2534 is crisp and even throughout with the green and black base colours having an attractive satin finish. The cab interior is fully detailed with a wood coloured floor and backhead fittings while the

handrails are all finished in silver.

This latest version of the Oxford Rail 'Dean Goods' is another worthy choice for the Great Western modeller and one which can be used in summer or winter by changing the optional plough for standard buffers. (MW)



Oxford Rail's model of 'Dean Goods' 2534 looks quite different with its snowplough attached.

ALL SCALES



Low temperature GLUE GUN

● Price: £12.95

● Cat No: GM655

● Site: www.gaugemaster.com

A glue gun is a handy piece of equipment for a multitude of modelling activities including scenery construction, wiring and much more. This low temperature glue gun from Gaugemaster is a wallet friendly addition to any modelling toolbox and comes with three 11mm diameter glue sticks. These are inserted at the rear and once plugged in and the gun is up to temperature glue application can be controlled with the trigger. It has a UK mains plug and is ready to use straight from its packaging. (MW)

'N' GAUGE

Preiser brown cows

● Price: £8.75 ● Cat No: 79229

● Site: www.gaugemaster.com ● Era: 4-11

Prolific figure manufacturer Preiser has added this set of six ready painted light brown cows to its 'N' gauge collection. Six different cows are included in the set all of which are finished to the usual high standard of Preiser products. They are ready to add to a farm scene straight from the box offering more life away from the railway. (MW)

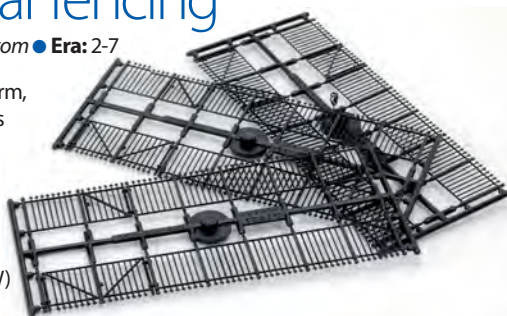


'OO' GAUGE

Gaugemaster GWR spear fencing

● Price: £3.45 ● Cat No: GM429 ● Site: www.gaugemaster.com ● Era: 2-7

Spear fencing is a great way to finish off the edge of a platform, especially on Great Western Railway/Western Region layouts where this type of black metal fencing was most common. Gaugemaster's plastic frets include six sections of straight fencing 90mm long and 23mm tall, three single gates measuring 15mm x 23mm and three double gates which are 37mm long and 23mm tall. Once cut from the sprue this fencing can be installed immediately at a station scene. (MW)



'OO9' GAUGE

New loads for 'OO9' wagons

● Price: £3.99-£8.99 ● Cat No: OO-156/OO-156M/OO-157/OO-157M

● Site: www.modelrailshop.co.uk ● Era: Any

Unit Models has created a selection of 'OO9' narrow gauge wagon loads designed for Bachmann's Hudson 'D' narrow gauge bogie open wagons.

Manufactured from resin, the loads are available singly (Cat No. OO-157) and in pairs (OO-156), while they are also available with steel inserts (OO-157M/OO-156M respectively). These steel inserts enable the loads to be removed from the wagon using a magnet. Supplied undecorated, they can be painted using acrylic or enamel paints (as illustrated), which also enhances the moulded detail. (MC)



RECOMMENDED READING

PULLMAN PROFILE NO. 5 THE GOLDEN ARROW

Publisher: www.crecy.co.uk

ISBN: 978 1 9093 28709

Price: £32.95

Spec: 176 pages, hardback



ANTONY FORD'S latest volume in the Pullman Profile series of books showcases the 'Golden Arrow' Pullman train that operated the UK leg of the prestigious London Victoria to Paris service.

The book opens with a history of luxury rail travel between London Victoria and Paris, from the Pullman Company's short-lived service in the late 1800s, through to the Golden Arrow's ultimate demise on September 30 1972.

Following the format of previous volumes, the book covers many facets of the train's operation from vehicles used, interior details, colour schemes, carriage floor plans, publicity posters and leaflets, service timings, examples of locomotives used, prices through the years, mouth-watering menus, examples of special workings and so much more.

The opulence of the times shines through the pages with images of mahogany wood panelling, sumptuous chairs, ornate table lamps and Pullman stewards in their immaculate white jackets serving drinks in the bar. Behind the scenes at Preston Park Works, the volume also looks at the work required to ensure they were immaculate inside and out, with examples of the intricate wood panelling and different styles of table lamps used shown inside. Images of those who staffed the train are also included – even a resident cat from the 1930s!

A fascinating reminder of this historic and once lavish service. (MC)



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SL-700FB	12 YARDS O GAUGE UNIVERSAL FINE CODE 143 WOODEN SLEEPER	£75.00
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PM20/ BPPM20	SURFACE MOUNTED POINT MOTOR INDIVIDUAL OR PACK OF 5	£8.00/£36.00
DCC80/BPDCC80	DCC AUTOFROG INDIVIDUAL OR PACK OF 3	£6.25/£13.50

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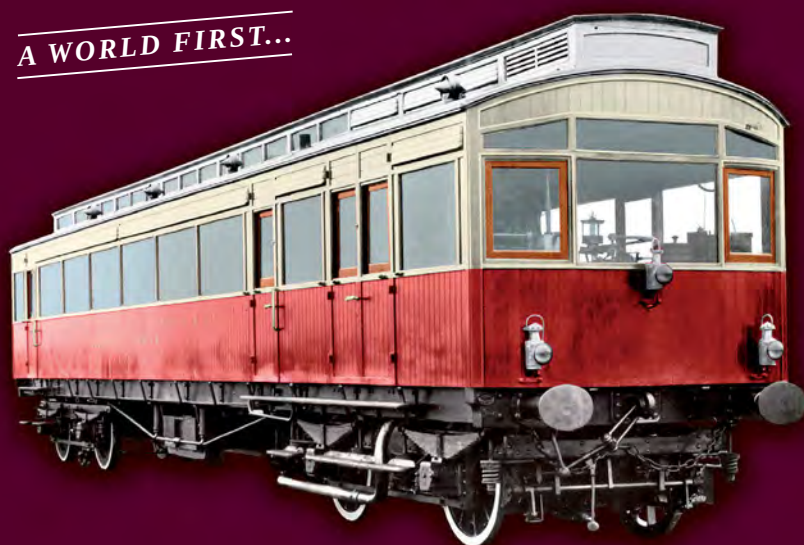
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LARGE SCALE 'RAT'

Using a Zimo decoder and Surface Mounted LEDs, **MIKE WILD** sets out to give Heljan's latest 'O' gauge diesel a suite of individually controlled lighting functions as well as a full set of sounds.

INSTALLING DIGITAL SOUND decoders is always rewarding, no matter what the scale.

For this issue's project we selected Heljan's latest 'O' gauge ready-to-run diesel locomotive – the Class 25/3 (HM138) – as the basis, though the basic principles can be applied to the majority of this manufacturer's twin motor diesel locomotives.

The idea was to show how sound can be installed while also enhancing the model's functionality to include separate control of the head and tail lights, cab lights, roof fan and the addition of lighting behind the control desk to simulate the light of dials in the cab. Making this type of lighting configuration change is tricky in a 'OO' gauge locomotive due to its size, but with an 'O' gauge model there is more space available to accommodate the additional circuit and components that we need to use.

Separating the head and tail lights is a great way of introducing more realism to operation of a locomotive. On the real railway locomotives would only have tail lights illuminated when running light, so in most model circumstances when a locomotive is coupled to a train there should be no rear lights switched on.

Ready-to-run models generally overlook this important lighting standard, but by using Function Outputs (FO) 1 and 2 from the MX696KS decoder board for the tail lights we can make it so that pressing F0 on the controller only lights the headcode panels and the addition of pressing F21 lights the tail lights. Due to the way the sound project has been designed on the ZS25ASL Active Drive file we are using from Digitrains, F21 is directional so long as the control wires (purple and green) are connected the right way around »

TOOLS

- » Soldering iron
- » Solder
- » Wire strippers
- » Insulation tape
- » Black tack
- » Craft knife
- » Pin vice and 2mm drill bit

SOUND FUNCTIONS

F0	Lights on/off
F1	Sound on/off
F2	Brakes
F3	Single horn low
F4	High-low horn
F5	Light engine mode
F6	Engine idle/coasting
F7	Speed lock
F8	Engine 'on'
F9	Flange squeal
F10	Single horn high
F11	Low-high horn
F12	Spirax valves
F13	Wagon buffering
F14	Combined pump
F15	Roof fan
F16	Station announcement
F17	Guard's whistle
F18	Door open/close
F19	Fade all sounds
F20	Shunting mode
F21	Tail lights, directional
F22	Cab lights, directional
F23	Detonators
F24	
F25	
F26	
F27	Volume down
F28	Volume up



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Newly equipped with a full suite of lights plus digital sound, cabside numbers and a driver, Class 25/3 D7627 heads a goods into the loop on Hornby Magazine's 'O' gauge test track.



STEP BY STEP INSTALLING SOUND AND ADVANCED LIGHTING IN A HELJAN 'O' GAUGE CLASS 25

1

Heljan's new 'O' gauge Class 25/3 is the subject for this installation. Using a Zimo MX696KS decoder, 'stay alive' capacitor unit and Kytes Lights Surface Mount LEDs (SMDs) it will have a full range of sound and lighting functions installed.



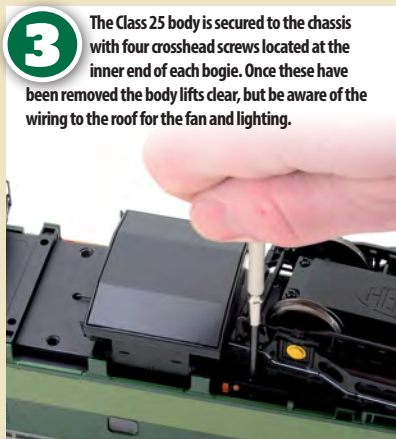
2

The Zimo MX696KS is supplied with a substantial looking 10,000uF capacitor (right) which can be connected to the MX696KS decoder. However, the smaller device, left, offers 250,000uF of energy storage offering even greater reliability from the 'stay alive' circuit. We will be using the latter.



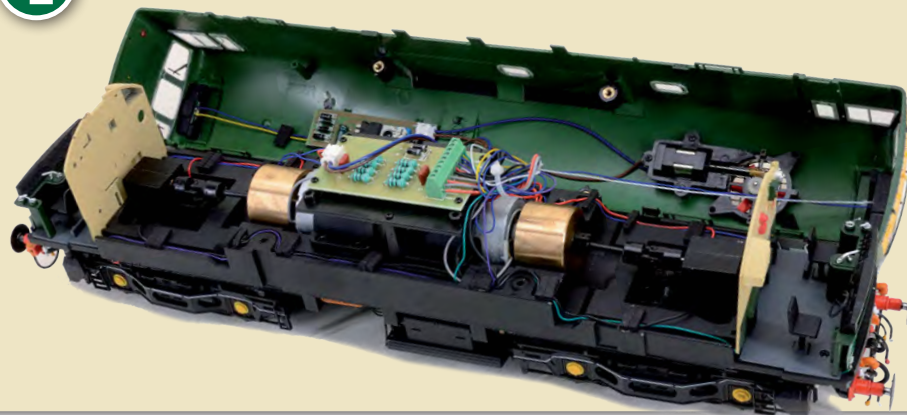
3

The Class 25 body is secured to the chassis with four crosshead screws located at the inner end of each bogie. Once these have been removed the body lifts clear, but be aware of the wiring to the roof for the fan and lighting.



4

Inside the locomotive the twin motors, control board and wiring are all clear to see. What isn't so clear at this stage is that the cab lights are wired into the same circuit as the headcode lights which makes separating them more difficult.



in the terminals for FO1 and FO2.

Heljan's wiring for the Class 25 cab interior lights means that they are switched as standard by F0 on a DCC handset. This is because they are mounted on the rear of the headcode lighting circuit board which makes them difficult to separate. To 'turn off' the original cab lights on our model we blanked off the Light Emitting Diodes (LEDs) with Black Tack (high strength semi-permanent adhesive with similar properties to Blu Tack) and then added our own Surface Mounted LEDs (SMDs) from Kytes Lights. These require a resistor to be added to the black lead which is in turn connected back to the common positive feed on the decoder circuit board while the white wire from the SMD is connected back to the relevant FO terminal on the decoder baseplate. In this case FO3 and FO4 are used for the cab lights which, again, alternate with the direction of travel using button F22 to turn them on and off.

Another revision to the wiring was to make the roof fan switchable on its own. Through the assistance of Digitrains and the sound project author Paul Chetter we were able to remap the button which controls

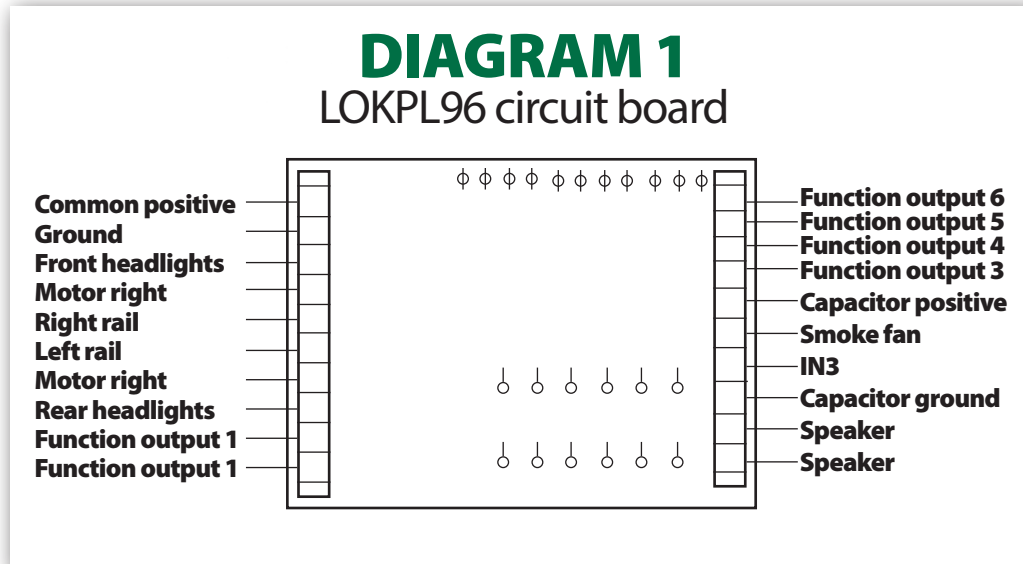


Diagram 1 – MX696KS baseplate connections for Heljan Class 25/3. Visit www.zimo.at for full wiring diagrams for the MX696 series decoders.

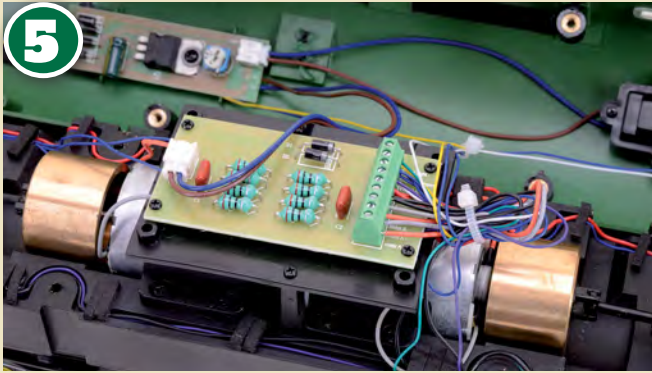
FO5 so that on pressing F15 on our handset, the fan would run at the same time as the fan noise being played from the decoder.

We could have left the project there, but we had one more use for SMDs in the Class 25 – cab control desk lighting. This was a little trickier to install due to the space available, but we were able to drill holes through the control

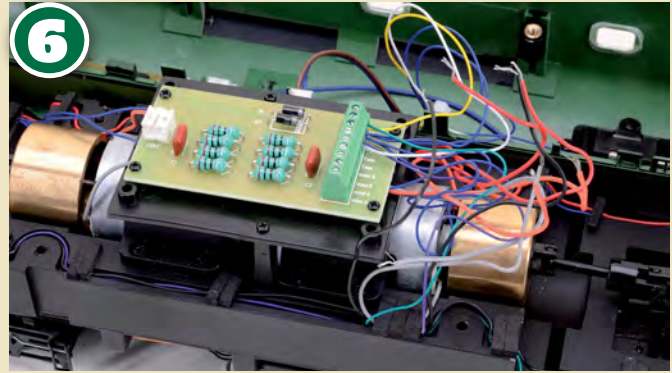
desk to allow light to pass through and position an SMD on the front bulkhead behind the desk. The rear of the cab desk and the gauge apertures were then painted white and the rear was sealed to stop light escaping using a piece of white plasticard to reflect more of the light back through the gauges. Connections for this were made to the headlight terminals on the

decoder baseplate so that the gauge lights came on with the headcode lights. The black wires from each end were joined to a resistor and, in turn, to the common positive feed entering the tail light circuit boards at each end to avoid another pair of wires running the length of the locomotive.

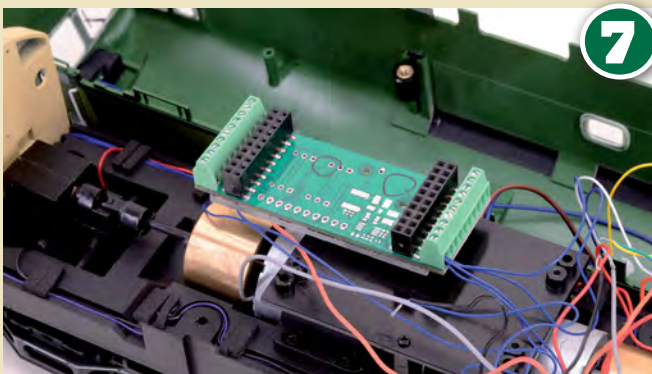
Building up the operational functions of the Class 25 has been a



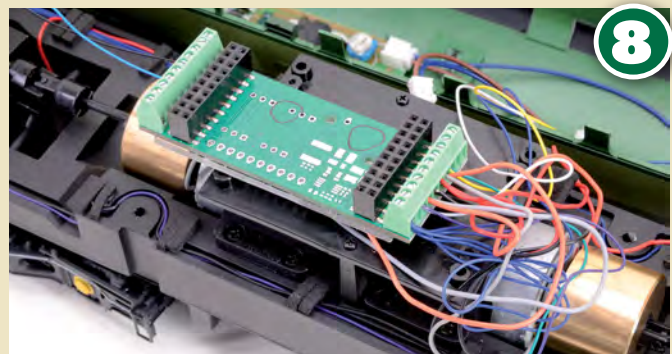
A central circuit board takes care of power distribution from the pick-ups to the motors, lights and roof fan. To change the 25 to work with DCC, this circuit board needs to be removed and replaced by a decoder - the Zimo MX696KS in this case.



The wiring is colour coded in the Class 25. Blue are common positive feeds for the lighting functions, red and black are track connections, orange and grey are motor feeds while yellow, purple, green and white are all light functions. Undo them carefully and keep track of which is which.



The Zimo MX696KS comes as a baseplate and decoder. The decoder will only work when correctly aligned with the pen marks on the baseplate. All wiring connections are made to the baseplate - here we have started by adding the blue common positive wires for the lighting functions.



The orange wire from motor one and the grey wire from motor two need to be joined together and connected to the motor right connection on the baseplate while the grey wire from motor one and orange wire from motor two need to be connected to the motor left terminal. This ensures that both motors run in the same direction. The red and black track pick-up wires have also been connected here.

DIAGRAM 2 Speaker wiring in series

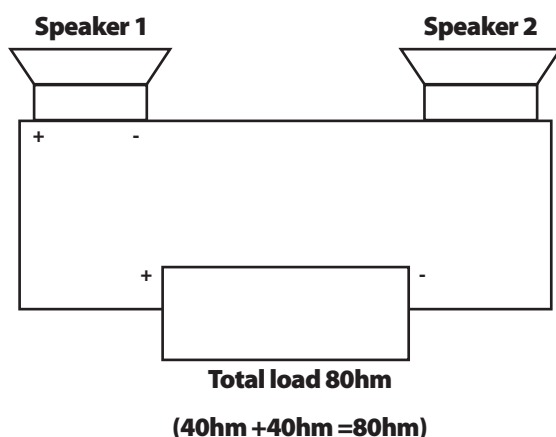


Diagram 2 – Series speaker wiring

challenging but rewarding project which has been finished off with the addition of a ModelU 3D printed diesel locomotive driver (Cat No. 1105) for the No. 1 end cab and a set of cabside numbers made up from Fox Transfers individual

letters and numbers for 7mm scale (sheet FRH7005). The result is a fully functioning locomotive with high value lighting and a brilliant sound output too.

Follow the step by step guide to see the full installation process. www.modelu3d.co.uk

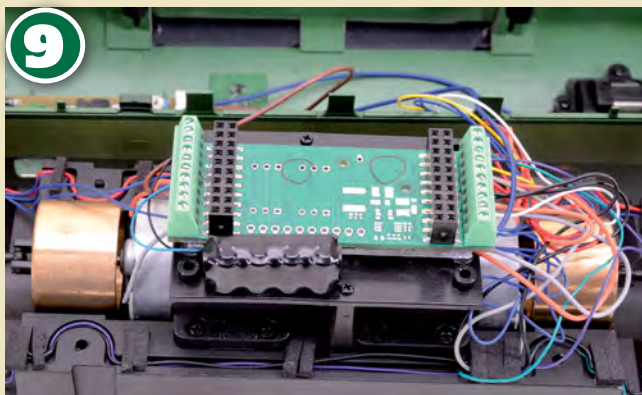


The cab desk lights are effective once the inside of the openings are painted white to reflect the light more evenly.

WHAT WE USED

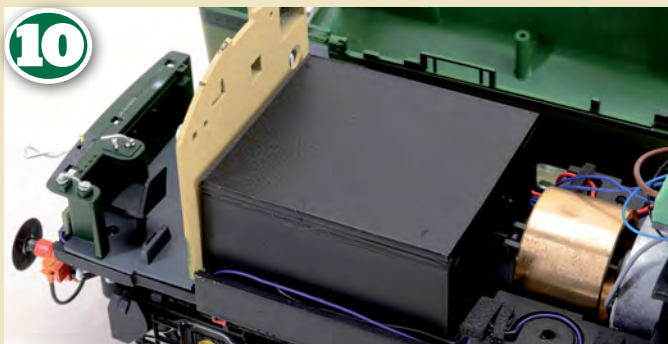
PRODUCT	SUPPLIER	CAT NO.
Class 25 ActiveDrive sound file	www.digitrains.co.uk	ZS25ASL
Zimo MX696KS large scale decoder	www.digitrains.co.uk	MX696KS
250,000uF 'stay alive' capacitor pack	www.digitrains.co.uk	860009
40hm twin speaker, 55mm x 24mm x 7mm	www.digitrains.co.uk	5235
Large iPhone speaker	www.roads-and-rails.co.uk	n/a
Black decoder wire	www.digitrains.co.uk	1216
7mm scale diesel locomotive numbers	www.fox-transfers.co.uk	FRH7005
BR seated driver	www.modelu3d.co.uk	1105

9



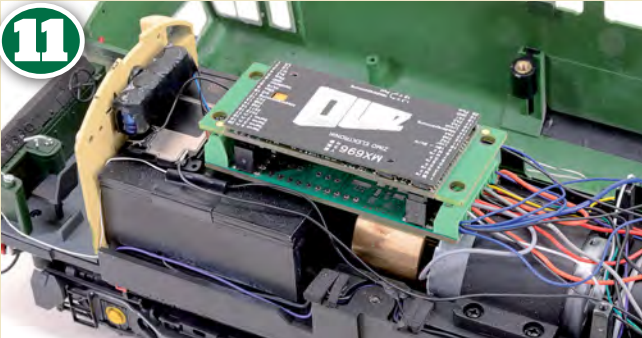
The capacitor wires are trimmed to length and the blue is then connected to the capacitor positive terminal and the black wire to the ground on the same side of the baseplate.

10



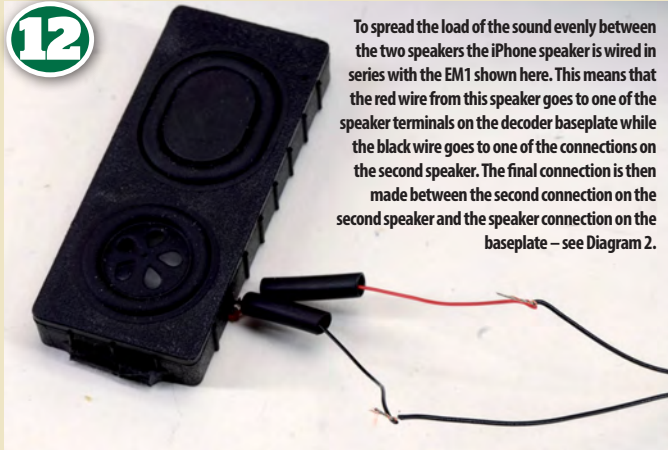
Following a test fit of the body, we found that the decoder was too tall to stand on the original PCB stand in the centre of the locomotive. To provide a stable base for the decoder and one of the speakers we built a 55mm long, 15mm tall and 44mm wide plasticard platform using layers of 1.5mm plasticard to support the new internal fittings.

11



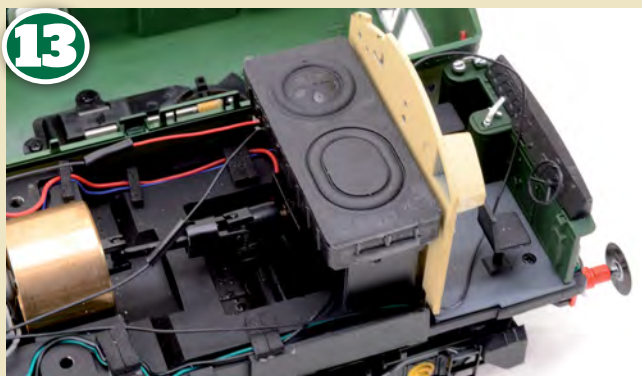
The final position of the decoder board saw it straddle the flywheel of motor two. It is fixed in place with high adhesive Black Tack. Behind, the capacitor pack is fixed to the rear of the cab bulkhead while the first of the two speakers – an iPhone speaker from Roads and Rails – has also been positioned on the rear platform.

12



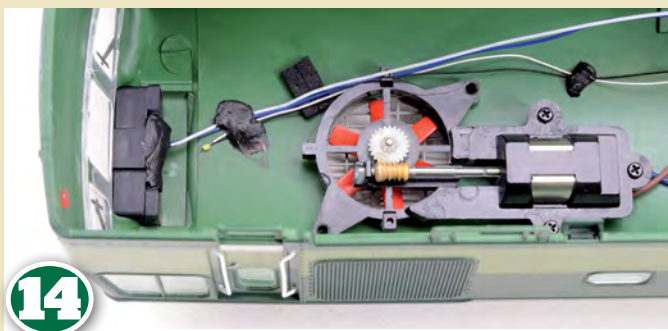
To spread the load of the sound evenly between the two speakers the iPhone speaker is wired in series with the EM1 shown here. This means that the red wire from this speaker goes to one of the speaker terminals on the decoder baseplate while the black wire goes to one of the connections on the second speaker. The final connection is then made between the second connection on the second speaker and the speaker connection on the baseplate – see Diagram 2.

13



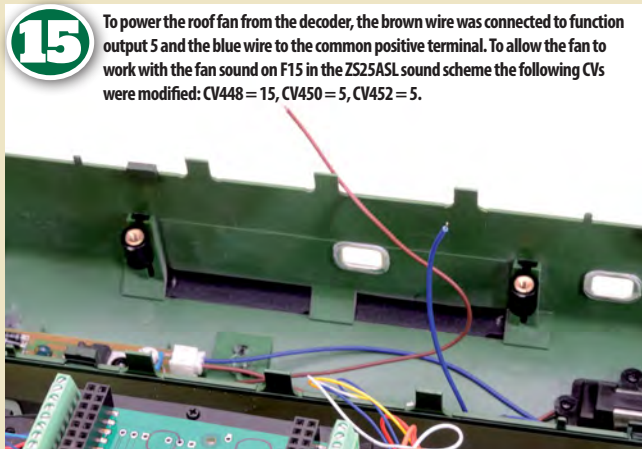
To spread the sound along the length of the locomotive the larger of the two speakers was positioned on a second platform at the front of the locomotive. By cutting off the end wings of the speaker moulding, it fitted in across the width of the Class 25 chassis.

14



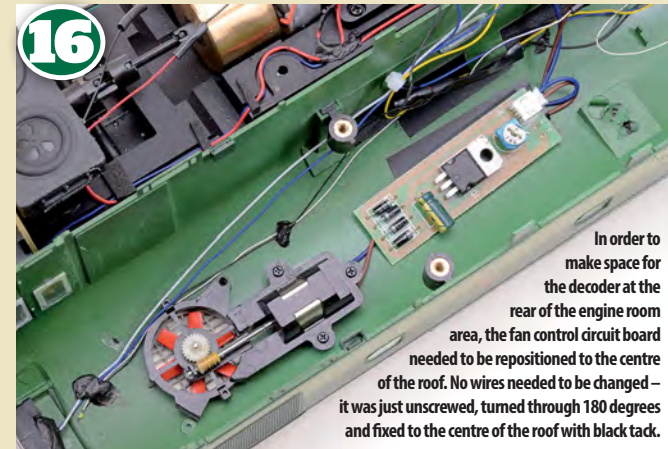
Cab lights were next on the agenda. First the original cab lights on the back of the headcode panels had to be blacked out using black tack. Next an SMD was fixed to the roof of the cab with a resistor added to the black positive wire. The positive wire was then connected back to the common positive terminal on the decoder baseplate while the white wire was connected to function output 3 for the leading cab. The process was repeated for the rear cab light with the white wire connected to function output 4.

15



To power the roof fan from the decoder, the brown wire was connected to function output 5 and the blue wire to the common positive terminal. To allow the fan to work with the fan sound on F15 in the ZS25ASL sound scheme the following CVs were modified: CV448 = 15, CV450 = 5, CV452 = 5.

16



In order to make space for the decoder at the rear of the engine room area, the fan control circuit board needed to be repositioned to the centre of the roof. No wires needed to be changed – it was just unscrewed, turned through 180 degrees and fixed to the centre of the roof with black tack.



17

To add lights behind the cab desk instruments, the black upper section was carefully removed from the front bulkhead using a craft knife to lever it off its factory glue.

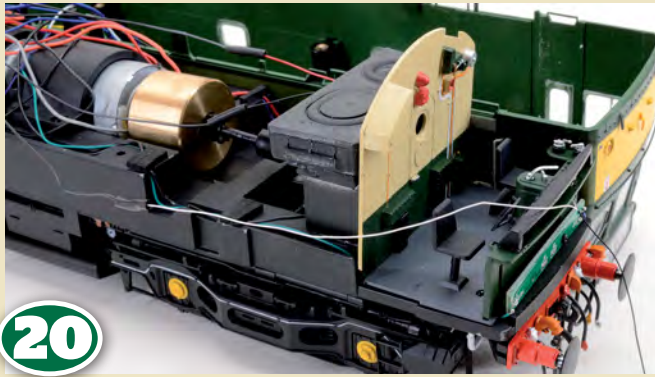
18

The five main instruments were then drilled through with a 2mm drill bit in a pin vice and then opened out with a square file prior to the desk being remounted on the front bulkhead and fixed in place with liquid plastic cement.



19

A 1mm hole was drilled through the bulkhead to allow the wires from an SMD to be fed through. The SMD was secured in place with superglue.



20

The white control wire from the SMD was then extended with a length of decoder wire with heatshrink insulation to protect the connection. It was then joined to the Front Lights connection on the MX696 baseplate so that the desk lights would come on with the headcode panel lights.



21

The black wire from the SMD was then connected to a 1.2k Ohm resistor which in turn was soldered to the blue common positive connection on the tail light panel below. This saved running another wire along the length of the locomotive to the decoder, but requires careful soldering.



22

To provide reflection for the SMD under the black cab desk, the internal faces were painted white and a section of 1mm thick plasticard was cut to shape to fit at the back.



23

To ensure the light was leak free, black insulation tape was placed over the back of the control desk and filled at the open end with black tack. The resistor and electrical connections for the positive wire below have also been covered with insulation tape.



24

The completed locomotive now has control of the headcode panel lights and desk lights through F0, the roof fan on F15, tail lights on F21 and cab lights on F22 while a wide range of sound functions can be played with the remaining functions.

Melbury

DOUG COLE introduces Chelmsford and District MRC's fascinating multi-level 'N' gauge layout and its impressively complex trackplan.

PHOTOGRAPHY, TREVOR JONES



LNER 'A2' 4-6-2 525

A.H. Peppercorn

approaches the station
with a rake of Gresley teak
coaches while Gresley 'J39'
0-6-0 1856 heads for the
yard with a mixed goods.



IN 1999 Chelmsford and District MRC 'N' gauge modellers were discussing what they disliked about layouts they had seen at recent exhibitions. End-to-end, round and round, limited rolling stock, inactivity and a lack of communication between operators all played a part, so when we started planning our new layout, we wanted it to be different and entertaining for all.

We discussed different track levels, introducing an element of mystery, keeping something on the move at all times, tunnels, gradients and reversing loops all with the intent of creating a visually entertaining and active layout for exhibition operation. A fictitious landscape was selected so that we could run rolling stock from a variety of regions and periods with the timeframe set to cover the mid-1930s through to the end of steam in the final years of the 1960s. This

suiting the majority of our rolling stock.

Melbury came about after the sale of our club's previous 'N' gauge layout. We found that owing to space available at the club that we were limited to a maximum of 12ft x 3ft 4in and, to complicate a new design

further, the baseboards would have to be small enough to fit into two car boots for transport.

Eventually it was decided to have four baseboards, each 3ft 4in long and 2ft 8in wide. Two of these were joined end to end and the others were placed at either end at right angles so that the overall length of the layout fitted that important 12ft x 3ft 4in footprint. Turning of the end boards was found to be necessary to accommodate the curves at each end which in addition provide enough space for the

gradients from one level to the next.

Ultimately we ended up with three levels. The storage yard at the rear was situated at baseboard level and consisted of six sidings which feed the second level at the front where the station is

reached via a 1-in-40 gradient. At either end of the platform is a crossover to the main line which takes trains up to the third level which is the viaduct that hides the storage yard behind and

"We discussed different track levels to introduce mystery."

DOUG COLE

below. It is now possible to run a train from the storage yard to the top level and allow it to run until such time as it was required to be returned to either the middle level or the storage yard.

Two reversing loops were built at baseboard level and connected to the storage yard. This made it possible >>



for a train to traverse the layout in a clockwise direction and eventually return running anticlockwise and then go back to a clockwise direction through a series of circuits. At the lower level a small goods yard diverges from one of the reversing loops.

3D DESIGN

The baseboards were built at home by one of the members who had a fully equipped workshop. Each board was made of 3in x 1in planed softwood for the edges with two additional cross braces of 2in x 1in timber for strengthening. The position of these had to be adjusted to avoid any point motors which were to be attached beneath the 9mm Medium Density Fibreboard (MDF) baseboard surface.

The trackplan was designed on a computer and after several adjustments a copy was printed out and then cut up and converted into a three-dimensional plan. This enabled us to find other possible problems which had not been thought of initially.

Before track laying commenced, the track bases for the middle and upper levels were built. The curves at each end were laid out on a piece of hardboard and then cut. It was decided that the gradient for each curve would not be more than 1-in-40 and preliminary supports were put under the hardboard template to see if this would work. The supports were cut from strips of 2in x 1in timber and increased in height by about 2mm for each support along the length of the incline. A length of Peco flexible track was then laid on the hardboard template and power supplied to see if we had achieved our original objective.

Surprisingly with some very minor adjustments we had solved our original fears with the gradients and our locomotives were able to handle the train lengths that we wanted to run. Although hardboard is not generally considered as a suitable baseboard material it was found that when it is secured to wooden risers spaced around 50mm apart, track pins could be driven through the hardboard and into the uprights so that the track was held securely.

The bases for the flat areas in the centre of the layout were made from MDF like the main baseboard. Finally the curves and the centre of the third level were made in a similar fashion and when all were firmly in place a start was made on laying the track.

The track is Peco flexible track delivered in yard lengths and coupled to medium radius live frog points from the code 80 range. Wiring was carried out on

each section as it became available by Tony Clarke while the two reversing loops were laid and crossed each other on the lower level via a hand-made junction

controlled by a rotary switch so that only one line is powered at any time.

This crossover is hidden under the farm end of the station and the level above carries four tracks – the centre two going to the upper level and the outer two joining with the lower level storage yard.

2002 saw completion of the track and electrical work for Melbury and considering the complexity of the track layout – two up mains, two down mains, two reversing loops plus a goods yard – the first engine completed the whole layout with no trouble at all, until we >>

“The layout became known as the ‘roller coaster’ at the club.”

DOUG COLE



 Stanier 'Duchess' 4-6-2 46229 Duchess of Hamilton arrives at Melbury with a rake of Minitrix BR Mk 1s as a Minitrix Ivatt '2MT' 2-6-2T draws into the loop with suburban stock.



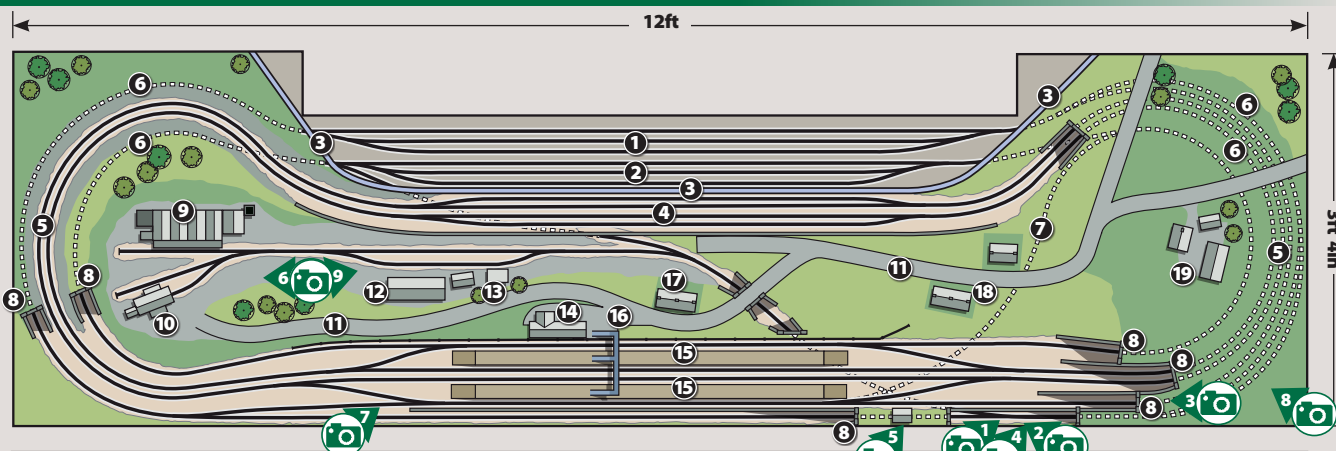
At the station an Ivatt '2MT' 2-6-2T has charge of a short loaded coal train as rebuilt Bulleid 'Merchant Navy' 4-6-2 35028 Clan Line waits for a clear path.



LNER 'A2' 525 A.H. Peppercorn heads a Pullman train as Gresley 'A3' 4-6-2 4472 Flying Scotsman passes the yard with a rake of teak stock.



MELBURY TRACK DIAGRAM (Not to scale)



KEY

- | | | | | |
|--|--|---------------|---------------------|-----------|
| 1 Outer circuit low level storage yard | 5 Main line gradient from station to upper level | 9 Factory | 13 Water tower | 17 Shops |
| 2 Inner circuit low level storage yard | 6 Gradient to/from low level storage yard | 10 Goods shed | 14 Station building | 18 Houses |
| 3 Backscene | 7 Reverse loop | 11 Road | 15 Platform | 19 Farm |
| 4 Upper level viaduct | 8 Tunnel mouth | 12 Store | 16 Footbridge | |



started changing points. This revealed that four wires needed to be changed which was amazing considering the control panel and connecting wires were just plugged in after assembly at one of the members' homes. We were also pleased that all boards and joints lined up perfectly considering three levels and 16 lines are involved on the middle two boards.

ROLLER COASTER

As other members of the Chelmsford and District MRC watched progress, the layout became known as the 'roller coaster' from its range of levels and gradients.

While track and electrical work had been in progress Alan Davies had also been developing the scenery with the help and



Below: An overview of Melbury showing the gradients between the middle and upper levels. All gradients are set at 1-in-40.

Below left: The road from Melbury station to the farm takes centre stage as 'WD' 2-8-0 90556 plods past on the upper level with a mixed goods.

guidance of experienced modellers in the club. It started with measurements for the location of the tunnel mouths, platforms and viaduct while it had already been agreed that the left-hand end would have a rock cutting leading up to the viaduct level and that a farm would be located at the opposite end. The use of tunnels adds to the mystery of the layout as trains can disappear and reappear in different areas as they circulate its various routes.

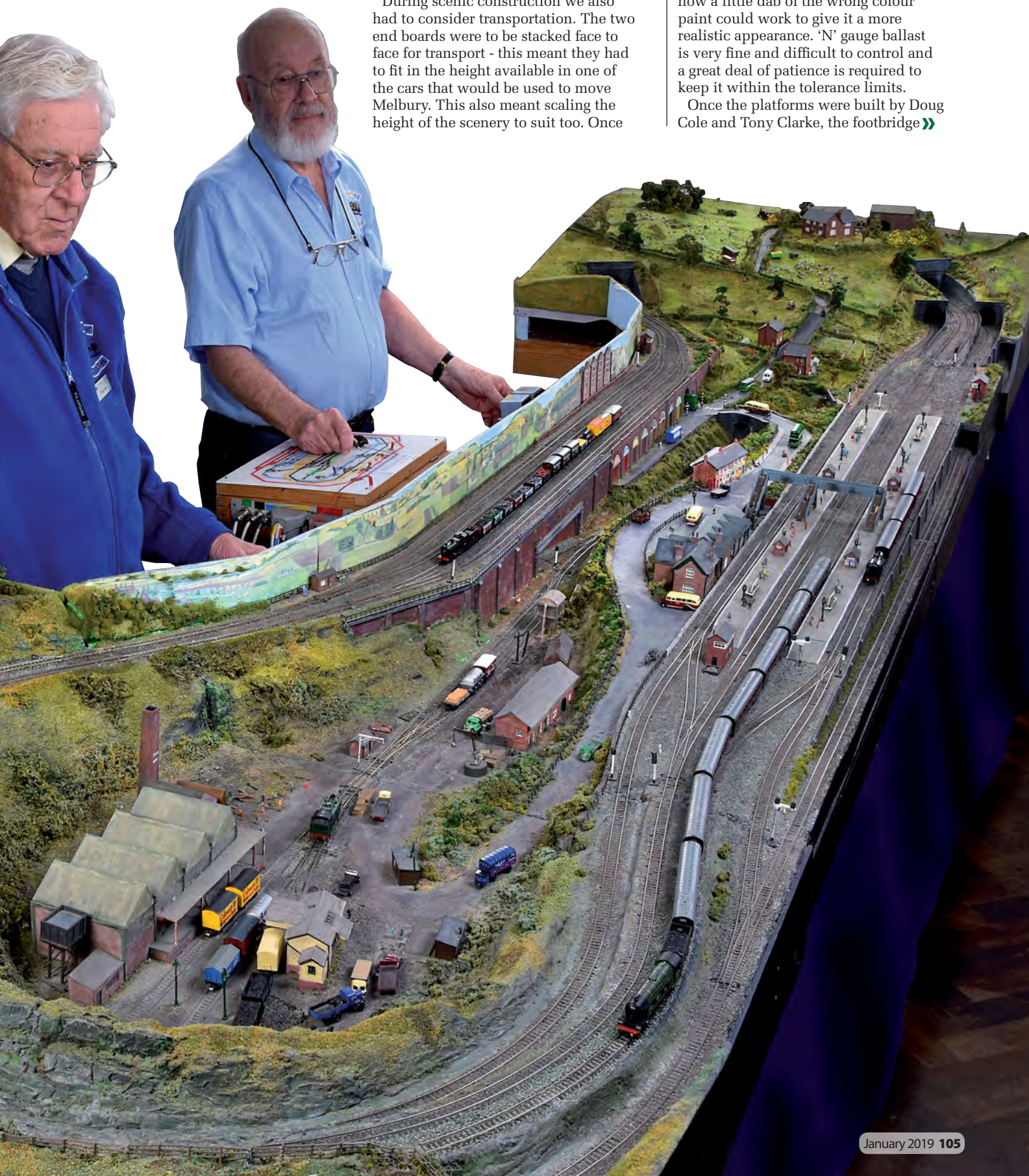
During scenic construction we also had to consider transportation. The two end boards were to be stacked face to face for transport - this meant they had to fit in the height available in one of the cars that would be used to move Melbury. This also meant scaling the height of the scenery to suit too. Once

this was agreed, the back boards were attached to the baseboard so we could work out the height and the contours.

Contour boards were cut, placed, altered and adjusted before chicken wire overlaid with plaster bandage was added on top to create the final landform. All the plaster was coloured, so that in the event of chips the plaster wouldn't show as white.

Ballasting took a year to complete and paint and it was quite surprising how a little dab of the wrong colour paint could work to give it a more realistic appearance. 'N' gauge ballast is very fine and difficult to control and a great deal of patience is required to keep it within the tolerance limits.

Once the platforms were built by Doug Cole and Tony Clarke, the footbridge >>





6 Above: The sidings at Melbury yard are tended to by a Graham Farish '94XX' 0-6-0PT. The buildings are by Kestrel and Peco.

7 Right: A Stanier rebuilt 'Royal Scot' 4-6-0 has just arrived with a through train as a GWR railcar draws to halt in the inner loop. In the background a Stanier 'Black Five' crosses the rear viaduct while in the distance a GWR 'Pannier' tank can be seen approaching the station from the lower level outer circuit storage yard.

8 Below: The farmhouse and buildings at the right-hand end of the layout stand above the tunnels which join the three levels together. A GWR 'Castle' 4-6-0 departs the station heading for the upper viaduct as a GWR '61XX' 2-6-2T prepares to descend to the station.



connecting the platforms was made by joining two kits together to create the necessary length and to increase the height of the steps on one side. Up at the farm, work was progressing. All the humps and bumps that were required had appeared and by this time it had been agreed to weather the whole layout to give it a 'lived in' feeling. This meant rough pastures and no pristine buildings. The stables, barn and farmhouse were all heavily weathered and the surrounding countryside was hedged with both trimmed and wild bushes. The fields had at least three types of grass added to give them different textures and colours. Animals and trees appeared together with a young lad flying a kite. Tony marked off the

railway property by becoming our fencing master. This completed our first board. The middle two boards were the next target to layout on towards completion.

HIGHER LEVEL

The viaduct covering the highest level was the biggest learning curve in weathering. It changed many times from plain red brick to various shades of brown, white and black. This has captured a good lifelike brickwork colouring. We also set the backscene back behind the viaduct to add a little depth to this area.

The station buildings arrived next followed by plenty of platform fencing. These were installed together with the Stationmaster's house which also



has a fully detailed garden. The goods yard buildings completed the scene.

The last board was where Doug and Alan learnt how to make rocks using moulds. Paint was added to the plaster which was then allowed to set. Once out of the moulds, the rocks were broken up to avoid repetition and then glued in place around the cutting sides to create a varied appearance. Work progressed on building up the cutting sides and the land beyond leading to trees and even more fencing. The goods yard was also finally completed with the addition of a smoking chimney and working crane.

Throughout Melbury is signalled with colour lights. These were made by Tony using 1.8mm LEDs on top of a 3mm



diameter copper tube which acts as a common return. Grain of rice bulbs were used for feather indicators where required. Each signal is switched using a switching relay attached to the relevant point motor. A further relay wired to a controller changes the aspect from red to green. There is also a home made traffic light on the layout which lights up in sequence.

Our first exhibition with Melbury was in 2004 at the N Gauge Society Annual General Meeting at St Neots. It was well received by all with many comments about the multi-level designs and how the tunnels meant you never quite knew where the train was going to appear from next. It felt like mission accomplished. www.melbury.co.uk



The goods yard is the lowest level of the scenic section and includes a run-round loop. A Fowler '4F' 0-6-0 can be seen in the station above as a '94XX' 0-6-0PT goes about its business in the lower yard.



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SL-380F	Single Slip	£36.12
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SL-394F	Long Crossing	£10.52

N GAUGE

PECO N Gauge Streamline Code 55 Fine Electrofrog

SL-E386F	Curved Turnout Right Hand	£11.96
SL-E387F	Curved Turnout Left Hand	£11.96
SL-E388F	Large Radius Turnout Right Hand	£11.96
SL-E389F	Large Radius Turnout Left Hand	£11.96
SL-E380F	Single Slip	£37.40
SL-E383F	Scissors Crossing	£64.68
SL-E390F	Double Slip	£39.08
SL-E391F	Small Radius Turnout Right Hand	£9.72
SL-E392F	Small Radius Turnout Left Hand	£9.72
SL-E393F	Short Crossing	£9.88
SL-E394F	Long Crossing	£10.72
SL-E395F	Medium Radius Turnout Right Hand	£10.80
SL-E396F	Medium Radius Turnout Left Hand	£10.80
SL-E397F	Medium Radius Y Turnout	£10.92
SL-E399F	Asymmetric Three Way Turnout	£29.60

OO GAUGE

OO / HO
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SL-100	Flexible Track* Wooden Sleeper Nickel Silver	£3.12
SL-100(25)	Flexible Track* Wooden Sleeper Nickel Silver Pk 25	£78.00
SL-102	Flexible Track* Concrete Sleeper Nickel Silver	£3.08
SL-102(25)	Flexible Track* Concrete Sleeper Nickel Silver Pk 25	£77.00
SL-184	Catch Point Right Hand	£8.76
SL-185	Catch Point Left Hand	£8.76

PECO OO / HO Streamline Code 100 Insulfrog

SL-80	Single Slip	£31.72
SL-86	Large Radius Curved Turnout Right Hand	£13.40
SL-87	Large Radius Curved Turnout Left Hand	£13.40
SL-88	Large Radius Turnout Right Hand	£12.60
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
SL-95	Medium Radius Turnout Right Hand	£11.08
SL-96	Medium Radius Turnout Left Hand	£11.08
SL-97	Small Radius Y Turnout	£10.20
SL-98	Large Radius Y Turnout	£11.80
SL-99	Medium Radius 3 Way Turnout	£27.92

OO GAUGE

PECO OO / HO Streamline Code 100 Electrofrog

SL-E86	Large Radius Curved Turnout Right Hand	£13.48
SL-E87	Large Radius Curved Turnout Left Hand	£13.48
SL-E88	Large Radius Turnout Right Hand	£12.68
SL-E89	Large Radius Turnout Left Hand	£12.68
SL-E91	Small Radius Turnout Right Hand	£10.04
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
SL-E98	Large Radius Y Turnout	£11.88
SL-E99	Medium Radius 3 Way Turnout	£28.00

OO / HO
Code 75 Rail



PECO OO / HO Streamline Code 75 Fine

SL-100F	Flexible Track* Wooden Sleeper Nickel Silver	£3.20
SL-100F(25)	Flexible Track* Wooden Sleeper Nickel Silver Pk 25	£80.00
SL-102F	Flexible Track* Concrete Sleeper Nickel Silver	£3.28
SL-102F(25)	Flexible Track* Concrete Sleeper Nickel Silver Pk 25	£82.00
SL-104F	Flexible Track* Steel Sleeper Nickel Silver	£3.28
SL-104F(25)	Flexible Track* Steel Sleeper Nickel Silver Pk 25	£82.00
SL-106F	Flexible Track* Concrete Bi-Block Sleeper	£3.36
SL-106F(25)	Flexible Track* Concrete Bi-Block Sleeper Pk 25	£84.00
SL-184	Catch Point Right Hand	£9.00
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SL-180	Single Slip	£35.92
SL-190	Double Slip	£38.64
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SL-E1095	Medium Radius Turnout RH with Concrete Sleepers	£13.56
SL-E1096	Medium Radius Turnout LH with Concrete Sleepers	£13.56
SL-E180	Single Slip	£36.40
SL-E186	Curved Turnout Right Hand	£13.80
SL-E187	Curved Turnout Left Hand	£13.80
SL-E188	Large Radius Turnout Right Hand	£13.40
SL-E189	Large Radius Turnout Left Hand	£13.40
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DIESEL

Brake Tenders

*With the recent arrival of Hornby Magazine's latest batch of exclusive 'OO' gauge diesel brake tenders, **EVAN GREEN-HUGHES** explains why these unusual vehicles were built and how they were operated during the 1960s and early 1970s.*

WE ALL KNOW ABOUT the law of unintended consequences. This reminds us that whatever the invention we

have come up with there is always a consequence arising from it that we have never thought of. This was the case with the introduction of diesel and electric traction on our railways and occurred when the first of the new locomotives were put to work on heavy freights.

Although the Modernisation Plan foresaw that all goods trains would one day run with continuous brakes fitted to every wagon, the reality of the 1950s and 1960s was completely different. Most trains were still made up of unfitted short-wheelbase wagons coupled together with nothing more than a simple three-link coupling and these relied only on the brakes on the engine and a handbrake on the guard's van for both slowing down and stopping.

This system had worked well for more than 100 years and was perfectly adequate in a world where both train weights and speeds were modest. However, the braking effort that could be provided by the locomotive was directly related to how heavy it was, for if there was too little

weight available then its wheels would merely lock up under braking and it would be pushed along by its train. This hadn't been a problem in the days of steam because by their very nature steam locomotives are heavy but what had been overlooked was that the new diesels were much lighter than their displaced counterparts, and they were also much more powerful.

Inevitably problems began to arise with diesel-worked freight trains exhibiting poor braking performance, which in some cases resulted in signals being passed at danger and in some extreme cases in runaways. Investigations into these incidents revealed that the lighter weight of the new traction was insufficient to slow down the heaviest workings, and also that drivers tended to drive the new diesels at greater speeds than they had their steam counterparts.

As the number of such incidents increased discussions within BR as to how to resolve the issue came to a head in 1960, when the decision was taken to provide a special type of vehicle which could be used to increase the brake force available to the driver. This, it was decided, was to be accomplished by providing a heavy bogie wagon fitted with brakes which was to be attached to the locomotive, with this new vehicle being called a brake tender. >>

DIESEL BRAKE TENDER DATA

NUMBERS	BUILDER	YEAR	WEIGHT	NO BUILT	BOGIES	BODY STYLE
B964000-B964004	Derbyshire Wagon Co	1962	35.5tons	5	Stanier	Curved
B964005-B964019	Central Wagon Co	1962-1963	35.5tons	15	Stanier	Curved
B965020-B965028	Standard Wagon Co	1962	35.5tons	9	Stanier	Curved
B965029	Standard Wagon Co	1962	35.5tons	1	BR Mk 1	Curved
B965030	Marcroft Wagon Co	1962	35.5tons	1	BR Mk 1	Curved
B965031-B965034	Marcroft Wagon Co	1962	35.5tons	4	Stanier	Curved
B964035-B964037	BR Cowlairst	1962	35.5tons	3	Gresley	Prototypes
B964038-B964105	BR York	1962-1964	35.5tons	68	Gresley	Curved
B964106-B964111	BR Stratford	1962	37.5tons	6	Gresley	Angular
B964112-B964121	BR York	1964	35.5tons	10	Gresley	Curved
B964122	GCR, Rothley	2017	35.5tons	1	BR Mk 1	Curved (replica)



Class 25/1 D5178 leads a train of empty plate wagons for Consett steel works approaching Pelaw South Junction on October 25 1964. At the front is a diesel brake tender to provide additional brake force to the unfitted train.

Brian Stephenson.



ADDING WEIGHT

The specification for this new tender called for a bogie vehicle with a weight of around 35tons and provided with a body sufficiently low that it could be seen over when placed in front of a locomotive, with this being as short as possible. Brakes were to be provided on all wheels with power for these being provided by two large brake cylinders, one each end of the tender. Three prototypes were ordered from Cowlairs works in Glasgow with at least the first of these being of angular construction, these were initially numbered in the DE North Eastern Region series, but later received normal numbers in the 'B' series used for goods wagons.

As the new brake tenders were an unplanned expense, construction costs were kept to a minimum by the simple expedient of using redundant materials from old coaches which were then being replaced in some numbers by the new BR standard designs. The three prototypes were mounted on surplus Gresley 8ft 6in wheelbase bogies and utilised a simple box construction which was filled with scrap materials. They were intended to be semi-permanently coupled to a locomotive and could be either pulled or pushed, for which purpose they were provided with a full set of lamp brackets so that headcodes could be exhibited.

Trials on the North Eastern Region proved the value of the new tenders and as a result orders were placed for a further 119 with all being completed between 1962 and 1964. The bulk of these were built by BR's own York works using redundant Gresley 8ft 6in bogies. Production tenders had a more rounded shape than the prototype with the top of the tender following generally a similar curve to that used on coach roofs - indeed existing materials that could be reused might have influenced this design change.

The Derbyshire Wagon Company added 51 similar tenders to the fleet while smaller numbers were built by the Central Wagon, Standard Wagon and Marcroft

BR Class 40 D389 completes the climb to Standedge Tunnel with a long westbound coal train in 1966. In this instance the brake tender has been positioned behind the locomotive to provide additional brake force for the train. Kenneth Field/Rail Archive Stephenson.



Wagon Companies, although all these used redundant Stanier 9ft wheelbase bogies, which had come from ex-LMS coaches, except for two which utilised BR Mk 1 bogies. A batch of only six was built by BR's Stratford Works but these differed a great deal from the others in that they were fitted with angular rivetted bodies, having an all-up weight of 37tons, around two tons heavier than the rest of the fleet.

IN SERVICE

The biggest user of brake tenders was the North Eastern Region which employed them extensively on mineral and coal workings. Examples could be seen around West Yorkshire, Teeside and Tyneside where they were often employed on cross Pennine workings. Many examples could be found in the Midlands where they were used on similar workings, particularly originating from Toton but some were also to be found north of the border around Glasgow and Edinburgh. Several were also based at Acton, near London, and these found their way onto the Southern via Kent coal traffic as well as onto the Midland Main Line.

In service they could be

either pushed by their allocated engine or pulled but their maximum speed was limited to 45mph when being propelled, as compared with 60mph when being hauled. Although technically regarded as wagons they were under the sole charge of the locomotive crew and were therefore not regarded as part of the train. Each locomotive normally worked with only one tender but there are photographs which show that occasionally one was used each side of a locomotive, or even two together when being hauled. Three were even noted being used together with a pair of Class 37s on a heavy train of rails passing through South Wales.

Propelling ceased in 1970 following a spate of incidents where train crew miscalculated the length of the tender, causing it to be pushed past a red signal, but by this time more and more trains were being provided with continuous brakes and British Rail was engaged in a massive programme of building new air-braked freight stock. As a result work for the brake tenders diminished and by mid-1973 the requirement for them had vanished completely. After this several were taken into departmental stock where they were found to be of some use on civil engineering trains



and were able to survive into the 1980s, after which they were quietly cut up.

MODERN REPLICA

And there the story might have ended but for a group of enthusiasts at the Great Central Railway which, 30 years after the last brake tender was taken out of service, came up with the idea of building a replica. Recognising that there were few people who saw a brake tender, the group formulated a plan to bring this forgotten part of history back to life once again. Taking a leaf out of the original builder's book the group were able to obtain a badly-wasted Mk 1 carriage which they were able to use as a donor vehicle and were also able to trace period drawings and specifications which could be used. The outer sections of the coach underframe and its bogies have been married with a completely new superstructure which has been filled, in time-honoured fashion, with piles of redundant concrete sleepers. The resulting vehicle carries the number B964122 which would have been the next one in the series and was launched into traffic in 2017.

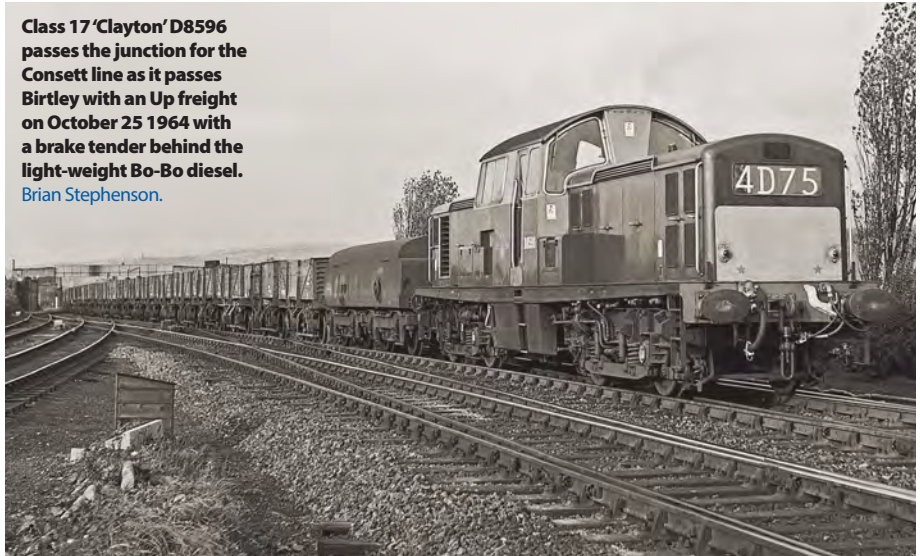
There are many examples of unusual workings involving diesel brake tenders, including them being used by diesels rescuing steam locomotives or in pairs on either side of a locomotive. They have been coupled to everything from Class 20s to electro-diesels and were very commonly used with the early Class 44 'Peaks' and the Class 37s but could often be seen with Class 24s and Class 25s. On the Midland Region they could be seen one each side of a 'Peak' with a lengthy freight train in tow but with smaller engines they were usually used singly. They present a most unusual sight when being propelled, especially when their attendant locomotive is also hauling a train. [Video](#)

● **The latest 'OO' gauge ready-to-run diesel brake tender models are available to order now from Hornby Magazine. Visit shop.keypublishing.com or call 01780 480404 for more information.**

English Electric Type 3 6758 propels a diesel brake tender as it shunts the MMRTC tripper at Ferryhill on a murky June 14 1969.
[Chris Davies/Railphotoprints.uk.](#)



Class 17 'Clayton' D8596 passes the junction for the Consett line as it passes Birtley with an Up freight on October 25 1964 with a brake tender behind the light-weight Bo-Bo diesel.
[Brian Stephenson.](#)



From 1970 BR prohibited propelling of brake tenders and the last were taken out of revenue service in 1973. Class 52 1005 Western Venturer enters Acton Yard with a cross London freight from the Southern Region in 1973 with a brake tender behind the locomotive.
[Peter Dobson/Railphotoprints.uk.](#)



Not all brake tender movements involved long trains. On October 25 1964 Class 37 D6791 makes an unusual sight as it propels a brake tender and brake van up the East Coast Main Line at Birtley.
[Brian Stephenson.](#)



STAFF PROJECTS

WAGONS ROLL

MIKE WILD has taken a break from exhibition preparations by progressing a quartet of wagon kits for his 'O' gauge collection.



Finally the LNER 20ton hopper reached completion during November with the addition of handrails, numbers and weathering. This Parkside kit is now ready to enter traffic in the 'O' gauge wagon roster.

WE HAVE A VERY BUSY modelling schedule for the magazine, but I still enjoy working on my own kit building and weathering projects. Lately I've been attempting to clear the decks by finishing off a handful of Parkside Models 'O' gauge wagon kits before I dig into my next rolling stock model in 7mm scale – an Ian Kirk Kits Gresley full brake.

Top of the list for completion is a Parkside Models LNER 20ton hopper wagon (Cat No. PS108). I built most of it around four or five months ago but, with one thing and another,

it has been sat waiting for the final details and painting to be carried out. In fact, I'd already painted the underframe and body, but I had put off making the handrails which would allow me to add the finishing touches.

Having dug out the materials and tools I needed to make the brass handrails – a job which surprised me by how quickly I had them shaped and fitted. Next, transfers from the sheet supplied with the wagon were applied to put this wagon into full BR unfitted grey livery suitable for the late 1950s and early 1960s.

I'd intended from the start that this wagon

wouldn't go into service until it was fully painted and weathered – I know what I'm like: if a part-complete model makes it onto the track it takes a long time to come back off for paint! With the LNER 20ton hopper I stuck to that and ultimately I brought it up to the standard I wanted using a set of MIG Ammo rust paints for rust patches on the body, Lifecolor Liquid Pigments Smoke Wash to tone down the fresh BR grey body paint and a combination of Lifecolor Frame Dirt followed by Burned Black mixed with Dirty Black for the underframe. Dirty Grease Effect from the same supplier was

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



MIKE WILD
Having completed West Coast Cement for the Warley show, Mike has taken time to catch up on his own modelling projects during the longer winter evenings.



MARK CHIVERS
Bufferbeam detailing, weathering and the addition of crews have kept Mark busy in the run up to the Warley show and West Coast Cement's exhibition debut.



Making swift progress through the paint shop is this Slater's BR Shock Absorbing open wagon. Construction was completed around 18 months ago, but it is now in the final stages of decoration.



Waiting in the wings for paint is this Parkside Models BR 20ton hopper – another model which has been waiting longer than it should. BR unfitted freight grey beckons followed by heavy weathering.

also added to the axlebox covers and buffer heads to finish the wagon off as you see it here.

PRODUCTION LINE

Next in for attention was a Slaters Shock Absorbing open wagon (7060) – a model which I reckon I built at least 18 months ago. It got onto the layout, but then never came back off for painting – until now.

The underframe was decorated with Lifecolor Matt Black, as per the LNER 20ton hopper, while the body has been painted with the same manufacturer's BR bauxite colour. So far the floor has received its first wood colour, but more layers will be applied using Lifecolor wood effect acrylics to build up a realistic finish in this area. This wagon is ongoing as I now need to source and apply transfers to this wagon.

Continuing the wagon theme is another vehicle which has been waiting a long time for paint – a Parkside Models BR 20ton hopper (PS104). Like the Shock Absorbing wagon, this one has been waiting in the wings for paint for quite some time and it will be next onto the workbench while I'm waiting for transfers to arrive for the Shock open. Like the LNER hopper it will be finished in BR grey with a black underframe using Lifecolor paints. I'm also planning to use an alternative method to create the rust patches on the body of this vehicle, though still with the same MIG Ammo paints. Watch this space for a future update.

BRAKE VAN DEVELOPMENT

Also in the final throws of construction is a Slaters LMS 20ton brake van (7053). I started this earlier in the year and it reached the stage of being a runner with all its body built, a fully detailed interior (though there are a couple of items left to paint inside) and all bufferbeam drawgear. However, like the LNER hopper it stalled at the

WHAT WE USED – PAINT CODES

DESCRIPTION	CAT NO.	VEHICLE
BR Freight Grey	UA818	LNER and BR 20ton hoppers
BR Bauxite	UA817	BR Shock open, LMS 20ton brake van
Matt Black	LC02	All vehicles for underframe
Frame Dirt	UA719	All vehicles, weathering
Burned Black	UA736	LNER and BR 20ton hoppers, weathering
Dirty Black	UA731	LNER and BR 20ton hoppers, weathering
Dirty Grease Effect	UA262	All vehicles, weathering
Warm Wood Base colour	UA714	BR Shock open floor base colour
Wood Warm Light Shade	UA715	BR Shock open floor weathering colour
Liquid Pigment Smoke Wash	LPW21	LNER and BR 20ton hoppers, weathering
Rust Effect Colours*	MIG7106	LNER and BR 20ton hoppers, weathering

*All paints are from Lifecolor except the Rust Effect Colour which is by MIG Ammo.

I made the mistake of letting this brake van onto the test track for a check over and that stalled progress on its construction. Only final detailing and painting remains to be done together with a little touching up on the inside.



handrail stage, but I'm planning to get this model back on the workbench in the near future so that I can complete the exterior detailing and paint it in BR bauxite to bring up the rear of goods trains.

Modelling in 'O' gauge is proving to be an absorbing pastime (when I have the time) which is being driven by my ambitions to get my new garden railway project ready to operate in 2019 – that's another story that I will come

back to in a future issue. On the rolling stock front more is on the way including the LNER parcels van mentioned earlier and a Parkside Models Pipe wagon to bring more variety to the goods fleet and plans to repaint a Heljan BG into BR lined maroon amongst others. One thing is for sure, 'O' gauge has definitely got me back into building my own models and that can only be a good thing. [Horn](#)

USEFUL LINKS

MIG Ammo	www.migjimenez.com
Lifecolor	www.airbrushes.com
Slaters Plastikard	www.slatersplastikard.com
Parkside Models	www.peco-uk.com

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.

DECEMBER

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 BRIDPORT AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: Beaminstor Public Hall, Fleet Street, Beaminstor, Dorset DT8 3EF
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01308 861754
Features: Layouts, trade support and refreshments.

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, demos, 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, demos, layouts, trade support, societies, refreshments, parking and disabled access.

19 WITHAM MODEL RAILWAY SHOW

Hosts: Dakota Dibben
Location: Spring Lodge Centre, Powers Hall End, Witham CM8 2HE
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

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: 18 layouts, trade support, demonstrations, outdoor train rides (weather permitting), refreshments, parking and disabled access.

19/20 ELMFO 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.elmfo.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 KIDDERMINSTER CHARITY MODEL RAILWAY EXHIBITION
Hosts: Wyre Forest Model Railway Club
Location: Town Hall (Corn Exchange), Vicar Street, Kidderminster, Worcestershire DY10 1DB
Times: 10.30am-4.30pm
Prices: Adults £3, accompanied children under 12 free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Nine layouts, trade support, refreshments and disabled access.

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, Hampshire SO50 5BX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £3, family (2+2) £17
Contact: www.southamptonmodelrailwaysociety.wordpress.com
Features: 20 layouts, trade support, demonstrations, societies, refreshments and parking. Free heritage bus service operating between venue and Eastleigh/Southampton Airport Parkway railway stations.

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.

27 G SCALE KENT WINTER MEET
Hosts: G Scale Society Kent Group
Location: Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU
Times: 11am-4pm
Prices: Adults £2.50, children £1
Website: www.gscaletent.co.uk
Features: Large scale layouts, live steam, trade support, refreshments, parking and disabled access.

FEBRUARY

2 SODBURY VALE MODEL RAILWAY CLUB EXHIBITION
Hosts: Sodbury Vale Model Railway Club
Location: St Mary's Church and Church Hall, Church Road, Yate, Gloucestershire BS37 5BG
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.sodburyvalemrc.co.uk
Contact: 01454 327611
Features: 14 layouts, trade support, demonstrations, refreshments and parking.

2/3 FEBEX 2019 - ALTON MODEL RAILWAY EXHIBITION
Hosts: Alton Model Railway Group
Location: Eggars 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
Contact: 01420 562619
Features: 12 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free bus service operating between venue and Alton railway station.

2/3 STAFFORD MODEL RAILWAY EXHIBITION
Hosts: Stafford Railway Circle
Location: Stafford County Showground, Weston Road, Stafford ST18 0BD
Times: 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied children free
Website: www.staffordrailwaycircle.org.uk
Features: 45 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free heritage bus service operating both days between venue and Stafford railway station.

9 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB OPEN DAY
Hosts: Blackpool and North Fylde Model Railway Club
Location: Cleveleys Community Centre and Church, Kensington Road, Cleveleys, Lancashire FY5 1ER
Times: 10am-4pm
Prices: Adults £3.50, concessions £2.50, children £2.50, family (2+2) £9.50
Website: www.blackpoolandnorthfyldemrc.co.uk
Features: Club and members' layouts, trade support, refreshments, parking and disabled access.

9 WEST MIDLANDS G SCALE SOCIETY MODEL RAILWAY EXHIBITION
Hosts: G Scale Society, West Midlands Area Group
Location: St. Mary's Church Hall, Hobs Meadow, Solihull B92 8PN
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01299 403548
Features: Layouts, G Scale indoors, trade support, refreshments and parking.

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.

10 FRENCH RAILWAYS SOCIETY WINTER RENDEZVOUS AND EXHIBITION
Hosts: The French Railways Society
Location: Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT
Times: 10am-5pm
Prices: Adults £4.50
Website: www.frenchrailwaysociety.org
Features: French outline layouts, trade support, societies, talks, slideshows, refreshments, parking and disabled access.

15/16 SOUTH SHIELDS MODEL RAIL 2019
Hosts: The Salvation Army
Location: Salvation Army Community and Worship Centre, Wawn Street, South Shields NE33 4EB
Times: Fri 1pm-8pm, Sat 10am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 0191 496 7511
Features: Layouts, trade support and refreshments.

16 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-3pm
Prices: £5
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.

16 TONBRIDGE MODEL RAILWAY EXHIBITION
Hosts: Tonbridge Model Railway Club
Location: Angel Centre, Tonbridge, Kent, TN9 1SF
Times: 10am-5pm
Prices: Adults £6, children (10-16yrs) £1, accompanied children under 10 free
Website: www.tonbridgemrc.com
Features: Layouts, trade support, societies, demonstrations, refreshments and parking.

16/17 LEICESTER MODEL RAILWAY EXHIBITION
Hosts: Syston Model Railway Society
Location: Sibley Community Centre, High Street, Sibley LE12 7RX
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free, unaccompanied children £3.50
Website: www.systonmrs.org.uk
Contact: 0116 260 5760
Features: 12 layouts, trade support, refreshments and parking.

16/17 MILTON KEYNES MRS 50TH ANNIVERSARY MODEL RAILWAY EXHIBITION
Hosts: Milton Keynes Model Railway Society
Location: Stantonbury Leisure Centre, Milton Keynes, Buckinghamshire MK14 6BN
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £1
Website: www.mkrmrs.org
Features: 40 layouts, trade support and parking. Special two-day anniversary show with free vintage bus service operating between venue and Milton Keynes Central railway station.

23 RISEX 2019
Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX
Times: 10am-5pm
Prices: Adults £4, children £2
Website: www.rdmrc.org.uk
Features: Nine layouts, trade support, demonstrations, refreshments, parking and disabled access.

23/24 LINCOLN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts: Lincoln and District Model Railway Club
Location: Newark Showground, Drove Lane, Winthorpe, Newark NG24 2NY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £3, family (2+3) £17
Website: www.ladmrc.wixsite.com/ladmrc
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free shuttle bus operating between venue and Newark Northgate/Castle railway stations.

DON'T MISS...

22-24 MODEL RAIL SCOTLAND 2019
Hosts: Association of Model Railway Societies in Scotland (AMRSS)
Location: Scottish Event Campus (SEC), Exhibition Way, Glasgow G3 8YW
Times: Fri 10.30am-6pm, Sat 10am-6pm, Sun 10.30am-5pm
Prices: Adults £13 (£12), children £6 (£5), family (2+2) £29 (£28) - advance ticket prices in brackets
Website: www.modelrail-scotland.co.uk
Features: More than 50 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SEC is a short walk from Exhibition Centre railway station.

23/24 NEW MILLS AND DISTRICT RAILWAY MODELLERS EXHIBITION
Hosts: New Mills and District Railway Modellers
Location: Chapel-en-le-Frith Leisure Centre, Long Lane, Chapel-en-le-Frith, Derbyshire SK23 0TQ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, concessions £5, family (2+2) £15
Website: www.nmdrm.co.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

23/24 YORK AGAINST CANCER MODEL RAILWAY EXHIBITION
Hosts: EBOR Group of Railway Modellers, York
Location: Heworth Memorial Church Hall, Melrosegate, York YO31 0RL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, children £1
Website: <https://eborgroup.wordpress.com>
Contact: 01904 630492
Features: Nine layouts, trade support, societies, demonstrations and refreshments.

24 ILKESTON (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION
Hosts: Ilkeston (Woodside) Model Railway Club
Location: Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA
Times: 10am-4.30pm
Prices: Adults £4, accompanied under 14s free
Contact: 07930 909571
Features: Layouts, trade support, refreshments and disabled access.

MARCH

2 GAUGE O GUILD SPRING SHOW - KETTERING
Hosts: Gauge O Guild
Location: Kettering Leisure Village, Thurston Drive, Kettering NN15 6GN
Times: 10am-4pm
Prices: TBA
Website: www.gaugeoguild.com
Features: Layouts, trade support, demonstrations, refreshments and parking.

2 MARCH AND DISTRICT MODEL RAILWAY EXHIBITION
Hosts: March and District Model Railway Club
Location: Westwood Community Junior School, Maple Grove, March, Cambridgeshire PE15 8JT
Times: 10am-4.30pm
Prices: Adults £4, children £2
Website: www.mdmc.co.uk
Features: 15 layouts, trade support, demonstrations, live steam traction engine rides, refreshments and parking.

2/3 LEAMINGTON AND WARWICK MODEL RAILWAY EXHIBITION
Hosts: Leamington and Warwick Model Railway Society
Location: Royal Leamington Spa College, Warwick New Road, Leamington Spa, CV32 5JE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £2, family £18
Website: www.lwmrs.co.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access. Shuttle bus operating between venue and Leamington Spa railway station.

2/3 MANSFIELD MODEL RAILWAY EXHIBITION
Hosts: Mansfield St Peter's Model Railway Group
Location: St Peter's Centre, Church Side, Mansfield, Nottinghamshire NG18 1AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3.50, children free
Website: www.mansfieldmodelrailway.co.uk
Contact: 01623 469068
Features: 14 layouts, trade support, demonstrations and refreshments.

2/3 PRESTON MODEL RAILWAY EXHIBITION
Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children under 14 £4, family (2+2) £18
Website: www.prestonanddistrictmrs.org.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

2/3 RAINHILL MODEL RAIL 2019
Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.rainhillmrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

9 NEWTON AYCLIFFE MODEL RAILWAY SHOW
Hosts: Rotary Club of Newton Aycliffe
Location: Youth Centre, Burn Lane, Newton Aycliffe DL5 4HT
Times: 10am-5pm
Prices: Adults £5, concessions £4, family £10, children 50p
Website: www.newtonayclifferotary.org.uk
Contact: 07870 210269
Features: 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

9 WOMBORNE SPRING MODEL RAILWAY SHOW
Hosts: Midarc Promotions
Location: Womborne Civic Centre, Gravel Hill, Womborne, Wolverhampton WV5 9HA
Times: 10am-4pm
Prices: TBA
Contact: 01902 677593
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

DON'T MISS...

9/10 BASINGSTOKE MODEL RAILWAY EXHIBITION 2019
Hosts: Basingstoke and North Hampshire Model Railway Society
Location: Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children £3, family (2+3) £14
Website: www.basingstokemrs.org
Features: Layouts, trade support, societies, demonstrations, refreshments and parking. Free heritage bus service between venue and Basingstoke town centre. Visit the *Hornby Magazine* stand for exclusive offers and see our 'OO' gauge BR Western Region layout, Grosvenor Square.

9/10 KEIGHLEY MODEL RAILWAY SHOW
Hosts: Keighley Model Railway Club
Location: University Academy Keighley, Greenhead Road, Utey, Keighley BD20 6EB
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £6, children £3, family (2+2) £15
Website: www.keighley-mrc.org.uk
Features: 15 layouts, trade support, demonstrations, live steam rides, refreshments and parking. Vintage bus service operating between Keighley railway station, town centre and venue.

16 TADWORTH SPRING 2019 MODEL RAILWAY EXHIBITION
Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AH
Times: 10am-5pm
Prices: Adults £6, concessions £5, children £3
Website: www.ndmrc.info
Contact: 07758 458827
Features: 36 layouts, trade support, demonstrations, refreshments, parking and disabled access.

16/17 MIDLANDS GARDEN RAIL SHOW
Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, The Fosse, Fosse Way, Leamington Spa, Warwickshire CV31 1XN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £9 (£8), concessions £8 (£7), children £4 (£3) – online prices in brackets
Website: www.midlandsgardenrailshow.co.uk
Features: Large scale layouts, trade support, live steam models, refreshments and parking.

16/17 ROCHDALE MODEL RAILWAY EXHIBITION
Hosts: Heywood Model Railway Group
Location: Rochdale Masonic Hall, Richard Street, Rochdale, Lancashire OL11 1DU

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WWW.HORNBYMAGAZINE.COM
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Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: www.hmrq.co.uk
Contact: 07710 229450
Features: 12 layouts, trade support and refreshments.

APRIL

6 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION
Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £6, accompanied children free
Website: www.bwmmrc.co.uk
Contact: 07545 469610
Features: Ten vintage layouts, trade support, refreshments, parking and disabled access.

6 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB8 8HF
Times: 10am-3pm
Prices: £5
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.

6/7 NAILSEA AND DISTRICT MODEL RAILWAY EXHIBITION
Hosts: Nailsea and District Model Railway Club
Location: Nailsea School, Mizzynead Road, Nailsea, Bristol BS48 2HJ
Times: Sat 10.30am-5pm, Sun 10am-4pm
Prices: Adults £6, children £2, family (2+2) £14
Website: www.nailsea-district-mrc.co.uk
Features: 17 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

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

20-22 YORK MODEL RAILWAY SHOW
Hosts: York Model Railway Show
Location: Knavesmire Stand, York Racecourse, York YO23 1EX
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm
Prices: TBA
Website: www.yorkshow.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

PLANNING AN EXHIBITION?

● *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.



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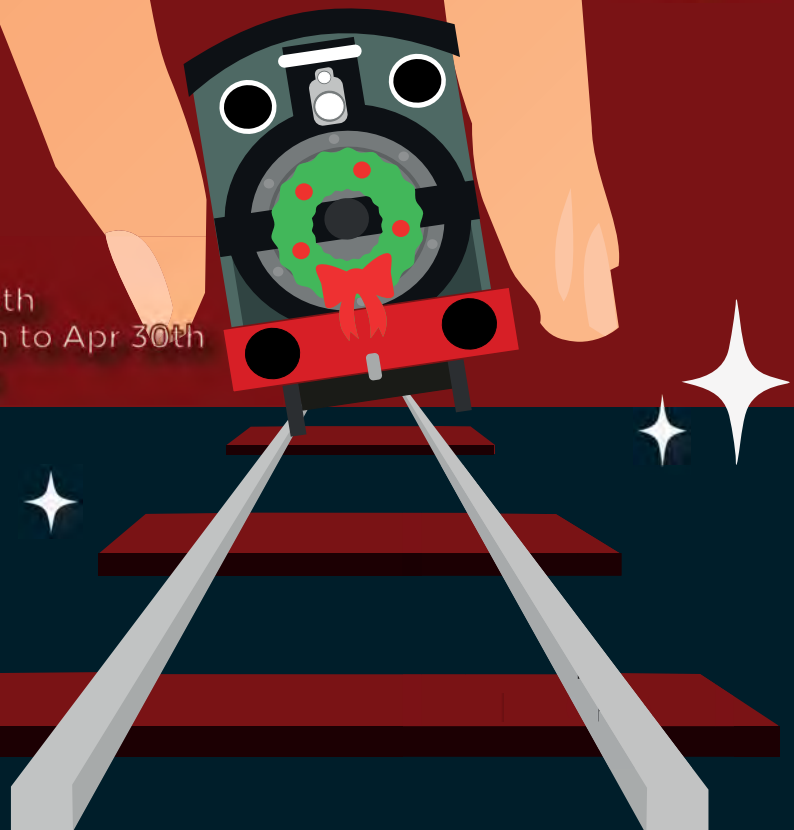
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FEATURING:

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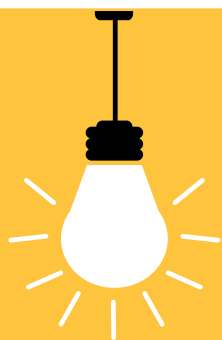
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- H4-66-004** 66207 in EWS livery
- H4-66-005** 66088 in EWS livery with DB branding
- H4-66-006** 66097 in DB Schenker livery
- H4-66-007** 66118 in DB Schenker livery
- H4-66-008** 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009** 66218 in Euro Cargo Rail livery with DB branding
- H4-66-010** 66404 in DRS compass livery
- H4-66-011** 66433 in DRS compass livery
- H4-66-012** 66301 in DRS plain livery "Kingmoor TMD"
- H4-66-013** 66429 in DRS plain livery
- H4-66-014** 66502 in Freightliner livery "Basford Hall Centenary 2001"



- H4-66-015** 66513 in Freightliner livery
- H4-66-016** 66593 in Freightliner livery "3MG Mersey Multimodal Gateway"
- H4-66-017** 66621 in Freightliner livery

H4-66-018 66957 in Freightliner livery "Stephenson Locomotive Society 1909-2009"

H4-66-019 66418 in Freightliner Powerhaul livery "Patriot"

H4-66-020 66504 in Freightliner Powerhaul livery

H4-66-021 66528 in Freightliner Powerhaul livery "Madge Elliot MBE - Borders Railway Opening 2015"



H4-66-022 66704 in GBRf original livery

H4-66-023 66705 in GBRf original livery with Union Flag "Golden Jubilee"

H4-66-024 66727 in GBRf/First group livery "Andrew Scott CBE"

H4-66-025 66731 in GBRf/First group livery

H4-66-026 66740 in GBRf Europorte livery "Sarah"

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R3679 74 in Port of London Authority lined blue

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2D-002-002 50040 "Leviathan" in BR large logo blue

2D-002-003 50037 "Illustrious" in original Network SouthEast livery

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	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 Airon 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.

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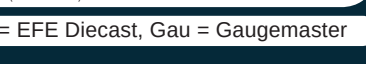
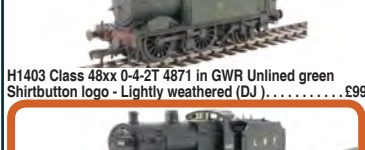
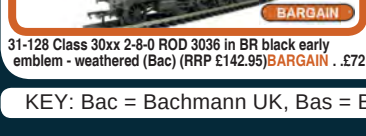
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2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel).....£110.46



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel).....£110.46



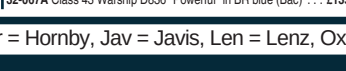
32-790 Class 37/0 37049 'Imperial' in Railfreight Coal Sector triple grey (Bac).....£135.96



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

32-067A Class 43 Warship D836 'Powerful' in BR blue (Bac).....£135.96



32-651A Class 44 44006 'Whernside' 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



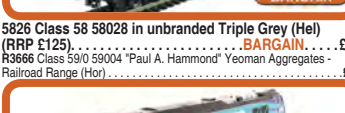
32-533 Class 55 Deltic D9001 'St. Paddy' in BR green full yellow ends - weathered (Bac).....£148.71



R3473 Class 56 56108 in Railfreight red stripe (Hor).....£153



R3660 Class 56 56303 in Devon and Cornwall Railways green (Hor).....£136



5620 Class 56 56012 in Maritime triple grey (Hel) (RRP £125) **BARGAIN**...£96



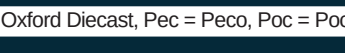
5827 Class 58 58016 in EW&S maroon and gold (Hel) (RRP £125) **BARGAIN**...£99



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) **BARGAIN**...£96



R3666 Class 59/0 59004 'Paul A. Hammond' in 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) (RRP £145.55) **BARGAIN**...£104

4D-022-009S Class 68 68006 'Daring' in Scotrail - DCC Sound fitted (Dap) (RRP £295.55) **BARGAIN**...£230

4D-022-004 Class 68 68014 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 in Chiltern Railways (Dap) (RRP £154.95) **BARGAIN**...£119

4D-022-004D Class 68 68014 in Chiltern Railways - DCC Fitted (Dap) (RRP £188.43) **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 GBRI 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 071 080 in Irish Rail orange and black (Mur).....£125

HSTs



R3685 Pair of Class 43 HST Power Cars 43041 'Meningitis 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

Visit

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for all new releases

7701 Class 77 EM2 Woodhead electric E2/005 'Minerva' in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**... £129
7706 Class 77 EM2 Woodhead electric E2/006 '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-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 T05975023 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) **BARGAIN**... £297.46



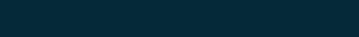
32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe - (Bac) (RRP £164.95) **BARGAIN**... £96



30-425 Class 251 Midland Pullman train pack in Pullman banking blue - Collectors Edition (Bac) **BARGAIN**... £490



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) **BARGAIN**... £144



PTC-004 Non-motorised OO Track Cleaner wet and dry cleaning heads (Pro) **NEW**... £64.56



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) **BARGAIN**... £130



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) **BARGAIN**... £144



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) **BARGAIN**... £55



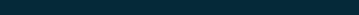
R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN**... £250



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 PIII Parcels Van in BR blue and grey (Bac) **NEW**... £29.71



39-650 Mk2F 'Aircon' FO first open in BR blue and grey (Bac) **NEW**... £46.71



39-650DC Mk2F 'Aircon' FO first open in BR blue and grey - DCC fitted interior lighting (Bac) **NEW**... £67.96



39-686 Mk2F 'Aircon' RFB restaurant first buffet in Intercity (Bac) **NEW**... £46.71



39-685 Mk2F 'Aircon' RFB restaurant first buffet in BR blue and grey - as preserved (Bac) **NEW**... £46.71



39-677 Mk2F 'Aircon' TSO tourist second open in Intercity (Bac) **NEW**... £46.71



39-677DC Mk2F 'Aircon' 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



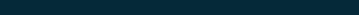
R4781D Mk3 TSO trailer second open 42129 in GWR green (Hor) **NEW**... £31.50



R4781C Mk3 TSO trailer second open 42200 in GWR green (Hor) **NEW**... £31.50



R4860 Pullman J Type 'Devon Belle' observation car No. 13 in Pullman umber and cream (Hor) **BARGAIN**... £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

37-805 12 Ton Van BR Bauxite 'ICI Fertiliser' - Weathered (Bac) **NEW**... £18.66

37-806 12 ton ventilated van in British Army green (Bac) **NEW**... £16.96

4F-011-022 12 ton ventilated van M183315 BR grey - weathered (Dap) **NEW**... £10.50

R6838A 20 ton coke hopper in BR grey (Hor) **NEW**... £21

4F-020-030 8 ton cattle wagon B893325 BR bauxite - weathered (Dap) **NEW**... £10.50

H4-BH-001 Belhack snow plough (ex Class 40) ZZA ADB965576 BR yellow (Hat) **NEW**... £43

H4-BH-004 Belhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow 'Stratford Shark' (Hat) **NEW**... £43

Prices valid until 12/12/18

All prices correct
when going to press.
Errors excepted.Man-made scenic structure - railway-
related

Analogue controllers



Digital control accessory decoders



Digital controllers



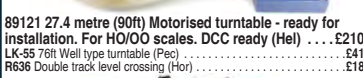
Point motors



Model railway spares



Wheel sets



Signals



Buildings - general



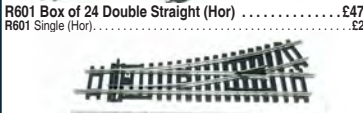
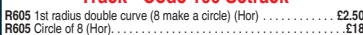
Bridges, Tunnels & Walls



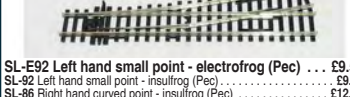
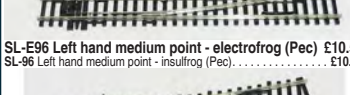
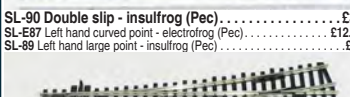
People - civil



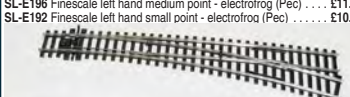
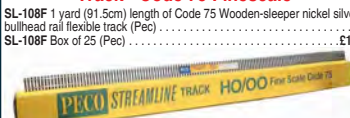
Track - Code 100 Setrack



Track - Code 100 Streamline



Track - Code 75 Finescale



Track underlay



Railway publications



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Military ground vehicles



OO9 Narrow Gauge

Steam locos



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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 O09 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 in 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 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



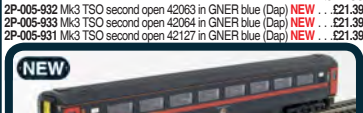
374-586 Hawksworth Full Brake BR Maroon (Gra) **NEW**£31.41



374-683 Mk 2 BSO brake second open in Network Rail yellow (Gra) **NEW**£29.71
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

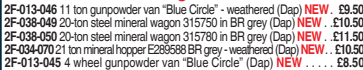


2P-005-920 Mk3 TFO first open 41090 in GNER blue (Dap) **NEW**£21.39



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-038-048 20-ton steel mineral wagon 315750 in BR grey (Dap) **NEW**£10.50
2F-038-050 20-ton steel mineral wagon 315780 in BR grey (Dap) **NEW**£11.50
2F-034-070 21 ton mineral hopper E286588 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 & O09 gauge (12 per pack) (Pec)£1.70
SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Signals

GM276 3 aspect platform mounted signal (Gau) **NEW**£17
BPM276 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**£12
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
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**£11
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 first radius standard curve - pack of eight (Pec) **NEW**£4.20
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

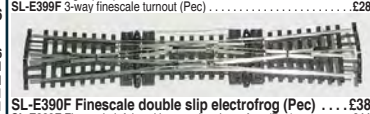


SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec)£9.50

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)£28
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 51xx '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
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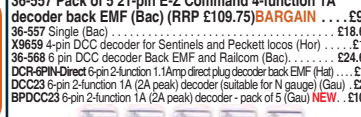
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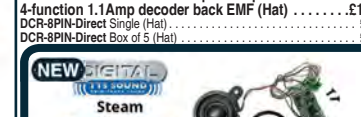
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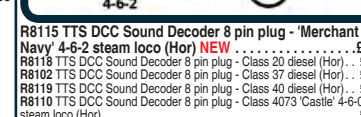
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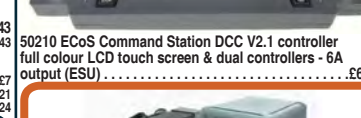
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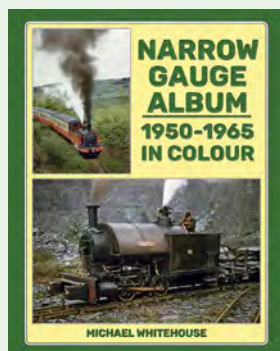
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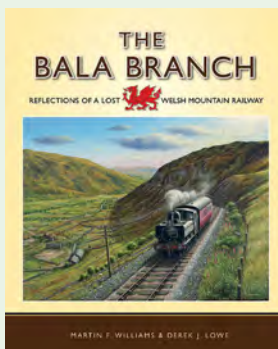
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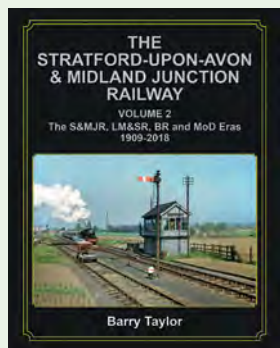
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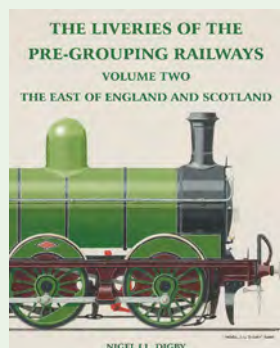
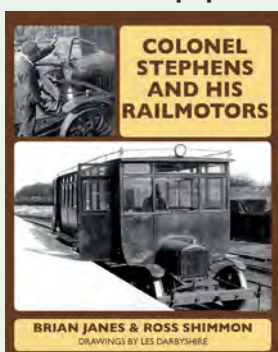


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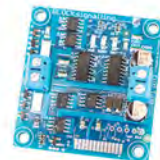


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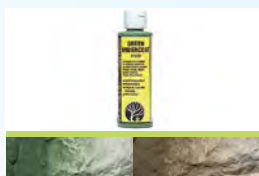
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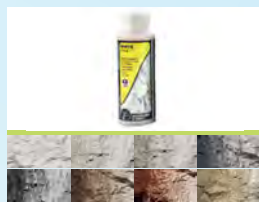
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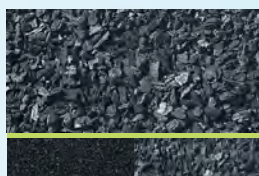
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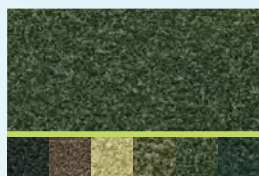
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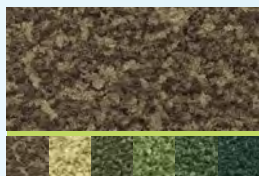
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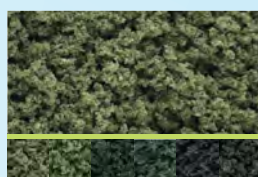
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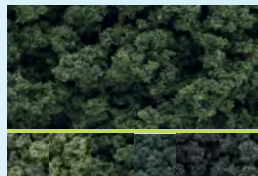
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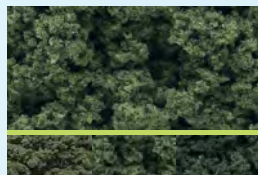
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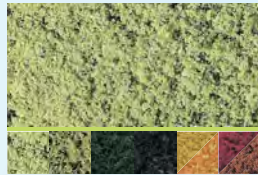
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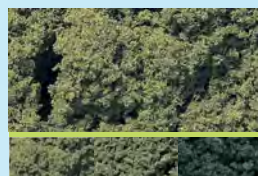
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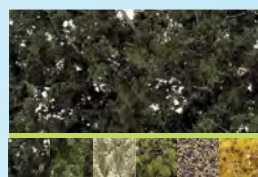
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WF54 Foliage Conifer Green
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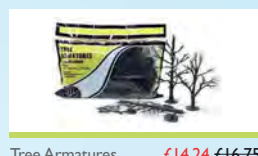
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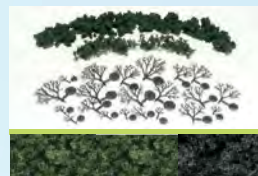
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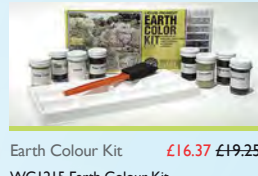
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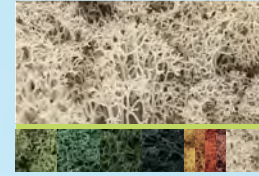
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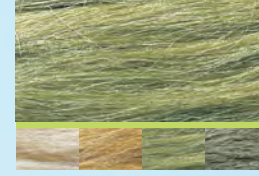
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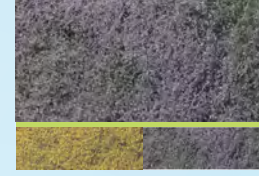
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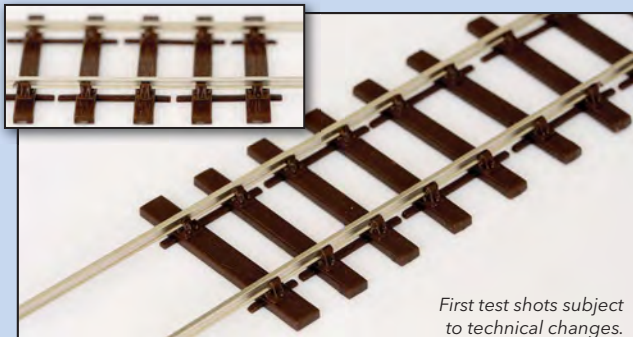


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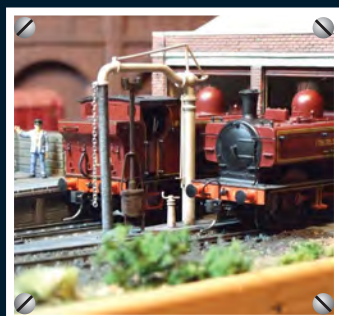
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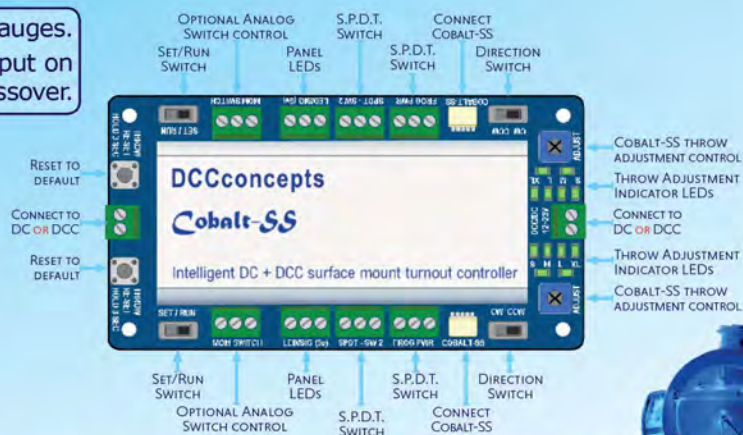
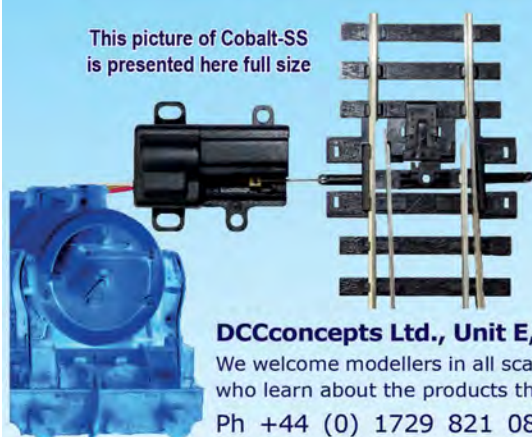
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Scale Link Ltd announcement.....

It's time Bob slowed down!

Having supplied the model hobby for over 45 years and become an octogenarian, I have decided to offer parts of Scale Link for sale and to concentrate on fewer ranges than I supply at present

I will continue in O-scale with MTH-trains, Darstaed, Omen Miniatures, Pheonix & Preiser plus some others and also some products in OO-scale and N-scale..

However, the Scale Link range of etched brass frets has been sold to my assistant of 18 years, Mrs Helen Peat who will be trading as Scale Link fretcetera. She has also taken over Smiths Couplings and Tarpaulin Sheets..

The Scale Link whitemetal castings range and the Scale Link WW1 & WW2 ranges are for sale..

So, please visit our website and see what you may be able to purchase from our existing stock items as we will not be re-stocking some of the ranges we handle at present.

Please call me to discuss any possible purchase of part of Scale Link Ltd. or of W&T Manufacturing (Birmingham) Ltd
As usual we have some MTH items, the Darstaed Mk1 coaches, Crocodiles/Weltrols & our remaining Bogie Tankers.

Don't forget we have lots of O-scale and OO-scale cars, vans, lorries & buses too!

Finally, a big "thank you" for your support since I started 50-years ago (in November 1968) selling pre-owned model railway equipment as A&SW sales. Wyatt & Tizard Ltd. followed in 1972 & became Wyatt's Model Railways Ltd. in 1979. W&T Manufacturing (Birmingham) Ltd started in 1973 & is still trading, making castings for Scale Link's products! Scale Link Company was started in 1979 by the late John Piper & purchased in 1991 by Scale Link Ltd., who grew the company over the past 27 years.

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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

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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.



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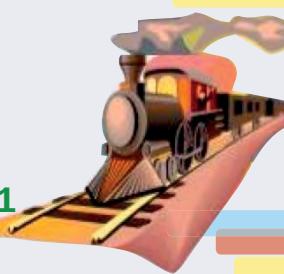
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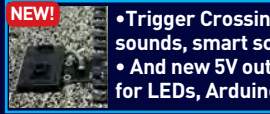
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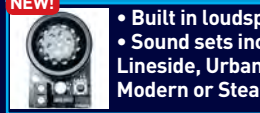
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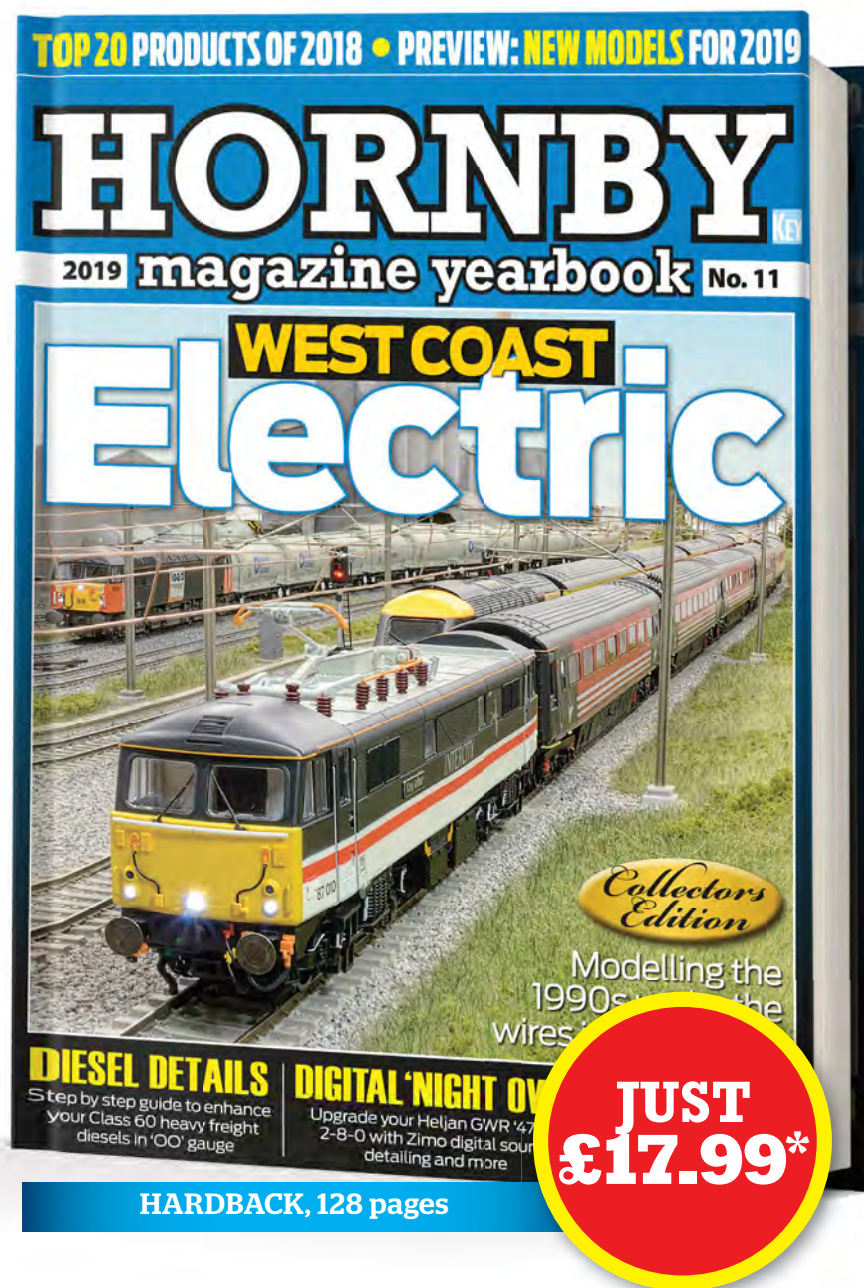
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HORNBY MAGAZINE YEARBOOK 2019 NO.11



The annual *Hornby Magazine Yearbook* is back for its 11th edition in 2018 offering 128 pages of model railway inspiration in a collector's edition hardback format as well as our popular paperback bookazine format.

Exclusive content on *Hornby Magazine's* new West Coast Main Line layout headlines this year's *Yearbook* including detailed step by step guides, project features and a route profile charting development of the real railway from London to Glasgow and its rolling stock.

Plus we take a trip of Peter Denny's recently restored 4mm scale layout Buckingham to discover how it has been brought back to life and how it works, we'll investigate the new range of narrow gauge ready-to-run products on offer, as well as reflecting on 2018 by revealing *Hornby Magazine's* top 20 products of 2018, surveying all the new releases from the past 12 months and providing our fully updated annual coverage of planned new models across 'OO', 'N' and 'O' gauge.

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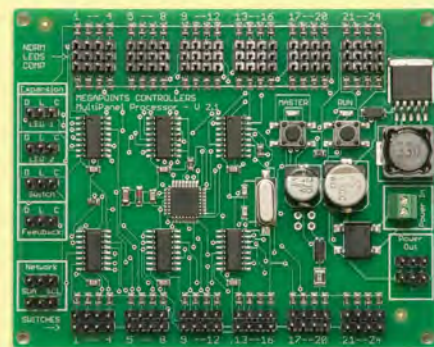
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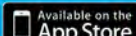
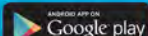
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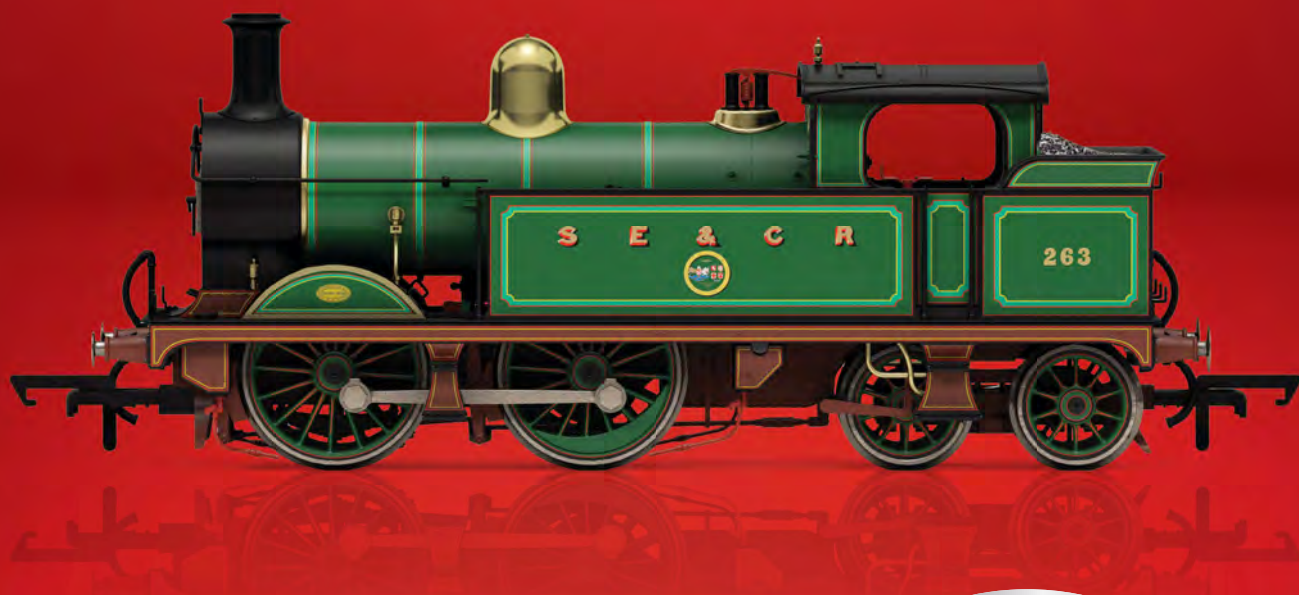
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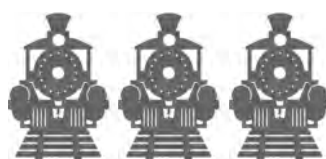
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JAN 20 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**, Sunday 10-5.
JAN 20 BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, 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 Eggars School, Anstey Rd, Alton, Hants, **GU34 4EQ**. Sat 10.30-5. Sun 10.30-4.00.
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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 NORWICH Model Railway Exhibition, Hellsdon High-School, Middletons Lane, Norwich, **NR6 5SB** 10-4.30.
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 13/14 - HORSHAM Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, **RH12 1SR**. Sat 10-5, Sun 10-4.30. **PLENTRY 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
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
APRIL 27/28 - HELSTON Helston & Falmouth MRC Model Railway Exhibition, Helston Community College, Church Hill, Helston **TR13 8NR**. Sat 10-5, Sun 10-4.
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
JUNE 29/30 - PERTH Model Railway Exhibition, Dewars Centre, Glover Street, Perth, **PH2 0TH**. Saturday 10 - 5.30, Sunday 10 - 5.00. www.perthmrc.com
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!!!!!! :-)
OCT 5/6 - FOLKESTONE M/Railway Exhibition, Leas Cliff Hall, Folkestone, CT20 2DZ Sat /Sun 10 - 5.
OCT 19/20 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, **TN22 1AE**. Sat 10-5 Sun 10 - 5

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New Printed Mail Order Catalogue to be published soon - reserve your copy now.
Exhibition Invitations always welcomed.

NEXT ISSUE

Thornley TMD

The present day range of locomotives and digital sound recaptured Steve Smith's childhood railway interests and led to development of this busy Traction Maintenance Depot scene in 'OO' gauge. Next issue Steve reveals the full story behind this late 1980s and early 1990s period layout which has since moved on to a new owner.



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Next issue we show you how to make a realistic roadway in 'OO' gauge using Woodland Scenics paving and lining products on our latest exhibition layout. Read the full guide and discover how you can do the same in the February issue - on sale from January 10 2019.

PLUS

- The latest reviews for 'OO', 'O' and 'N' gauge
- Exclusive competition
- Railway history
- Locomotive profile
- Staff Projects
- The latest news
- Step by step guides
- Inspirational layouts

NORWOOD PARK

With longstanding interests in the Southern Region of British Railways it was only a matter of time before the Grimsby Town Railway Modellers built an exhibition layout modelling the busy suburban railways south of the Thames. Norwood Park is the result and this 1960s period layout has plenty to offer. Get the full story next issue.



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- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

BEST FOR
Beginners

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Most Suited to HO/OO/N Scale Layouts



- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5v amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- 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

NEW! GO WIRELESS with the Prodigy WiFi



DCC05 Prodigy WiFi

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

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

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

GM353 Gaugemaster Full Catalogue **£3.95**



DCC80 DCC Autofrog

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

DCC15 Prodigy Decoder Doctor

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



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

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

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



DCC40 Auto Reverse Module

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

PRICES

Controllers & Handsets

DCC01	Prodigy Express Package	£179.95
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GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

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