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HORNBY

magazine

Issue 140 **February 2019**

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DOUBLE HEADING



Discover why trains needed two locomotives and how you can model the spectacle

WEATHERING



FADED 'DELTC'

Tim Shackleton shows you how to create a realistic weathered effect for a 1970s BR blue era 'Deltic'

WE SHOW YOU HOW MODEL ROADS



16 steps to realistic road ways with Woodland Scenics

PLUS

'90s NOSTALGIA AT THORNLEY TMD

Step back in time with this busy 'OO' gauge depot from the Railfreight era



IN-DEPTH REVIEW

Hornby's streamlined 'Coronation' for 'OO'



PLUS Heljan GWR '43XX' 2-6-0 for 'O' gauge

- Hatton's project updates • Digital sound for Hornby 'Princess Coronations'
- The Southern at Norwood Park • The GWR Churchward 'Mogul' story

KEY



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02 ▶

Part Two

RailMaster Revealed - Installation



software, connecting your eLink, Elite or Select to your computer and activating it. All screen shots are from Windows 10.

Installing from the RailMaster CD or via Internet download

If you purchased an eLink-enabled train set, such as the Western Master, Western Express or Majestic or if you purchased the RailMaster and eLink pack then you will have been supplied with a CD containing the RailMaster software and also an activation key. If you are looking to use RailMaster with an Elite or do not have a CD-Rom drive in your computer, you can download the latest installation from www.rail-master.com/rm_setup.exe and install that way. In fact, this is probably the best thing to do in any event as the `rm_setup.exe` file always contains the very latest version of RailMaster. RailMaster will run on all versions of Windows from XP to 10, including 32-bit and 64-bit variants.

To install from a supplied RailMaster CD just pop it into your computer's CD-Rom drive. If you are prompted by Windows to open, browse, run etc. just browse to the CD. You can also use Windows Explorer or My Computer to do this. You should find a `setup.exe` or `rm_setup.exe` file in the root folder of the CD.

In the lead-up to Christmas many railway modellers will be purchasing a Hornby Elite and RailMaster, or the RailMaster/eLink pack or even an eLink enabled train set such as the Western Master. Whilst it is simple to install and configure RailMaster on a Windows computer as long as the instructions are followed, some may come a cropper if this is not done correctly and it can lead to frustration.

This month's RailMaster Revealed will look at the process of installing RailMaster from a CD or through an Internet download, configure it for security by setting it up in your antivirus and firewall

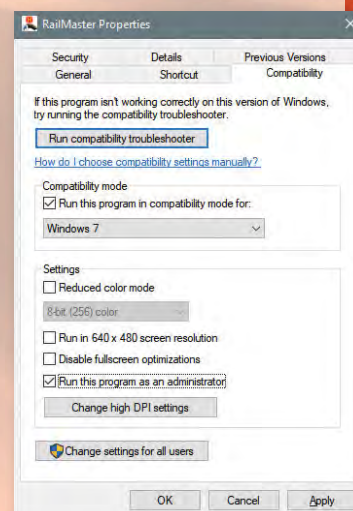
You may not see the ".exe" extension on the file, just "setup" or "rm_setup" if your Windows system hides file extensions.

You will, however, see the word "Application" to the right of the program.

When you have located the file just right-click on it and select "Run as administrator". You may need to enter your Windows Administrator ID and password to proceed. You can then just run through the installation, acknowledging each screen and clicking on "Next" until the installation is completed.

When finished you should see several new icons on your Windows Desktop, including RailMaster, some PDF manuals and a knowledge-base.

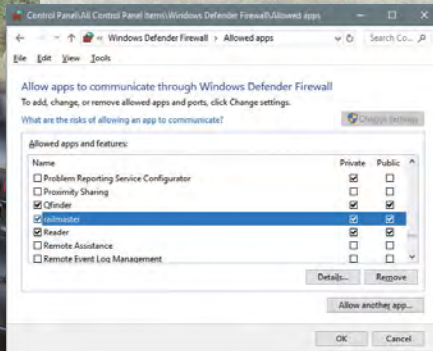
You are now almost ready to run RailMaster for the first time, but before doing so you should just ensure that the program has the relevant permissions to run. Right-click on the RailMaster icon, select "Properties" from the menu and then click on the Compatibility tab. Ensure the box "Run as administrator" has a tick in it. This will ensure problem-free running on Windows. For completeness, also enable Windows 7 compatibility.



The Most Straightforward PC Model Railway Control System

Excluding from antivirus and firewall software

In most cases problems associated with activating RailMaster or submitting an upgrade order from within the software are caused by either antivirus software or your Windows firewall blocking RailMaster's communications.



It is therefore important that RailMaster is added as a full exclusion to your antivirus software and also to your Windows firewall.

Every antivirus package has its own way of adding a program as an exclusion so you will need to see the Help information for your particular program.

You should also find a

PDF guide on your Windows Desktop called Internet Security. This was installed with RailMaster and is a useful guide to adding the program as a full exclusion for several popular AV packages. Bear in mind, though, that AV programs are updated regularly and so the instructions in the guide may not match your program precisely. One AV program, which seems to be the bane of some people's lives, is McAfee. This is because it has an additional function called NetGuard and, although you may think you have added a program as an exception to McAfee, if you forget to disable NetGuard it will continue blocking.

After adding RailMaster as a full exclusion to your antivirus program, you should then go into the Windows Firewall (from the Control Panel or Windows Search facility) and ensure that RailMaster has been added as an exclusion for both Public and Private networks as in the figure above. When you run RailMaster for the first time, most often Windows will pop up a message asking if you would like to exclude RailMaster in the Windows Firewall. If you clicked on Public and Private networks here and then closed the window, checking the Firewall should just confirm that RailMaster is already unblocked. If it is not there, or just Public or Private has a ticked in it then click the "Change Settings" button and either "Allow another app.." and navigate to the C:\Program files (x86)\RailMaster folder and add RailMaster.exe or just tick both Private and Public checkboxes and save if the program is already listed.

Attaching your DCC controller

RailMaster will work with the Hornby Elite, eLink and Select DCC controllers. The Elite and eLink both have a USB port built in to them, however, to use the Select you need to purchase the new Hornby Select-a-Link USB interface cable.

In all three cases, installation of the controller is automated by Windows when you connect the USB cable and power up the controller. Windows uses its own USB port serial driver for all Hornby DCC controllers and will download it from Microsoft's own update servers. You should allow this process to completely finish.

In some cases, if this process is interrupted, perhaps by a poor Internet connection, or it did not work correctly, you should uninstall the driver and start again. To do this you will need to go in to the Windows Control Panel and open the Device Manager. The Device



Manager lists all hardware in your computer and there should be an entry called something like "LPT and Com Ports". If you expand this entry you may see an entry relating to your DCC controller with a yellow warning triangle. If this is the case you should right-click on the entry, select Uninstall (ensure you have also ticked "Delete the driver", if present) then allow Windows to uninstall the driver. After that, just disconnecting your DCC controller's USB cable, waiting a few seconds, then reconnecting it should allow Windows to download and install the driver correctly.

When Windows has installed the USB port serial driver for your DCC controller you should open the driver entry from the Windows Device Manager, select Properties and go into the port settings to make a note of the Com Port assigned by Windows. Whilst in there ensure the Bits per Second speed is set to 115200. Knowing the Com Port, you can close down the Device Manager, start RailMaster and go into Settings and enter the Com Port number. Always use the same USB port to connect your DCC controller otherwise Windows may assign a different Com Port number. When you then shut down and restart RailMaster it should start up normally and within a few seconds you will be able to use it to perform the next step, setting up your track plan and locomotives. These will be the subjects of the next RailMaster Revealed articles.

Procedure for starting up each time

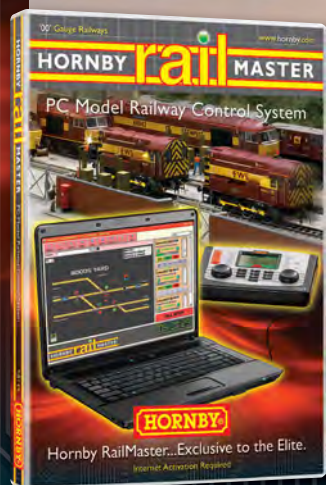
When running RailMaster every time, ensure your DCC controller is connected to the same USB port every time, or you will have problems and will need to change the Com Port settings. Generally, you should switch on your computer and let it start up. You then power-up your DCC controller and let Windows connect to it. You may hear a sound associated with this. When the DCC controller has been powered up, start RailMaster and it will communicate with the controller and be ready for use in a few seconds.

Following the above instructions carefully will ensure trouble-free operation of RailMaster and your layout.

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

February 2019

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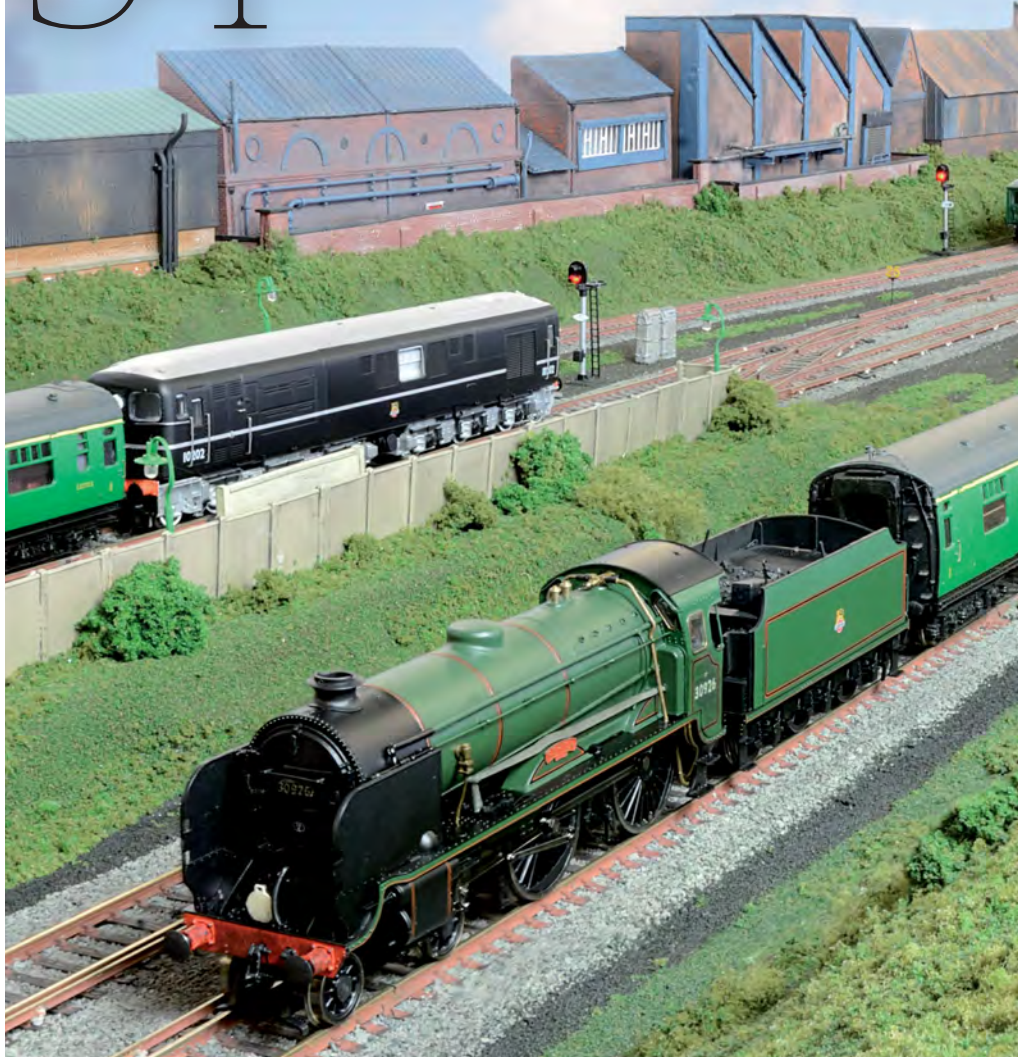
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LATEST OFFERS

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 Trevor Jones looks at why double-heading occurs with a region-by-region breakdown of examples you could use on your layout.

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 Mike Wild creates a realistic level crossing road scene using Woodland Scenics products.



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42 WEATHERING
 Tim Shackleton shows you how to recreate a work-stained 'OO' gauge English Electric 'Deltic'.

90 DIGITAL CONTROL
 Mike Wild adds digital sound to Hornby's new generation 'OO' gauge Stanier 'Duchess' 4-6-2, using methods that can equally be applied to earlier DCC ready examples too.



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Mike Wild introduces the latest issue.

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UPDATE

Hornby unveils its new 2019 catalogue range, Hattori's updates progress on existing and new projects, and much more, plus you could win a Hornby 'OO' gauge streamlined 'Princess Coronation' plus coaches worth £250.



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THORNLEY TMD

Inspired by Thornaby and Tinsley Traction Maintenance Depots, Steve Smith's sizeable 'OO' gauge layout recreates a busy classic 1990s depot scene.

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HORNBY POST

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

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NORWOOD PARK

A surge of ready-to-run Electric Multiple Units (EMUs) proved to be the catalyst for this busy BR Southern Region layout, set in South London during the 1960s, as Peter Brackenbury explains.

82

REALITY CHECK

Churchward's '43XX' 2-6-0s proved to be a versatile go-anywhere engine, as Evan Green-Hughes recalls.



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PUDDLE BRIDGE

Edinburgh and Lothians Miniature Railway Club's nostalgic 'O' gauge layout is set close to home in East Lothian during the 1950s, as Jeremy Christie relates.

106

RAILWAY REALISM

Level Crossings may be common, but there have been a variety of types and styles through the years, as Evan Green-Hughes discovers.

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STAFF PROJECTS

Mike Wild turns his attention to wiring up the diesel depot on *Hornby Magazine's* 'O' gauge test track.

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SHOW GUIDE

Hornby Magazine's comprehensive guide.



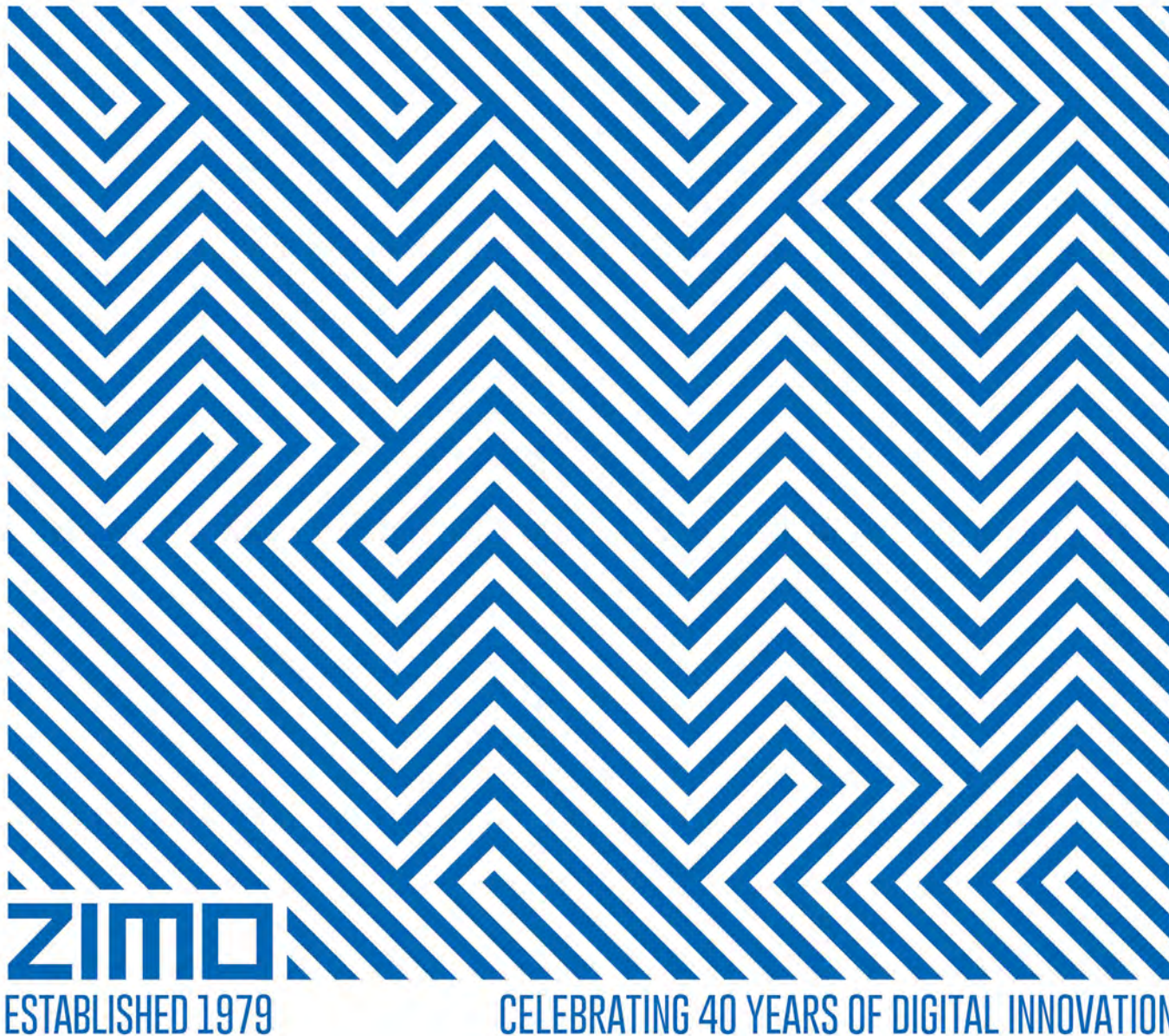
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- 78** Heljan GWR '43XX' 2-6-0 for 'O'

ALSO REVIEWED...

A bumper crop of new releases this month from Dapol, Gaugemaster, Heljan, Hornby, Irish Railway Models, OO Works and more.



ZIMO is a true pioneer of digital control for model railways. Founder Peter Ziegler launched his first system, known as 'Multi Train Control', in 1979. During the intervening 40 years, the company has expanded steadily, employing cutting-edge technology and innovative design to allow for miniaturisation and increased functionality. Today, ZIMO is a leading supplier of DCC equipment, specialising in decoders. More than 100 different designs, including sound, encompass every size and connection type. With all manufacturing undertaken in its own factory in Vienna, the company has earned a reputation for high quality. ZIMO decoders are known the world over for their unrivalled silky-smooth motor control.

Once the 'best kept secret' of a handful of experts, ZIMO has grown rapidly in the UK over the last few years under the stewardship of RAIL EXCLUSIVE. It is Britain's fastest-growing DCC brand thanks to a select band of dedicated retailers and sound engineers. Simply put – value for money, reliability and great customer service make ZIMO decoders hard to beat. You, as a valued customer, are part of this success story. We appreciate your loyalty and support.

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RAIL EXCLUSIVE (Distributor)
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* Retailers with specialist sound expertise offering pre-loaded British projects on sound decoders for just £99.

Welcome

THE EDITOR'S PAGE



HAPPY NEW YEAR and welcome to the first issue of 2019. This month we are excited to bring you a detailed insight into Hornby's new plans for 2019 following the launch of its annual catalogue.

Headlines include four new locomotives, four sets of new carriages plus a pair of new brake vans - all for 'OO' gauge.

For our namesake, 2019 looks set to be a great year. It is moving back to its Margate offices, its list of announcements is both strong and ambitious yet, as you can see on pages 8-15 of this issue, many of the new models which have been revealed are already at an advanced stage of development.

There are standout products throughout the range, but the one we think is likely to capture the most attention is the tiny Ruston 48DS diesel shunter. The photographs don't show just how tiny this model is compared to what we are used to in 'OO' gauge and we are already itching to get our hands on a completed sample to put it through its paces.

However, the 2019 range is about much more than just locomotives and rolling stock. Hornby wants to get back to offering a complete system and in 2019 you will see the return of popular Skaledale accessories, a comeback from Skale Autos and Skale Scenics plus new development to make its popular RailMaster computer control software even more accessible than ever before.

There is a bright forward thinking atmosphere from Hornby as it moves forward into 2019 and its confidence

shows through in the models it has announced for the year ahead.

The end of 2018 was busy for the manufacturer too as the first versions of the big three new steam locomotives from the 2018 range all touched down within days of each other - the 'Lord Nelson' (HM139), the streamlined 'Princess Coronation' (see reviews) and, as *Hornby Magazine* closed for press, the LNER 'J36' 0-6-0. The latter arrived too late to make it into this issue, but we will be covering it in full in our next issue.

As always this issue is packed to the rafters with news, layouts, modelling guides and more. We hope you enjoy it all.

Mike Wild

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE FEBRUARY 2019

WIN! A 'PRINCESS CORONATION'

Our latest competition with Hornby offers the chance to win one of the brand new LMS streamlined 'Princess Coronation' 4-6-2s as well as a trio of matching carriages worth more than £250 in total.

OPERATION

32 Trevor Jones explores the world of double-headed trains and explains why it happened.

WEATHERING

42 BR's ever popular 'Deltics' took on a faded appearance in the BR corporate blue era. Tim Shackleton shows how to recreate these effects in 'OO' gauge.

WE SHOW YOU HOW

38 Realistic road surfaces make all the difference to a model railway. We show you how to use Woodland Scenics range of products including its Smooth-It plaster and striping pens.

HORNBY REVEALS 2019 RANGE

The 2019 Hornby catalogue has been revealed for 'OO' gauge including four new locomotives, four sets of carriages and two new brake vans. The *Hornby Magazine* team brings you the full story on the exciting range of new products covering rolling stock, buildings, scenery and accessories.

THORNLEY TMD

22 Steve Smith introduces his busy 1990s era diesel depot which he built in 'OO' gauge.

REVIEWED

66 We take a detailed look at Hornby's latest steam locomotive - the LMS streamlined 'Princess Coronation' 4-6-2.

PLUS

- Hatton's project updates in 'OO' and 'O'
- Digital sound for Hornby 'Coronations'
- The Southern at Norwood Park in 'OO'
- The GWR Churchward 'Mogul' story

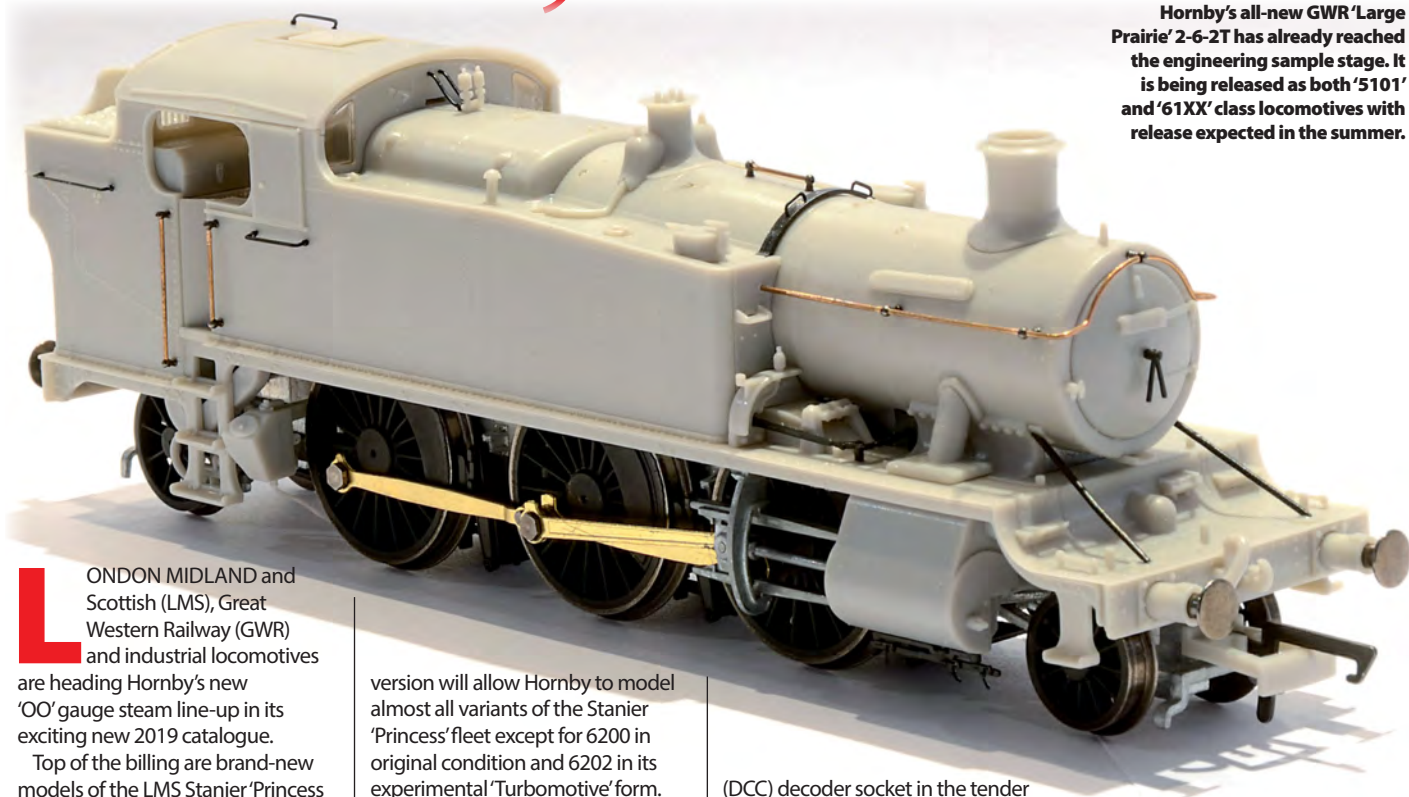
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3 new steam

Hornby announces new

Hornby's all-new GWR 'Large Prairie' 2-6-2T has already reached the engineering sample stage. It is being released as both '5101' and '61XX' class locomotives with release expected in the summer.



LONDON MIDLAND and Scottish (LMS), Great Western Railway (GWR) and industrial locomotives are heading Hornby's new 'OO' gauge steam line-up in its exciting new 2019 catalogue.

Top of the billing are brand-new models of the LMS Stanier 'Princess Royal' 4-6-2, GWR '5101'/'61XX' 2-6-2T and the Peckett 'B2' 0-6-0ST.

The 'Princess Royal' - introduced by Stanier as the LMS' first 'Pacific' in 1933 and totalling 12 locomotives - has been part of the Hornby portfolio since the days of Tri-ang. The first version was released in 1950 before being replaced in 1984 and most recently in 2001. The new 2019

version will allow Hornby to model almost all variants of the Stanier 'Princess' fleet except for 6200 in original condition and 6202 in its experimental 'Turbomotive' form.

The initial range consists of 6201 *Princess Elizabeth* in LMS lined crimson (Cat No. R3709), 46206 *Princess Marie Louise* in BR lined blue with early crests (R3711) and 46207 *Princess Arthur of Connaught* in BR lined maroon with late crests (R3713). All will feature a locomotive drive mechanism, detail differences, an 8-pin Digital Command Control

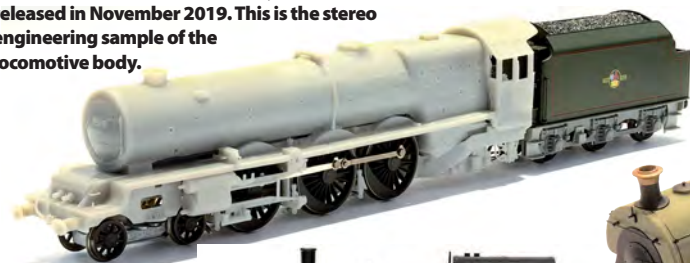
(DCC) decoder socket in the tender and space for a 28mm round speaker. In addition to DCC ready versions (without a decoder for analogue operation), Hornby is also releasing the 'Princess Royals' with a factory fitted Hornby decoder.

At the catalogue launch Hornby showed a stereo 3D printed sample of the new 'Princess' illustrating progress so far in its

development. Release is expected in November 2019 with prices set £189.99 for DCC ready versions and £204.99 for DCC fitted models.

The GWR 2-6-2T will cover the 'Large Prairie' family including the '5101' and more powerful '61XX' classes. It will replace the long standing ex-Airfix/Dapol model of the Collett designed '5101' 2-6-2T.

The brand-new LMS 'Princess Royal' is due to be released in November 2019. This is the stereo engineering sample of the locomotive body.



Right: The Lancashire and Yorkshire Railway 'Pug' 0-4-0ST is making a return to the range in 2019 as 51207 in BR black with early crests. An LMS liveried version is also planned.



Right: Gresley 'A4' 4-6-2 4464 Bittern is one of the new one:one collection locomotives. It will come with double tenders, as preserved.



Decorated samples of the new Peckett 'B2' 0-6-0ST have already been received by Hornby. Release is planned in the second quarter of the year.



locomotives

'Princess', 'Prairie' and Peckett

140'5101s' were built between 1929 and 1949 together with 70'61XXs' which had a higher pressure boiler and other internal modifications for use on London Paddington commuter trains.

The new 'Prairie' will allow for GWR and BR period locomotives as well as featuring an 8-pin DCC decoder socket and NEM coupling pockets with small tension lock couplings. A choice of DCC ready and DCC fitted models will be offered with prices set at £139.99 and £159.99 respectively. Release is anticipated in summer 2019.

Four versions are planned for release in the first year of the new 'Large Prairie' covering 4154 in GWR lined green livery (R3719), 6110 in Great Western green (R3721), 6145 in BR black with early crests (R3723) and 4160 in BR lined green with late crests (R3725).

The Peckett 'B2' 0-6-0ST models a small class of 40 locomotives built in small batches between 1905 and 1931. It follows on from the compact Peckett 'W4' 0-4-0ST released in December 2016 and at the time of the catalogue launch had already reached the decorated sample stage. Release is expected in the second quarter of 2019 with prices set at £109.99 for DCC ready models and £129.99 for DCC fitted versions. The 'B2' is to have a 6-pin decoder socket and also features a detailed cab interior, turned metal wheels, NEM coupling pockets and all wheel pick-up.

Three versions are planned for the first year covering Sherwood Colliery lined green liveried No. 4 (works no. 1678) *Sherwood* (R3693), Associated Portland Cement dark green liveried 1378 *Westminster* (R3694) and National Coal Board blue liveried 1455 (R3695).

In addition to the range of brand-new items Hornby is producing 26 further steam locomotives in 2019 using its extensive catalogue. These include two new versions of the new 'Lord Nelson' 4-6-0 in BR lined green, a wartime black liveried 'Merchant Navy' 4-6-2, a return for the Lancashire and Yorkshire Railway 'Pug' 0-4-0ST, the ever popular 46232 *Duchess of Montrose* in BR lined green, an ROD liveried 'J36' 0-6-0 plus BR blue liveried

TABLE 1 - HORNBY 2019 'OO' STEAM LOCOMOTIVES				
CLASS	IDENTITY	LIVERY	ERA	CAT NO.
GWR '5101' 2-6-2T	4154	GWR green	3	R3719/R3719X
GWR '5101' 2-6-2T	4160	BR lined green, late crests	5	R3725/R3725X
GWR '61XX' 2-6-2T	6110	GWR green	3	R3721/R3721X
GWR '61XX' 2-6-2T	6145	BR black, early crests	4	R3723/R3723X
GWR 'Hall' 4-6-0	5972 <i>Hogwarts Castle</i>	Hogwarts Railways lined red	N/A	R3804/R3803TTS
SR 'Lord Nelson' 4-6-0	30852 <i>Sir Walter Raleigh</i>	BR lined green, early crests	4	R3732
SR 'Lord Nelson' 4-6-0	30859 <i>Robert Blake</i>	BR lined green, late crests	5	R3733
SR 'Merchant Navy' 4-6-2	21C7 <i>Aberdeen Commonwealth</i>	SR black, sunshine lettering	3	R3717
SR 'Merchant Navy' 4-6-2	35022 <i>Holland America Line</i>	BR lined green, early crests	4	R3716
SR 'Merchant Navy' 4-6-2	35029 <i>Ellerman Lines</i>	BR lined green, early crests	4	R3649
SECR 'H' Class 0-4-4T	31177	BR lined black, early crests	4	R3731
LMS 'Pug' 0-4-0ST	11244	LMS black	3	R3727
LMS 'Pug' 0-4-0ST	51207	BR black, early crests	4	R3728
LMS 'Black Five' 4-6-0	45379	BR lined black, late crests	11	R3805
LMS 'Princess Coronation' 4-6-2	6224 <i>Princess Alexandra</i>	LMS lined blue	3	R3715
LMS 'Princess Coronation' 4-6-2	46232 <i>Duchess of Montrose</i>	BR lined green, early crests	4	R3642
LMS 'Princess Royal' 4-6-2	6201 <i>Princess Elizabeth</i>	LMS crimson lake	3	R3709/R3709X
LMS 'Princess Royal' 4-6-2	46206 <i>Princess Marie Louise</i>	BR lined blue, early crests	4	R3711/R3711X
LMS 'Princess Royal' 4-6-2	46207 <i>Princess Arthur of Connaught</i>	BR lined maroon, late crests	5	R3713/R3713X
LNOR 'J36' 0-6-0	ROD 5662	Railway Operating Department (ROD) khaki	2	R3735
LNOR 'J36' 0-6-0	65235 <i>Gough</i>	British Railways black	4	R3734
LNOR 'A1' 4-6-2	4472 <i>Flying Scotsman</i>	LNOR lined apple green	3	R3736
LNOR 'A3' 4-6-2	4472 <i>Flying Scotsman</i>	LNOR lined apple green, USA tour special	6	R3738
LNOR 'A3' 4-6-2	60103 <i>Flying Scotsman</i>	BR lined blue, early crests	4	R3627
LNOR 'A4' 4-6-2	4464 <i>Bittern</i>	LNOR garter blue	11	R3771
LNOR 'A4' 4-6-2	60022 <i>Mallard</i>	BR lined blue, early crests	4	R3737
LNOR 'A4' 4-6-2	60028 <i>Walter K. Whigham</i>	British Railways lined purple	4	R3701
LNOR 'O1' 2-8-0	6359	LNOR black	3	R3729
LNOR 'O1' 2-8-0	63806	BR black, early crests	4	R3730
BR 'Britannia' 4-6-2	70046 <i>Anzac</i>	BR lined green, late crests	5	R3643
Peckett 'W4' 0-4-0ST	737 <i>Daphne</i>	Tythington Stone Co. maroon	2	R3702
Peckett 'W4' 0-4-0ST	614 <i>Bear</i>	Sittingbourne and Kemsley Light Railway blue	7/8	R3703
Peckett 'W4' 0-4-0ST	488 <i>Lady Edith</i>	Earl of Dudley's Round Oak Works green	2	R3761
Peckett 'B2' 0-6-0ST	1378 <i>Westminster</i>	Associated Portland Cement dark green	6	R3694/R3694X
Peckett 'B2' 0-6-0ST	1455	National Coal Board (NCB) blue	3	R3695/R3695X
Peckett 'B2' 0-6-0ST	1678 <i>Sherwood</i>	Sherwood Colliery Co. leaf green	3	R3693/R3693X

Notes: Items in bold are new tooling projects for 2019.

models of 'A3' 60103 *Flying Scotsman* and 'A4' 60022 *Mallard*. Unique BR purple 'A4' 60028 *Walter K Whigham* is also being released in 2019.

Special editions include a model of Gresley 'A3' 4-6-2 4472 *Flying Scotsman* with double tender and gold motion (R3738) to celebrate 50 years since its tour of the United States of America and the start of a new collection titled one:one modelling locomotives which are currently stored at Locomotive Storage's new facility in the former Hornby Margate factory. First in the new series are models of Gresley 'A4' 4-6-2 4464 *Bittern* in LNOR garter blue with twin tenders and recent arrival Stanier 'Black Five' 4-6-0 45379 in BR lined black with late crests.

● See Table 1 for the full list of Hornby 2019 steam locomotives.



The new 'J36' 0-6-0, the first of which arrived in late December 2018, is being offered in ROD Khaki colours as 5662.



BR's unique lined purple livery is being applied to the Hornby 'A4' to model 60028 *Walter K Whigham*.



More air-smoothed Bulleid 'Merchant Navy' 4-6-2s are on the cards for 2019 including 21C7 *Aberdeen Commonwealth* in wartime black.

Ruston 48DS is Hornby's SMALLEST DIESELYET!



Hornby's new Ruston and Hornsby 48DS will come with a 'match truck' for additional electrical pick-ups. The truck can be disconnected from the locomotive.

HORNBY is set to impress industrial and diesel modellers with its smallest ready-to-run 'OO' gauge diesel locomotive yet – the Ruston and Hornsby 48DS four-wheel shunter. This tiny locomotive is expected to be released in the second quarter of 2019 and has already reached the decorated sample stage.

The first Ruston and Hornsby 48hp locomotives were built to 3ft gauge in 1936, but soon after standard 4ft 8 1/2in gauge versions followed with 207 being built by 1967. They had a maximum speed of 9.36mph and could haul just shy of 230tons.

Hornby's model is being offered with a choice of open and enclosed cabs with four versions due for release in the first tranche. These cover Ruston and Hornsby green, John Dewar red and white, Queen Anne Whisky brown and cream and War Department green. Each will have a 6-pin decoder socket and to aid operation across points the 48DS will be supplied with a Conflat 'match truck' with additional pick-ups. This can be disconnected from the locomotive if required.

The price for the 48DS is £79.99, including the 'match truck'. See Table 2 for more information.

In traditional style Hornby's diesel and electric range is to benefit from a number of new releases during the year including



seven new Class 66s in some of the classes most popular liveries priced at £74.99 each, two new versions of the 2018 released Class 87, new liveries for the Class 92, a 2-HIL (2-HAL Driving Motor Brake Second and 2-BIL Driving Lavatory Composite) in BR Southern Region green, unique Northern Rail/Royal Air Force liveried Class 156 156480, an LNER Azuma in the East Coast operators new colours and more.

● See Table 2 for the full list of new 2019 diesel and electric locomotives.

More Twin Track Sounds

Hornby's popular collection of standalone Twin Track Sound (TTS) digital sound decoders is set to expand this year with 11 new locomotive types added.

Amongst the new audio projects planned is a LMS 'Princess Royal' 4-6-2 TTS decoder, together with SR 'Merchant Navy' 4-6-2 (rebuilt), LMS 'Black Five' 4-6-0, LNER 'B12' 4-6-0, 'J36' 0-6-0, 'Q6' 0-8-0, 'P2' 2-8-2 and BR 'Britannia' 4-6-2 steam projects. New diesel projects include

BR Class 08 shunter, Class 50 Co-Co and Class 43 High Speed Train Valenta TTS decoders, the latter offered as a twin-pack.

Hornby's TTS decoders feature Back EMF and come with either a 28mm diameter or 40mm x 20mm 8ohm speaker attached, depending on the application. The prices are starting at £41.99 for single decoders and £69.99 for the HST Valenta twin pack.

● Visit www.hornby.com for more details.



TABLE 2 – HORNBY 2019 ‘OO’ DIESEL/ELECTRIC LOCOMOTIVES AND MULTIPLE UNITS

CLASS	IDENTITY	LIVERY	ERA	CAT NO.
Ruston 48DS 0-4-0	269595	Ruston and Hornsby Ltd green	4	R3704
Ruston 48DS 0-4-0	458957	John Dewar & Sons red and white	8	R3705
Ruston 48DS 0-4-0	265618	Queen Anne Whisky brown and cream	7	R3707
Ruston 48DS 0-4-0	221645 (Army 802)	War Department green	4/5	R3706
2-BIL EMU	2152	SR olive green	3	R3700
2-BIL/HAL EMU	2611 (12146/10729)	BR green	5	R3699
Class 31	D5509	BR green	6	R3661
Class 31	31102	BR blue	7	R3746
Class 31	31602 <i>Driver Dave Green</i>	Network Rail yellow	9	R3745
Class 43 HST	43309/43315	LNER livery	11	R3802
Class 43 HST	43033/43138	ScotRail InterCity	11	R3698
Class 43 HST	43093 <i>Old Oak Common – HST Depot</i>			
	1976-2018/43016	GWR Legends of Great Western/GWR green	11	R3696
Class 43 HST	43285/43304	Cross Country	10	R3808
Class 57	57601	Northern Belle/West Coast Railway umber and cream	10	R3697*
Class 60	60015 <i>Bow Fell</i>	BR Railfreight triple grey, Construction	8	R3743
Class 60	60044 <i>Dowload</i>	DB Schenker cherry red	10	R3605TTS
Class 66	66005	EWS maroon and gold	9	R3777
Class 66	66097	DB Schenker cherry red	10	R3778
Class 66	66413	Genesee & Wyoming/Freightliner orange and black	11	R3786
Class 66	66705 <i>Golden Jubilee</i>	GB Railfreight (GBRf) Union Flag livery	9	R3784
Class 66	66731 <i>interhubGB</i>	GB Railfreight (GBRf) livery	10	R3785
Class 66	66779 <i>Evening Star</i>	GBRf green livery	10	R3747
Class 66	66783 <i>The Flying Dustman</i>	GBRf/Biffa livery	11	R3779
Class 66	66789 <i>British Rail 1948-1997</i>	GBRf/BR large logo blue	11	R3748
Class 66	66847	Colas Rail Freight livery	10	R3787
Class 67	67021	Belmond British Pullman umber and cream	11	R3750**
Class 67	67024	Belmond British Pullman umber and cream	11	R3774
Class 87	87001 <i>Stephenson/Royal Scot</i>	BR blue	11	R3739
Class 87	87002 <i>Royal Sovereign</i>	Caledonian Sleeper midnight teal	10	R3751
Class 92	92023	Caledonian Sleeper midnight teal	10	R3740
Class 92	92043 <i>Debussy</i>	GB Railfreight (GBRf) livery	11	R3741
Class 92	91 53 0 472 001-3 <i>Mihai Eminescu</i>	DB Cargo Romania cherry red	10	R3742F
Class 156	156480 <i>Spirit of the Royal Air Force</i>	Northern Rail, Royal Air Force livery	11	R3772
Class 373/1	-	E300 Eurostar	10	R3215
Class 800/1	800103	LNER Azuma livery	11	R3762

Notes: Items in bold are new tooling products for 2019. * Northern Belle train pack ** Belmond British Pullman train pack

Top: Four versions of the tiny 48DS are being produced in 2019. All are DCC ready with a 6-pin socket.

Left: The original ‘Toffee Apple’ Class 31 is returning to the range in 2019 in both BR green and BR blue liveries.

Left center: A collection of seven budget priced Class 66s are to be released in 2019 covering some of the more colourful liveries such as GB Railfreight’s Biffa orange and red 66783 *The Flying Dustman*.

Left bottom: GB Railfreight livery is being applied to Hornby’s long-standing Class 92.

RAILROAD 2019

New to Hornby’s Railroad range this year are ten locomotives, five carriages and a breakdown crane.

Steam locomotives include two industrial 0-4-0Ts and Hornby’s Caledonian ‘Pug’ 0-4-0ST, while the GWR ‘Dean Single’ 4-2-2 reappears as 3031 *Achilles* in Great Western lined green (Cat No. R3759). Also amongst the steam highlights is BR Crosti-boiler ‘9F’ 2-10-0 92028 in weathered BR black (R3756).

New diesel additions include Class 47/7s 47798 *Prince William* (R3757) and 47799 *Prince Henry* (R3758) in

EWS Royal Train livery together with Class 43 High Speed Train Power Cars (R3608), each utilising Hornby’s re-engineered former Lima tooling.

Rolling stock includes former Tri-ang Hornby Clerestory coaches (R4913/R4914) in GWR chocolate and cream, a pack of three LMS ‘Coronation Scot’ Stanier carriages (R4906) in lined blue, based on Hornby’s older tooling and a red breakdown crane (R6881), again utilising former Lima tooling.

● Visit www.hornby.com to see the full Railroad range.



Hornby 2019 passenger stock

FOUR ALL-NEW CARRIAGE DESIGNS



Above: GWR Collett bow-end non-corridor stock is being introduced to Hornby's impressive range of 'OO' gauge passenger rolling stock. This is the six-compartment brake third in BR maroon.

Below: Modern image modellers are set to benefit from a new range of Mk 2F stock to complement Hornby's previous Mk 2E carriages. This is a stereo 3D sample of the developing model.



The brake third is being joined by a nine-compartment Composite in the bow-end range. Both vehicles will be available in left and right hand formats and in a choice of BR maroon and GWR chocolate and cream liveries.

HORNBY'S 'OO' gauge carriage roster is set to expand rapidly this year with four newly-tooled carriage types contributing more than 80 new models to the range alone, not counting re-issues and re-liveries on existing tooling.

First amongst the new projects are Collett 57ft 'Bow End' suburban coaches in GWR chocolate and cream and BR (WR) maroon comprising Diagram E131 nine-compartment composite coaches and Diagram 98 six-compartment brake third carriages. Four of each non-corridor coach type in both

GWR chocolate and cream and BR maroon are planned, equating to 16 individual carriages in the first tranche. Prices are set at £48.99 each, with delivery anticipated during April 2019 and decorated samples were on display at Hornby's 2019 range launch.

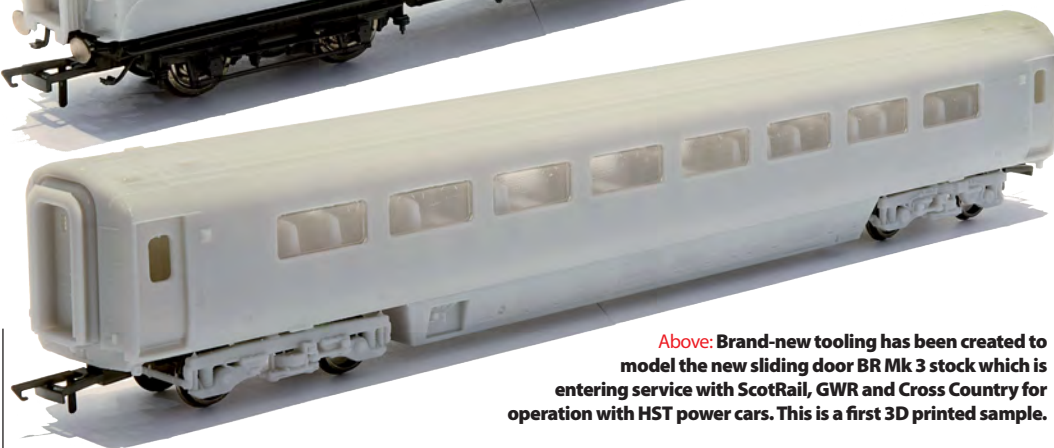
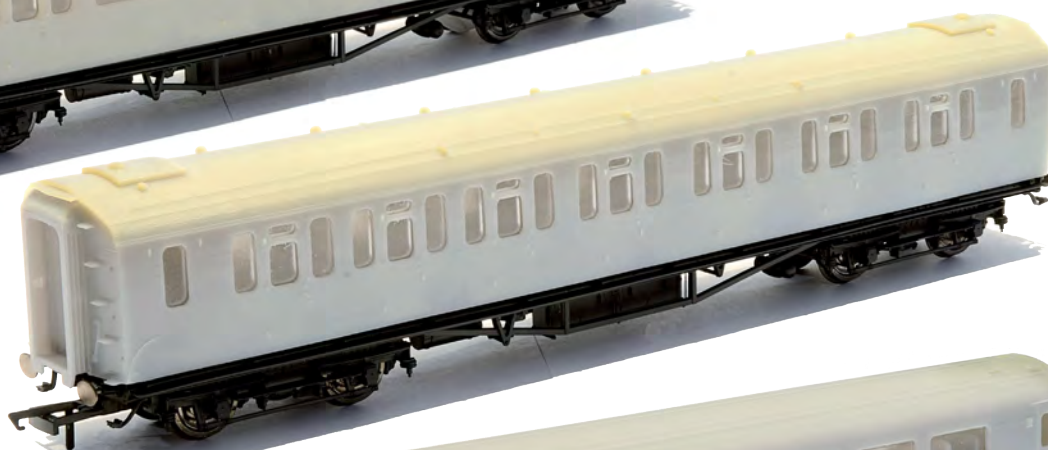
For modellers of the Southern scene, Hornby is producing all-new Bulleid 59ft Corridor Composite (CK) and Brake Corridor Third (BTK) carriages. The prototypes entered service in the mid-1940s and were usually formed into three-car sets with two BTKs sandwiching a CK. Given there were more BTKs required than CKs, Hornby is planning four BTKs and two CKs in SR malachite green with Southern lettering and an equal amount in BR (SR) green too. Twelve models are planned in total, with detail differences incorporated - early 3D-printed examples at Hornby's 2019 range launch displayed flush and panel sided BTKs, for example. Priced at £47.99 each, they are expected to be released during April/May 2019.

Diesel and electric era modellers will benefit this year with the introduction of a range of BR Mk 2f carriages covering First Open, Tourist Open Standard and Brake Open Standard coaches in a wide selection of liveries ranging from BR blue and grey to the latest ScotRail liveried examples. Introduced in the early 1970s, BR's Mk 2f carriages featured full air-conditioning and made more use of plastic interior



Left: The first stereo 3D samples of the new Bulleid 59ft corridor stock was on display at Hornby's catalogue launch. This is the Brake Third Corridor.

Right: The Bulleid Brake is being joined by a matching Corridor Composite to allow prototypical three-car sets to be formed.



Above: Brand-new tooling has been created to model the new sliding door BR Mk 3 stock which is entering service with ScotRail, GWR and Cross Country for operation with HST power cars. This is a first 3D printed sample.

panelling. Hornby's new models will be produced in BR blue/grey, BR Intercity, Network Rail yellow and ScotRail Saltire colour schemes initially with 17 individual models due to be released. Prices are set at £34.99 each, with the first examples expected to appear during June and July 2019.

For modellers of the contemporary scene, Hornby is developing brand-new tooling of the very latest variants of the BR Mk 3 carriages with power-assisted sliding doors. The real vehicles are currently in the process of conversion for Cross-Country Trains, GWR and ScotRail. Hornby's new models will cover Trailer Standard, Trailer Standard Lavatory, Trailer Standard Disabled, Trailer First Disabled, Trailer Guard Standard, Trailer Guard First Buffet and Trailer Composite Catering options in the appropriate liveries and feature recessed power-assisted doors, Central Door Locking lights, new bogies and a new coupling cam arrangement with tension lock couplings in NEM pockets. 36 individual models are planned with eight in GWR green, ten in ScotRail InterCity and 18 in Cross Country colour schemes. Prices are set at £34.99 each, with delivery expected in late 2019.

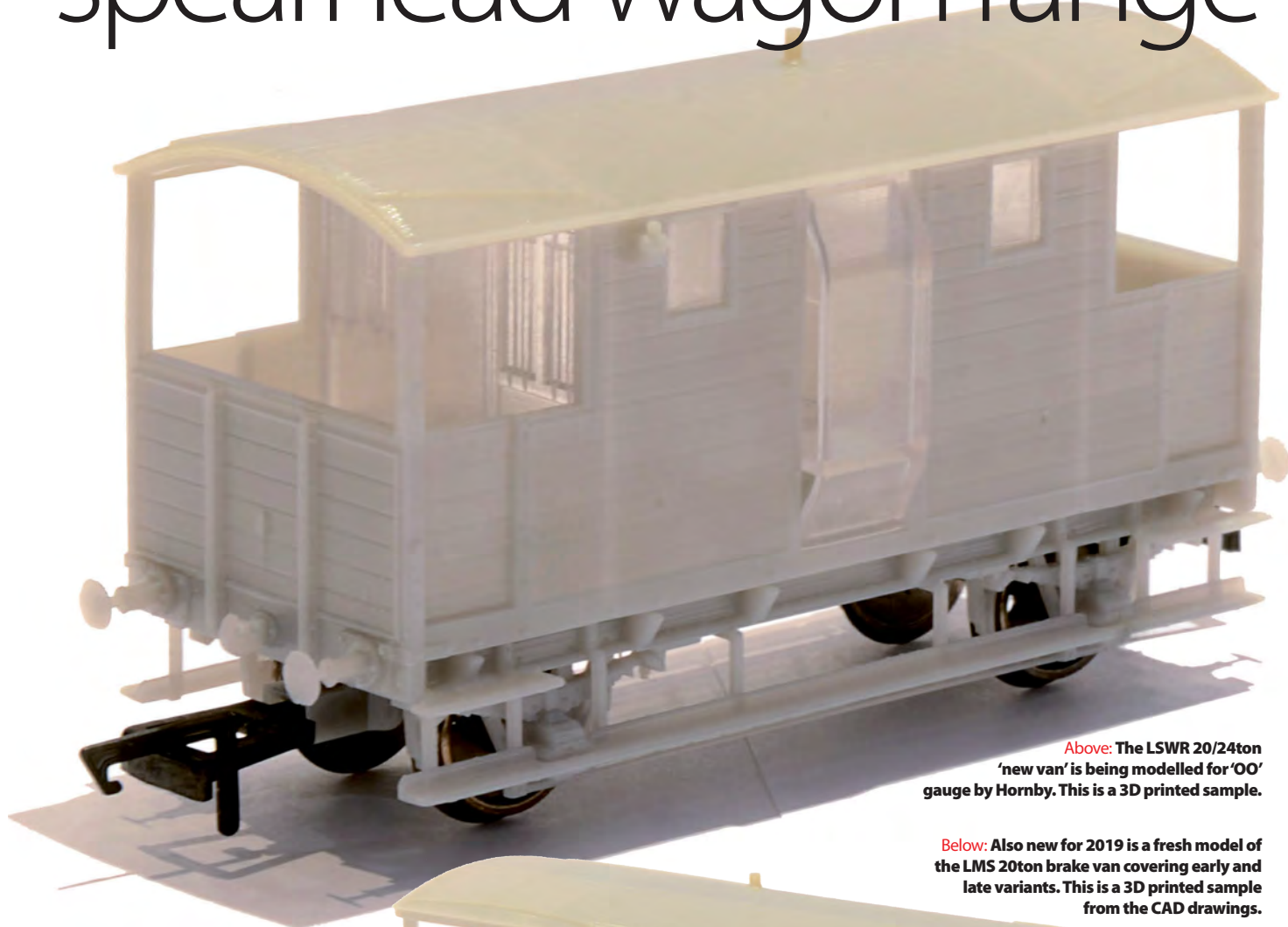
● **Table 3 lists all of the new tool carriages for 2019 while the full range of 110 new carriages for the year can be viewed in Hornby's catalogue and at www.hornby.com.**

TABLE 3 – HORNBY 2019 ALL-NEW 'OO' CARRIAGES

TYPE	IDENTITY	LIVERY	ERA	CAT NO.
GWR Collett 57ft 'Bow End' Composite (L/H)	6360/6626	GWR chocolate and cream	3	R4874/A
GWR Collett 57ft 'Bow End' Composite (R/H)	6362/6627	GWR chocolate and cream	3	R4875/A
GWR Collett 57ft 'Bow End' Brake Third (L/H)	4971/5503	GWR chocolate and cream	3	R4876/A
GWR Collett 57ft 'Bow End' Brake Third (R/H)	4972/5504	GWR chocolate and cream	3	R4877/A
GWR Collett 57ft 'Bow End' Composite (L/H)	W6630W/W6237W	BR maroon	4	R4878/A
GWR Collett 57ft 'Bow End' Composite (R/H)	W6631W/W6242W	BR maroon	4	R4879/A
GWR Collett 57ft 'Bow End' Brake Third (L/H)	W5507W/W4949W	BR maroon	4	R4880/A
GWR Collett 57ft 'Bow End' Brake Third (R/H)	W5508W/W4951W	BR maroon	4	R4881/A
SR Bulleid 59ft Corridor Composite	5711/5719	Southern green	3	R4882/A
SR Bulleid 59ft Corridor Brake Third	2845/2846/2861/2862	Southern green	3	R4884/A/B/C
SR Bulleid 59ft Corridor Composite	55714S/55718S	BR green	4	R4886/A
SR Bulleid 59ft Corridor Brake Third	S2851S/S2852S/S2859S/S2860S	BR green	4	R4888/A/B/C
BR Mk 2f Radio Survey Test Train Coach (TSO)	977997	Network Rail yellow	10	R4901
BR Mk 2f Plain Line Pattern Recognition Vehicle (TSO)	72631	Network Rail yellow	10	R4928
BR Mk 2f Tourist Second Open	M6011/M6015	BR blue and grey	7	R4916/A
BR Mk 2f First Open	M3345/M3374	BR blue and grey	7	R4917/A
BR Mk 2f Brake Second Open	M9534/M9519	BR blue and grey	7	R4918/A
BR Mk 2f Tourist Second Open	5985/5988	BR INTERCITY	8	R4919/A
BR Mk 2f First Open	3387/3295	BR INTERCITY	8	R4920/A
BR Mk 2f Brake Second Open	9533/9525	BR INTERCITY	8	R4921/A
BR Mk 2f Brake Second Open	9539	ScotRail	10	R4892
BR Mk 2f Standard Open	5976/6177	ScotRail	10	R4893/A
BR Mk 3 Trailer Standard Disabled, power doors	TBA	GWR green	11	R4895/A
BR Mk 3 Trailer Guard Standard, power doors	TBA	GWR green	11	R4896/A
BR Mk 3 Trailer Standard, power doors	TBA	GWR green	11	R4915/A/B/C
BR Mk 3 Trailer Standard, power doors	TBA	ScotRail InterCity	11	R4937/A
BR Mk 3 Trailer Standard Lavatory, power doors	TBA	ScotRail InterCity	11	R4890/A/B/C
BR Mk 3 Trailer Standard Disabled, power doors	TBA	ScotRail InterCity	11	R4891/A
BR Mk 3 Trailer Guard First Buffet, power doors	TBA	ScotRail InterCity	11	R4907/A
BR Mk 3 Trailer Guard Standard, power doors	TBA	Cross Country	11	R4938/A
BR Mk 3 Trailer Standard Disabled, power doors	TBA	Cross Country	11	R4939/A/B/C
BR Mk 3 Trailer Standard, power doors	TBA	Cross Country	11	R4940/A/B/C/D/E/G/H
BR Mk 3 Trailer Composite Catering, power doors	TBA	Cross Country	11	R4941/A
BR Mk 3 Trailer First Disabled, power doors	TBA	Cross Country	11	R4942/A

NEW BRAKE VANS

spearhead wagon range



Above: The LSWR 20/24ton 'new van' is being modelled for 'OO' gauge by Hornby. This is a 3D printed sample.

Below: Also new for 2019 is a fresh model of the LMS 20ton brake van covering early and late variants. This is a 3D printed sample from the CAD drawings.

TWO NEWLY-TOOLED 'OO' gauge brake vans headline Hornby's wagon range with London and South Western Railway (LSWR) 20ton/24ton 'new vans' and all-new London, Midland and Scottish Railway (LMS) 20ton goods brake vans set to appear in 2019.

Hornby's model of the LSWR 'new vans' will reflect the 20ton and 24ton Diagram 1543 goods brake vans first introduced in 1915. Planned liveries include two models of each in LSWR brown with vermillion ends, Southern Railway (SR) brown with vermillion ends and BR grey.

Also under development is a new LMS 20ton brake van covering the early Diagram 1919 and later Diagram 2068 builds, with two LMS grey and two BR bauxite examples due to appear. Detail differences between builds will be modelled, such as early diagram

rivet detail and shallow lookout duckets. Turned metal wheels and small tension lock couplings with NEM coupler pockets will feature on all models as standard.

Both vans were shown as 3D printed samples at Hornby's 2019 catalogue launch.

In addition, Hornby's 2019

wagon range includes 25 further new models from existing tooling including private owner wagons, GWR 20ton 'Toad' brake vans, BR 21ton mineral wagons, a BR Mk 1 Covered Carriage Truck with weathered graffiti finish and

another example of the recently-introduced BR 12ton ventilated van with Twin Track Sound (TTS).

● Visit www.hornby.com to see the full range.



CONTROLLER MAKEOVER

Hornby's range of control systems receives a boost this year as the Hornby Select Digital Command Control unit is upgraded with a new forthcoming update (version 1.6) which will add CV programming (0-255) and complete track isolation should the controller detect a short. This adds to a recent update (version 1.5) which enabled control of up to 29 functions for the first time on the system. Select owners will need to return their units to Hornby for the updates.

Allied to the forthcoming update is the new RailMaster 'Select-a-Link' Digital Controller (R7135). This plug-in lead acts as an interface between a Select DCC unit and a PC/laptop, connecting to the ExpressNet port on the controller and a USB socket on the computer. The set-up will enable trains to be controlled using Hornby's RailMaster software through a computer and the Select unit for the first time.

50 locomotives and 39 accessories

can be called upon at any one time, although RailMaster's ability to group locomotives means many more can be added to the database. Priced at £24.99, it is expected to be available in the autumn.

Analogue users aren't forgotten either, as Hornby is revamping its standard DC train and accessory controller (R7229). The new black and red case design is to feature a smoother power control dial together with direction switch and new uncontrolled DC output for



use with accessories. A new Hi-Lo switch, to regulate full/half power to the track, is also being incorporated.

Priced at £15.99, it will be introduced during Spring 2019.

● Visit www.hornby.com for more details.

WIZARD RETURNS

Harry Potter is returning to Hornby with a raft of new releases planned including a 'OO' gauge train set, *Hogwarts Castle* 4-6-0 with Twin Track Sound and a selection of buildings to attract new followers.

With brand awareness still high, a new Harry Potter Hogwarts Express Train Set (Cat No. R1234) heads the range. This contains an accurate 'OO' gauge Collett 'Hall' 4-6-0 for the first time carrying Hogwarts Railways red as 5972 *Hogwarts Castle*, together with two BR Mk 1 carriages, track and a controller.

Priced at £199.99, its release is anticipated for September 2019.

For those wishing to add digital sound, *Hogwarts Castle* will be available on its own with Twin Track Sound (R3803TTS), as well as in DCC ready format (R3804) too, while the BR Mk 1 carriages will also be available singly as Corridor Seconds 99716 (R4934), 99721 (R4934A) and Brake Corridor Seconds 99723 (R4935) and 99312 (R4935A). Prices are set at £109.99 for DCC ready and £135.99 for TTS fitted locomotives. Carriages are priced at £40.99 each.

To accompany the new range, Hornby has added a selection of buildings from its Skaledale collection of Goathland station buildings including the station building, general office, booking hall, waiting room, signal box and footbridge. Also included is a new platform pack to match the cast resin elements of the station buildings. Prices range from £18.99 to £59.99.

● Visit www.hornby.com to see the full range.



NEWS IN BRIEF

■ Hornby is re-introducing its 1:76 scale SkaleAutos range of vehicles with nine new diecast metal vehicles due to appear during summer 2019.

Amongst the planned new releases are a Ferguson TEA tractor (Cat No. R7155), Fowler ploughing engine (R7154), Fowler steam roller (R7153) and Land Rover 109 (R7151). Also added is a FX4 Taxi in Evening Globe advertising (R7123), BMC Mini van in Post Office Telephones green (R7125) and Ford Transit Van in Carrolls Transport yellow and black (R7154). Two small cars complete the range with a BMC Mini saloon in cream with black roof (R7124) and a Ford Anglia 105E (R7237), the latter model being an ideal candidate for use with Hornby's new range of 'OO' gauge Harry Potter buildings.

● Visit www.hornby.com for more information.

■ Hornby's SkaleScenics range of scenic accessories and materials is to make a comeback during 2019. 72 new items make up the re-introduced range, designed to offer a one-stop shop approach to populating a layout with scenery, including ballast, coal, flock, lichen, scatter materials, trees and more.

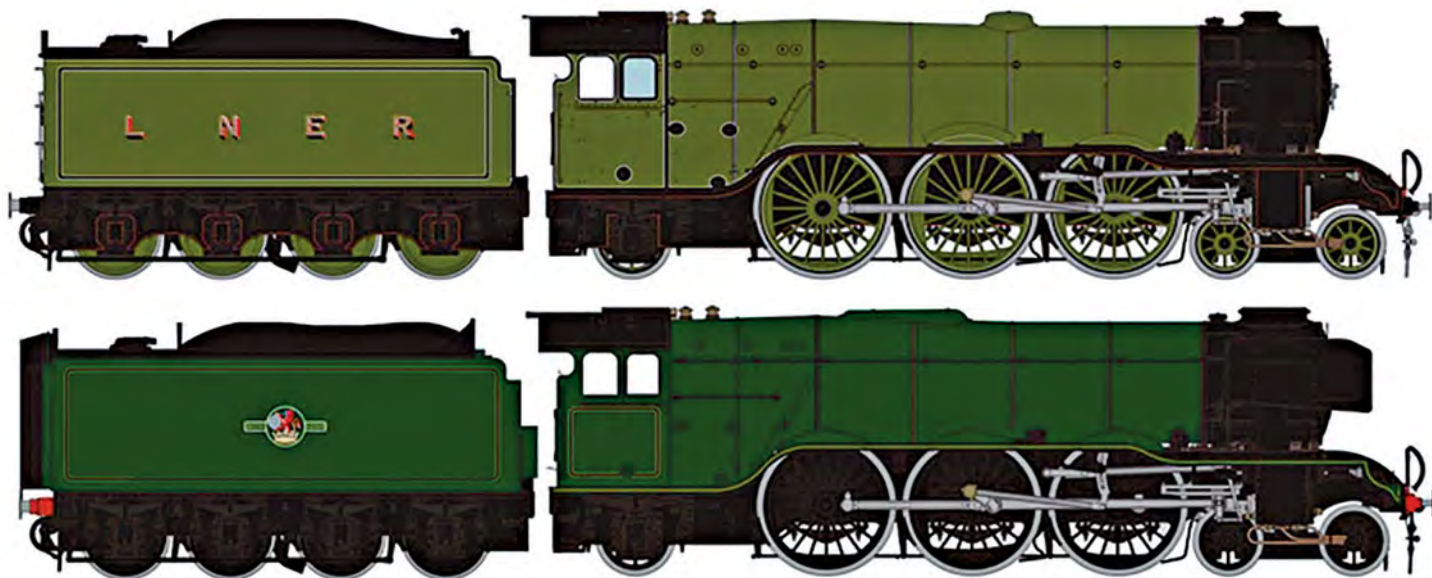
● Visit www.hornby.com to see the full range of SkaleScenics.

■ While there are no new buildings added to Hornby's 'OO' gauge Skaledale range this year, walling is back including granite wall packs (Cat No. R8526-R8538) and Cotswold stone packs (R8539-R8541), stone/brick portal walling (R8544/R8545), brick walling (R8977-R8979) and stone/brick tunnel mouths (R8509-R8512). Also returning to the range is the collection of accessories including coaling stage, benches, police box, newspaper kiosk and more.

● Visit www.hornby.com to browse the full Skaledale collection.

■ Hornby Hobbies is returning to its Margate headquarters on the Westwood Industrial Estate, Kent almost four years after first announcing it was to move to new offices at Discovery Park in Sandwich, the company is to lease offices at the famous Margate site.

Unnumbered 'A3s'



THE EAGERLY ANTICIPATED new 'O' gauge ready-to-run models of the Gresley 'A3' and 'A4' 4-6-2s are to be offered without numbers by

Hatton's, expanding its extensive list of options even further.

The decision to add unnumbered models to the range came following feedback on the project

and in total 22 new options have been added to the list consisting of 12 'A3s' and 10 'A4s'.

Each livery is being offered with a choice of tenders – corridor and coal

rail on the 'A3' and corridor and non-corridor on the 'A4' – unnumbered colour scheme choices on the 'A3' include pre-1946 apple green, post 1946 apple green, wartime black,

GRESLEY COACHES GET COLOUR

Hatton's has received the first decorated samples of its new 'O' gauge London and North Eastern Railway (LNER) Gresley teak corridor carriages. First to arrive in colour from Heljan's factory is the Diagram 186 Open Third in BR carmine and cream and BR maroon liveries. Each is fully lined and numbered with both samples currently being evaluated by the Hatton's team.

Teak liveried painted samples are due to arrive soon while Hatton's is also expecting samples of the Brake Corridor Composite and Corridor Third vehicles prior to release. Delivery is expected in the first half of 2019 with prices set at £249 per coach.

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



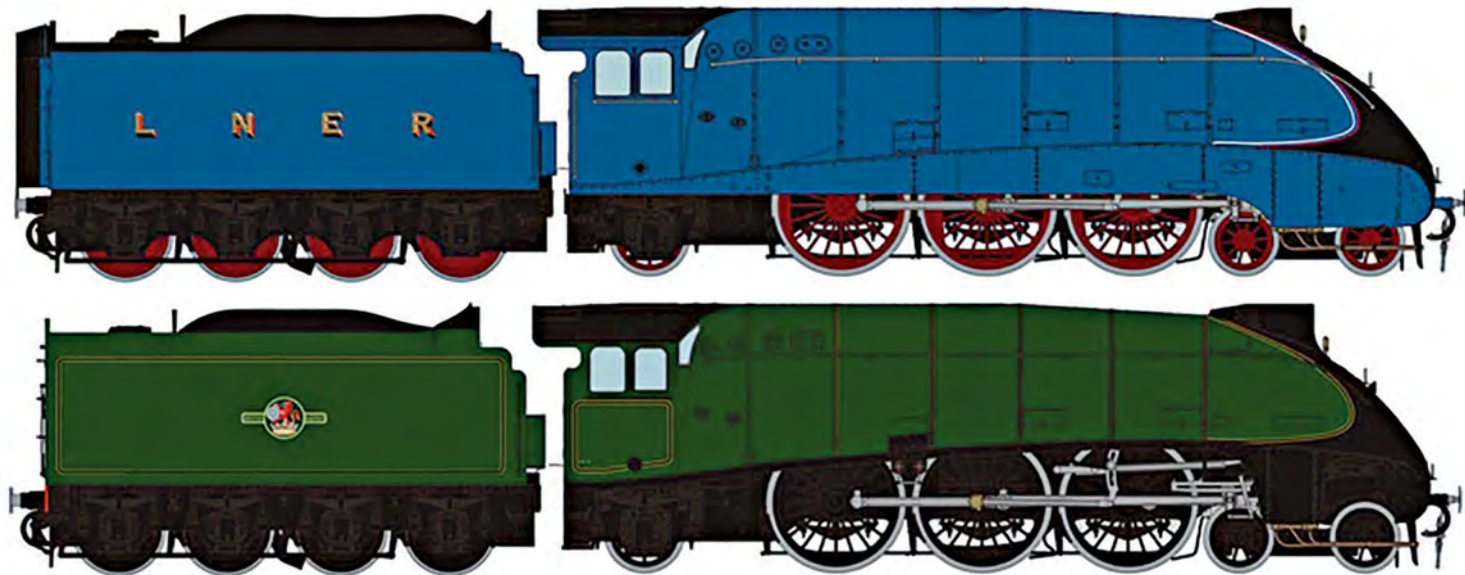
HATTON'S LAUNCHES CONSTRUCTOR RANGE



A new range of scenic materials has been released by Hatton's covering ballast, wagon loads and weathering kits.

Five ballasts have been released including limestone, modern grey and Highland ballast with a choice of fine, medium and coarse grades available. All are produced from real crushed stones and are supplied in

and 'A4s' for 'O'



BR lined blue and BR lined green with either early or late crests. On the 'A4s' livery choices include LNER silver and Garter blue plus BR lined blue and BR lined green

with either early or late crests.

Hatton's has advised that the production runs for unnumbered examples are limited. All are available to pre-order with prices

set at £750 per locomotive.

Release is expected in 2019 and the specification includes a single powerful motor and flywheel in the locomotive, DCC sound

compatibility with the LokSound V4.0 L4 decoder, a compensated centre axle on the locomotive, all wheel pick-up and more.

● Visit www.hattons.co.uk

Plasser crane

Hatton's Model Railways is planning a Plasser 12ton General Purpose Crane (GPC) as its next exclusive 'OO' gauge wagon project.

Built in the mid-1970s, the rail-mounted Plasser GPCs would often be found at permanent way sites that required extra lifting gear during track relaying, remodelling or building work. Whilst they would usually travel to and from sites within an engineering train formation, the GPC is capable of self-propulsion whilst on site.

Hatton's new model will be unpowered, but the impressive specification includes a heavy diecast chassis, fully detailed cab, detailed fixed jib, NEM coupler pockets and more.

Ten models are planned initially as DRP81504 in Plasser/BR yellow (H4-GPC-001), DRP81523 in Plasser/



BR yellow (H4-GPC-002), DRP81508 in unbranded yellow (H4-GPC-003), DRP81521 in unbranded yellow (H4-GPC-004), DRP81527 in Jarvis yellow (H4-GPC-005), DRP81514 in Jarvis/FastLine maroon (H4-

GPC-006), DRP81524 in Carillion yellow (H4-GPC-007), DRP81526 in GTRM yellow (H4-GPC-008), DRP81519 in Balfour Beatty white and blue (H4-GPC-009) and DRP81532 in Balfour Beatty

white and blue (H4-GPC-010).

Prices are set at £69 each with delivery anticipated in January 2020.

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

plastic tubs for storage. Each 400g tub of ballast costs £5.50.

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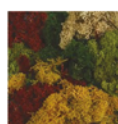
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Most suited to OO/HO
Total Length 1 metre.
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Thornley **TMD**

*With inspiration from Thornaby and Tinsley depots **STEVE SMITH** looked to the 1980s for his first ever major layout to recreate the atmosphere of a busy TMD in 'OO' gauge.*

PHOTOGRAPHY, MIKE WILD



A pair of work
worn BR blue

Class 20s move slowly out
of the depot at Thornley
TMD in the company of
Class 08s, 37s, 47s and 56s.
The warehouses in the
background are by Skytrex.



SCALE
4mm: 1ftGAUGE
'OO', 16.5mmSIZE
12ft x 2ft 4inPERIOD
1980s-1990sCONTROL
DCC, iTrain

MY NAME IS STEVE Smith. I'm 53 and welcome to my very first exhibition layout build – Thornley TMD. Set in the late 1980s and early 1990s, Thornley is a fictional place based around Yorkshire and covers the BR blue era up to the sub-sectored grey liveries that once could be seen around the country in abundance.

I've been fascinated by railways since I was a small boy, with my father being an ex-signalman. When I was younger he would often take me over to Taplow station on the Western Region to watch the trains and the love affair with railways began. Later on in my childhood I would create a model railway that went around the outside of my bedroom and I remember having to crawl under the boards when opening the door.

Does that sound familiar to anyone?

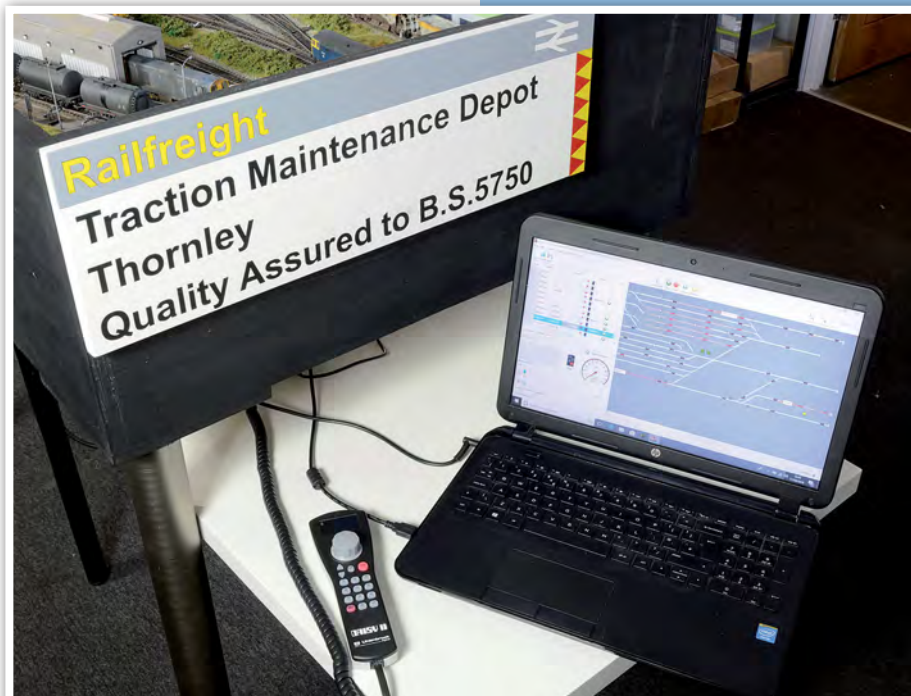
That was more than 35 years ago and it wasn't until 2014 that I would get my reintroduction to model railways. I saw an advert for a model railway exhibition down the road in Taunton, Somerset, and thought I'd go and have a look. Wow – how the industry had changed. The models were more detailed and some had sound too. This for me was amazing. The quality of the layouts was simply stunning and it was then that I decided to venture back into model railways followed by an impulse purchase of a Bachmann Class 66 in Colas livery as it modelled locomotives that passed through Bridgwater in Somerset where I lived.

I had no layout, so initially I had to admire the Class 66 from its box. A lucky find on Facebook brought me to a dedicated group for model railways, which I started browsing. Here I found

everything and the memories of being a railway enthusiast in the 1990s came flooding back. I saw lots of models from that era and so I decided that was going to be the period that I would model. I sold the Class 66 and started collecting motive power appropriate to my chosen era.

Around the same time I commissioned a small diesel depot layout to be built. It measured 7ft x 2ft 6in and fitted neatly against the wall in my home office. A few months later I made the trip north to collect Thornley TMD which was a three-road, three locomotive deep maintenance depot and service shed with a small oil terminal. I spent many a month enjoying the layout and added to it, but I wanted more. The decision was made to build my own layout – something I hadn't done for more than 35 years – but it would be radically different to that bedroom railway I once had. »





iO2 iTrain software allows for full or partial automation of the layout through a laptop computer and block detection sections. Manual operation is also possible.

iO3 BR large logo blue Class 47 47120 *Osprey* enters the depot yard while a Class 20, 47 and 60 wait in the stabling sidings.

NEW DESIGNS

I live in a modern three-storey town house. In the loft there were rafters everywhere so that ruled out that space for a railway. The next choice was to use the garage or build a shed in the garden, of which the latter was the more favourable option.

After much research and deciding on the maximum size I could accommodate in the garden I purchased a 4m x 3m log cabin as a kit. Four weeks later hundreds of pieces of wood arrived to be stored in the garage prior to me assembling them into the structure they were designed for.

The cabin took me two months to complete in my spare time and days off. This included everything from the initial build to adding insulation in both the floor and ceiling, plaster boarding the roof, adding LED lighting and electric power, undercoating the timber and final top coating in two-tone Railfreight grey which was supplied by my local Dulux decorator by scanning a Heljan Class 47.

In May 2016 the cabin was ready to have a layout built into it. My commission layout, Thornley TMD, had now been sold and the new layout was to use the same name which is derived from my two favourite depots – Thorn(aby) and (Tins)ley. The new layout was to focus heavily on a diesel depot scene again with a yard and oil terminal as before, though much bigger, and this time there would be space for a running line around the cabin which I planned would feature a viaduct and storage yard.

The focus for the first 18 months would be to concentrate on completing the depot and yard scenes. The framework for the top level was simply 2in x 1in battens with 9mm plywood on top and foam insulation glued to the plywood to provide some sound-proofing. This area was made up of three baseboards each measuring 4ft x 2ft 4in giving a total 12ft length for the depot.

Track is all from Peco's code 75 range as I prefer this over the larger rail profile »



 BR blue and
Railfreight
liveried Class 20s
tick over in the
yard next to the
running shed while
tankers wait to be
unloaded at the
fuel terminal.





Weathered motive power from the 1990s rubs shoulders outside Thornley TMD. The layout is controlled by iTrain software to allow multiple locomotive movements with just one operator.

of code 100 track. Plus, as I was running modern locomotives I didn't need to worry about the rail depth as modern models have finer flanges. I painstakingly painted every single sleeper on the layout and inner and outer sides of the rails. I may be mad, but I was extremely pleased with how the finished result came out. I used products from the MIG paints range including track primer, wood primer and track wash.

The ballast used on the layout is real ballast from the Mendip quarries and this was supplied, like the majority of the items on Thornley, by James Hudson at DCC Train Automation. The traditional 50/50 mix of PVA glue and water was used to glue the loose ballast in place.

Each board of Thornley has distinctive features. Board one is home to the large diesel depot. It is a seven-road design with enough space to accommodate three locomotives on each line plus there is a lifting shed behind to accommodate another two locomotives. All eight roads have Peco inspection pits fitted and each one was fully illuminated with LEDs too. In total there were 108 LEDs in the inspection pits, and they look great when switched on.

The base of the diesel depot was built from 2mm MDF cut to accommodate the pits and then the whole area was covered in tile grout to form the concrete base under the building. I used grey grout to give the appearance of concrete and weathered it further with powders.

The main diesel depot building is made from plywood and MDF using a laser cutter and has been produced by James at DCC Train Automation. The windows were all cut separately, painted and installed. The roof supports are laser cut too and the beams and girders were all painted yellow.

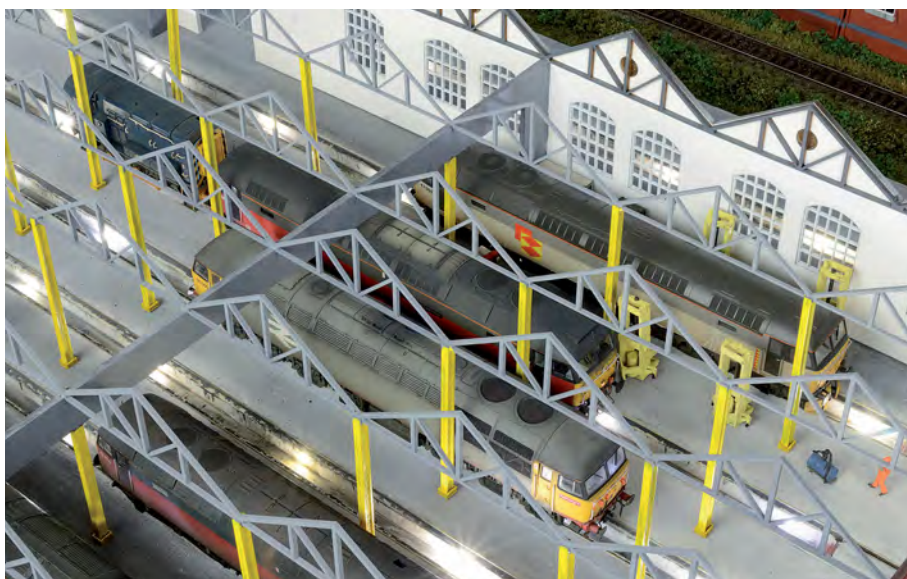
The second board houses the remainder of the diesel depot access lines and also a six road yard which bears a slight resemblance to the far yard at Tinsley. The backscene is highlighted by a long row of Skytrex cast resin warehouse fronts. These were painted with Halfords Red Oxide primer to give the colour of bricks followed by dry brushing

with orange paint to highlight sections of brick. The window areas were painted black prior to the window frames being picked out with a white pen. Once dry the warehouses were given a coat of matt varnish and then weathered with powders for a dirty finish.

However, the main focal point of board two is the impressive footbridge which spans the yard and gives access for the crew to reach the depot and oil terminal. The footbridge was a commission built by Robert Sanderson (RS Modelmaking) and he did an outstanding job.

The third board offers access to the yard together with a headshunt which allows locomotives to come out of the depot and also a run-round loop for locomotives arriving with fuel tankers for the oil terminal. The terminal itself has a single road that can accommodate up to seven tankers. The fuel line kits are from Knightwing while the large fuel storage tanks at the end of the layout are by Piko. »

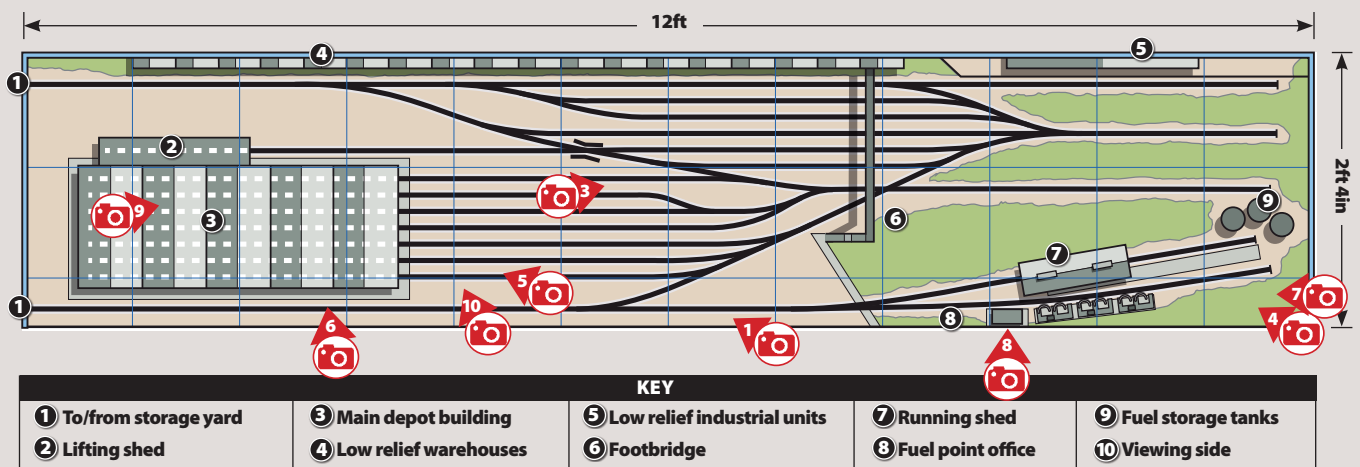
Inside the depot the pits are illuminated with LEDs. A Class 47 has just been towed inside by a Class 08 for engine repairs.





7 A Class 60 is inspected in the running shed while the yard is filled with locomotives between duties. It must be a weekend when motive power requirements are lower.

THORNLEY TMD TRACK DIAGRAM (Not to scale)



Next to the oil road is a single track servicing shed from Bachmann. This is for locomotive inspections. The backscene on board three includes four small industrial buildings with a small access path before the security fencing to the railway. Scenery here is a mixture of Woodland Scenics products and the wooden fencing at the front of the terminal is from Model Railway Scenery.

ITRAIN CONTROL

All the points have servos fitted for operation and once installed these were tested - they were so quiet compared to SEEP motors that I was originally going to use. The servos are connected to a VPEB OC32 control board which allows operation either by hand held control in accessory mode or via computer control which was the way I wanted to go. To this end I had iTrain software installed on my laptop.

The layout has been wired for Digital Command Control (DCC) operation and for computer control with five feedback modules installed underneath. This gives more than 80 block detection sections that can be controlled via iTrain software on my computer. The layout was designed in the software to match as closely as possible and every section of block track measured to allow locomotives to stop in the right sections.

The software will allow multiple locomotives to run at once, something that I couldn't do with a single handheld controller, but I also wanted to have the option to manually drive locomotives or have them run under computer control. iTrain allows this and it really brings the layout to life as I can control one locomotive



Portable buildings provide accommodation for crews and depot workers at Thornley TMD. In the background a Class 60 moves into the headshunt before leaving the depot.

myself while the computer moves other engines around the scene. Of course, if you just want to operate the layout manually it can be done this way. To make all this functionality possible there are a lot of wires underneath the layout – not easy for someone who is colour blind!

ROLLING STOCK

The layout can hold around 60 locomotives – something that you could have seen back then at a busy depot on a weekend with locomotives stabled or undergoing maintenance. The stock for Thornley includes five Bachmann Class 08s,

a Hornby Class 09, three Bachmann Class 20s, four Class 37s – three from Bachmann, one by ViTrains – a grand total of 28 Class 47s from Heljan and Bachmann, four Hornby Class 56s, a Heljan Class 58 and five Hornby Class 60s.

Around half a dozen have been fitted with sound decoders to give some added atmosphere to the layout, but I have found that having too many sound equipped locomotives running at one time in a depot scene gets overpowering. With that in mind I made the decision not to invest in further sound locomotives, but to have all the fleet professionally weathered.



A pair of Class 47s and a 56 idle outside the main shed. The building has been built from laser cut parts and features full interior detail. The roof has been left off to allow a full view of its interior.



My favourite locomotive on Thornley is Heljan Class 47 47120 *Osprey* in BR 'Large Logo' blue. It holds a great memory for me as this locomotive was my penultimate Class 47 that I needed to clear the class when I was a 'spotter' all those years ago.

At the time 47120 was allocated to Inverness and, living in Berkshire at the time, I decided to take a railway holiday to Scotland to try and see the locomotive. I remember visiting Inverness depot and asking the foreman if there was a chance of me looking around the depot. He kindly agreed and took me around with the hope that 47120 was on shed. It was nowhere to be seen and as I was leaving I asked the foreman if he knew where it was. He looked it up on TOPS for me and I remember him coming back to me chuckling. I was hoping that he was going to tell me that it was due into Inverness later, but no, 47120 had worked south and was currently at Southampton Freightliner Terminal!

I did eventually get to see 47120 at Old Oak Common of all places and I have fond memories of seeing it at Tinsley after its transfer south. I had the Heljan model professionally weathered and its Tinsley unofficial name *Osprey* added to replicate the photograph I took of it inside Tinsley depot just weeks before it was withdrawn.

CHANGING TIMES

The scenery at the front of board three has changed dramatically as I made the decision to abandon the running loop, viaduct and storage yard and to sell Thornley. This was to allow me to venture into 'O' gauge so the first half of 2018 focused on dismantling the layout and reframing



Inside the depot a Class 08 ticks over after bringing in a failed Class 47. On the right a Class 56 is having its final checks before returning to service.

it with 18mm plywood to allow it to be taken to exhibitions with a new owner.

The layout has been at DCC Train Automation where they have as good as rebuilt its structure with new framing, rewiring in places, repositioning of the footbridge and the addition of more scenery. I wish now that I had built it like this in the beginning, but we learn as we progress.

It has been an exciting two years building Thornley and for a first time build on this scale I'm very pleased with how it turned out. In fact, it is better than I had hoped. I have learnt a lot during the build and have to thank James at DCC Train

Automation for his assistance and plethora of knowledge when it comes to DCC and I'm already looking forward to him helping me again with construction of Project Zero – my new 'O' gauge diesel depot that will be started in the coming months.

Thornley TMD has now been sold and will be heading north to be enjoyed by its new owners and I hope that they extend the layout with a storage yard to bring it out on the exhibition circuit in the future. My next layout, Project Zero, will be built for exhibition use from the get-go and I look forward to that day when it goes on the circuit to be enjoyed by the public. 



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Double Heading

TREVOR JONES looks at why double-heading is used and reveals some combinations that can be used on your layout.

BACK IN MY TRAIN SPOTTING days coping a 'double header' was always a delight and that sense of excitement stayed with me and carried forward into my modelling. I regularly double-head trains on my hilly garden layout but at exhibitions examples of double-heading are rarely seen. From time to time questions come in to *Hornby Magazine* asking how to double-head and when and why the railway companies did it, so we thought it was high time we looked into the subject to offer a better insight into this appealing type of train operation.

In Victorian times the development of the steam locomotive had not kept up with the loads imposed on them and as demand to move passengers and freight grew many trains had to be double-headed to cope with the loads. A more complicated reason for double heading was a restriction on axle loading. Many routes had strict axle weight limits which meant that larger more powerful locomotives were banned from using certain lines. The only option here with a heavy train was to use two lighter locomotives to provide the power necessary to move the train.

One of the most exciting forms of double-heading came on routes with extreme gradients such as the formidable Devon Banks between Exeter and Plymouth or the tortuous climb to Shap on the West Coast Main Line. Here the heaviest trains needed assistance which may have been in the form of bankers (a locomotive added at the rear of the train to assist on gradients) or simply by adding another locomotive to the front when the train weight exceeded a particular locomotive's permitted load. Sometimes in these cases it was to ensure that the train

SOUTHERN REGION CLASSES	
CLASS	SEEN WITH
Bulleid 'Merchant Navy' 4-6-2	SR 'WC/BB' 4-6-2, 'S15' 4-6-0, BR '4MT' 2-6-0, BR '4MT' 2-6-4T
Bulleid 'Light Pacific' 4-6-2	SR 'U1' 2-6-0, 'N' 2-6-0, 'T9' 4-4-0, 'WC/BB' 4-6-2, 'MN' 4-6-2, 'M7' 0-4-4T, '700' 0-6-0, 'L1' 4-4-0, 'Schools' 4-4-0, MR '2P' 4-4-0, '3F' 0-6-0, '4F' 0-6-0, '2MT' 2-6-2T '7F' 2-8-0, 'Royal Scot' 4-6-0, BR '4MT' 4-6-0, BR '5MT' 4-6-0
Maunsell 'King Arthur' 4-6-0	SR 'C' 0-6-0
Maunsell 'Schools' 4-4-0	SR 'N' 2-6-0, 'U1' 2-6-0, 'Schools' 4-4-0, 'T9' 4-4-0, 'O1' 0-6-0, 'D1' 4-4-0, 'WC/BB' 4-6-2 BR '5MT' 4-6-0
Adams '0415' 4-4-2T	SR '0415' 4-4-2T, 'E4' 0-6-2T
Stroudley 'A1X' 0-6-0T	SR 'A1X' 0-6-0T
Wainwright 'C' 0-6-0	SR 'U' 2-6-0, 'U1' 2-6-0, 'H' 0-4-4T, 'O1' 0-6-0, 'King Arthur' 4-6-0, BR '4MT' 2-6-4T
Billinton 'C2X' 0-6-0	SR 'Q' 0-6-0, 'K' 2-6-0
Wainwright 'D1' 4-4-0	SR 'E1' 0-6-2T, 'L1' 4-4-0, 'L' 4-4-0, 'H' 0-4-4T, 'Schools' 4-4-0, MR '2MT' 2-6-2T
LBSCR 'E1' 0-6-2T	SR 'E1' 0-6-2T, 'L1' 4-4-0, 'D1' 4-4-0
Billinton 'E4' 0-6-2T	SR '0415' 4-4-2T, BR '4MT' 2-6-4T
Billinton 'E5X' 0-6-2T	SR 'E5X' 0-6-2T
Wainwright 'H' 0-4-4T	SR 'C' 0-6-0, 'H' 0-4-4T, 'L1' 4-4-0, 'D1' 4-4-0, 'L' 4-4-0, MR '2MT' 2-6-2T
Billinton 'K' 2-6-0	SR 'C2X' 0-6-0
Wainwright 'L' 4-4-0	SR 'L' 4-4-0, 'D1' 4-4-0, 'H' 0-4-4T
Maunsell 'L1' 4-4-0	SR 'L1' 4-4-0, 'E1' 0-6-2T, 'D1' 4-4-0, 'H' 0-4-4T, 'WC/BB' 4-6-2, MR Fairburn 2-6-4T
Drummond 'M7' 0-4-4T	SR 'U' 2-6-0, WC/BB' 4-6-2, 'N' 2-6-0, ER 'V2' 2-6-2
Maunsell 'N' 2-6-0	SR 'WC/BB' 4-6-2, 'Schools' 4-4-0, '700' 0-6-0, 'O1' 0-6-0, 'N' 2-6-0, 'J' 0-6-2T, 'Q1' 0-6-0, 'U' 2-6-0, 'M7' 0-4-4T, MR Fairburn 2-6-4T, BR '5MT' 4-6-0
SECR 'O1' 0-6-0	SR 'C' 0-6-0, 'N' 2-6-0, 'Schools' 4-4-0
Adams 'O2' 0-4-4T	SR 'O2' 0-4-4T, BR '3MT' 2-6-2T
Maunsell 'Q' 0-6-0	SR 'C2X' 0-6-0
Bulleid 'Q1' 0-6-0	SR 'Q1' 0-6-0, 'U1' 2-6-0, 'N' 2-6-0
Wainwright 'R1' 0-6-0T	SR 'R1' 0-6-0T
Maunsell 'S15' 4-6-0	SR 'Merchant Navy' 4-6-2
Drummond 'T9' 4-4-0	SR 'T9' 4-4-0, 'Schools' 4-4-0, 'WC/BB' 4-6-2, BR '4MT' 2-6-0, Caledonian '123' 4-2-2
Maunsell 'U' 2-6-0	SR 'C' 0-6-0, 'M7' 0-4-4T, 'N' 2-6-0
Maunsell 'U1' 2-6-0	SR 'Schools' 4-4-0, 'Z' 0-8-0T, 'C' 0-6-0, 'Q1' 0-6-0, 'WC/BB' 4-6-2, MR '2P' 4-4-0
Maunsell 'Z' 0-8-0T	SR 'U1' 2-6-0
Drummond '700' 0-6-0	SR 'N' 2-6-0, 'WC/BB' 4-6-2

could keep up to a tight schedule.

In other instances a second locomotive may be added en route to assist an underperforming locomotive or to return a partially failed one to its home depot. There were also seasonal reasons for double heading. Balancing motive

power requirements for holiday traffic and seasonable freight when perishable crops had to be moved it was often necessary to return locomotives to home depots or for other depots to borrow locomotives rather than feed light engine movements into



LMS Fowler '2P' 4-4-0 635 and Stanier 'Jubilee' 5664 Nelson - Hornby and Bachmann 'OO' gauge models respectively - pass Flackwell Heath Town on Trevor Jones' garden layout. '2P' 4-4-0s were often used as pilot engines for heavy trains on the Midland.

a cramped timetable. In these situations locomotives would often double-head a service train simply to get a second engine in position at another depot for additional services.

There were also times when there was a shortage of suitable motive power for heavy trains and which result in double-headed workings while special trains and railtours have often been the source of this type of working.

REGIONAL COMBINATIONS

So where could double-heading be seen? Well, almost anywhere, and the further back in time the more frequent it was. If we examine the period from 1948 until the end of steam there were particular locations where many passenger trains were double-headed daily. On the Western, the South Devon Banks between Exeter and Plymouth saw combinations including all GWR named classes and many BR Standard classes. The main train engine – usually a 'Castle' or 'King' – could be joined by a range of different designs such as 'Moguls', 'Manors', 'Halls' or even North British Type 2 hydraulics. In fact even the 'Warship' Type 4 hydraulics have been used to pilot heavy steam hauled expresses at holiday times.



The Somerset & Dorset (S&D) line was famous for its combinations of Midland Railway, London Midland & Scottish Railway, Southern Railway and British Railways classes, double-heading inter-regional trains, local trains and freight services. This variety made the S&D a fantastic place to observe double-headed workings as combinations could be as strange as a Fowler '7F' 2-8-0 piloting a Bulleid air-smoothed 'Light Pacific', a Fowler '2P' 4-4-0 working with a '4F' 0-6-0 or a BR '4MT' 2-6-0 piloting a Southern 'Pacific'. The possibilities were near endless.

The Southern Region westwards from Exeter had trains which split to different destinations and so departed and arrived at Exeter with up to three locomotives at the head and three Bulleid 'Light Pacifics' have been noted. In the South Eastern section certain trains to Kent were always double-headed including the 'Night Ferry'; for years this consisted of two 'L1' 4-4-0s but 'E1s' and 'Light Pacifics' took their share and many unusual combinations could be seen on freight, empty stock workings, holiday and special traffic.

On the Midland Railway, in the south many trains from St Pancras were double headed for their hilly routes to the north, partly because

of the Midland's 'small engine policy' which meant that it had a larger fleet of smaller locomotives. '2P' and 'Compound' 4-4-0s, 'Black Fives' and 'Jubilees' were involved, but two '4F' 0-6-0s have been seen on boat trains to Tilbury Docks. At Euston at the weekends and at holiday times one could guarantee to see at least a couple in a day's spotting, usually involving 'Black Fives', 'Patriots' and 'Jubilees' but BR Standard types were not unknown. In Lancashire and Yorkshire and

northwards, LMS and London and North Eastern Railway double-headers were regular sights.

On the Eastern Region only rarely was a double header seen at its London termini but in East Anglia and in the north many combinations of locomotives could be seen. In East Anglia classes regularly involved were 'E4' 2-4-0, 'J15' 0-6-0, 'D16' 4-4-0, 'B12' 4-6-0 and 'B1' 4-6-0. In Scotland, where many lines had weight restrictions and were hilly, examples of all

types of locomotive combinations were a daily occurrences. Branch lines were not exempt, as public boarding schools often had special traffic at the beginning and end of the term. The pupils arrived and departed by a double-headed train, as did the movement of the regiments from military installations. There was also the seasonal perishable traffic and numerous specials as steam approached its finality that transferred these minor branches. »



The Somerset and Dorset Railway between Bath and Evercreech Junction was a hotspot for double-headed workings because of its challenging gradients. Plus, with its joint operation between the Midland and Southern the variety of combinations was second to none. On August 15 1959 Fowler '7F' 2-8-0 53808 and BR '5MT' 4-6-0 73051 pass Midford with the 10.28am Manchester-Bournemouth West. Hugh Ballantyne/Railphotoprints.uk.

Western Region 'Modified Hall' 4-6-0 7916 *Mobberley Hall* works with golden ochre 'Western' hydraulic D1015 *Western Champion* recreating a scene from the 1960s on the Western Region on the Devon Banks.



UNUSUAL COMBINATIONS

There were many common pairings such as multiples of the same class on the Midland Region, but even the unthinkable isn't as impossible as you might think. These are just a handful of examples of the more unusual combinations which have been seen and recorded in the steam era:

- SR 'M7' 0-4-4T and LNER 'V2' 2-6-2 from Basingstoke to Waterloo with the 'Bournemouth Belle'.
- LNER 'B1' 4-6-0 and 'L1' 2-6-4T on a suburban train from King's Cross.
- SR 'E4' 0-6-2T and BR '4MT' 2-6-4T on a permanent way train from Groombridge to Three Bridges.
- LNER 'K3' 2-6-0 and BR 'Britannia' 4-6-2 between Ely and Soham on the 'North Country Continental'.
- GWR '61XX' 2-6-2T and BR 'Britannia' on the 'Capitals United Express'.
- SR 'H' 0-4-4T and 'C' 0-6-0 on a two-coach Allhallows to Gravesend train.
- LNER 'D11' 4-4-0 and LMS Ivatt '2MT' 2-6-2T on a Manchester Central to Northwich stopping train.
- SR 'T9' 4-4-0, 'West Country' 4-6-2 and 'N' 2-6-0 on an Exeter Central to Ilfracombe train.
- LNER 'A8' 4-6-2T and 'A1' 4-6-2 on a Newcastle to Liverpool parcels train - this service was regularly double-headed with all sorts of combinations.
- LNER 'A1' 4-6-2 and Class 21 diesel from Preston to Glasgow.
- LNER 'A4' 4-6-2 with a Class 21 diesel on an Aberdeen fish train.
- A BR Standard '5MT' 4-6-0 piloting a Class 85 on a Liverpool-Euston Express.
- BRCW Class 33 and 'Black Five' from Hereford to Paddington.

Hughes Fowler 'Crab' 2-6-0 pilots Stanier 'Black Five' 4-6-0 45482 into Girvan station at the head of a heavy Stranraer Boat Train on July 13 1963. Sid Rickard/Railphotoprints.uk.



Collett 'Grange' 4-6-0 6813 *Eastbury Grange* and 'Hall' 4-6-0 4995 *Easton Hall* climb to Dainton Tunnel with the 9.05am London Paddington-Plymouth on July 30 1960. Hugh Ballantyne/Railphotoprints.uk.





WESTERN REGION CLASSES

CLASS	SEEN WITH
Collett 'King' 4-6-0	WR 'King' 4-6-0, 'Castle' 4-6-0, 'Hall' 4-6-0, 'Grange' 4-6-0, 'Manor' 4-6-0, 'Saint' 4-6-0, '51XX' 2-6-2T, Class 52 C-C
Collett 'Castle' 4-6-0	WR 'King' 4-6-0, 'Castle' 4-6-0, 'Hall' 4-6-0, 'Grange' 4-6-0, 'Manor' 4-6-0, 'Saint' 4-6-0, '51XX' 2-6-2T, '43XX' 2-6-0, '28XX' 2-8-0, LMS 'Jubilee' 4-6-0, BR '4MT' 4-6-0, BR '5MT' 4-6-0, Class 42 B-B, Class 52 C-C
Collett 'Hall' 4-6-0	WR 'King' 4-6-0, 'Castle' 4-6-0, 'Hall' 4-6-0, 'Grange' 4-6-0, 'Manor' 4-6-0, '28XX' 2-8-0, BR 'Britannia' 4-6-2, 'WD' 2-8-0, 'Clan' 4-6-2, Class 52 C-C
Collett 'Grange' 4-6-0	WR 'King' 4-6-0, 'Castle' 4-6-0, 'Hall' 4-6-0, 'Grange' 4-6-0, 'Manor' 4-6-0, Class 22 B-B, Class 52 C-C
Hawksworth 'County' 4-6-0	WR 'Manor' 4-6-0, BR '4MT' 4-6-0, Class 42 B-B
Collett 'Manor' 4-6-0	WR 'King' 4-6-0, 'Castle' 4-6-0, 'Hall' 4-6-0, 'Grange' 4-6-0, 'Manor' 4-6-0, '43XX' 2-6-0, 'County' 4-6-0
Churchward 'Saint' 4-6-0	WR 'King' 4-6-0, 'Castle' 4-6-0, 'Saint' 4-6-0
Churchward 'City' 4-4-0	WR '45XX' 2-6-2T, Midland 'Compound' 4-4-0
Collett '2251' 0-6-0	WR '43XX' 2-6-0, '45XX' 2-6-2T, MR '3F' 0-6-0
Churchward '28XX' 2-8-0	WR 'Castle' 4-6-0, 'Hall' 4-6-0
Churchward '43XX' 2-6-0	WR '2251' 0-6-0, '51XX' 2-6-2T, '57XX' 0-6-0PT
Churchward '45XX' 2-6-2T	WR '45XX' 2-6-2T, 'City' 4-4-0, BR '2MT' 2-6-0
Collett '51XX' 2-6-2T	WR 'Castle' 4-6-0, '43XX' 2-6-0
Collett '56XX' 0-6-2T	WR '56XX' 0-6-2T, '57XX' 0-6-0PT
Collett '57XX' 0-6-0PT	WR '56XX' 0-6-2T, '43XX' 2-6-0
Collett '61XX' 2-6-2T	WR '61XX' 2-6-2T, BR 'Britannia' 4-6-2

DOUBLE HEADING ON YOUR LAYOUT

The type of layout you have will dictate on how you operate double-headed trains. With analogue control similar gearing and mechanisms are preferable which is often simple to achieve when you wish to pair locomotives of the same class. When running double-headers with different classes some testing will be necessary to establish whether they are suitable to run together – if one runs considerably faster than the other at the same voltage then it could put additional strain on the mechanisms of both.

We then need to think about

how to form these double-headers. On a layout with a storage yard you could prepare trains off-scene with pairs of locomotives where required by simply coupling them together, but if you want to simulate the addition of a second engine to a train at stations or depot then we need to plan for it with strategically placed isolating sections with automatic un-couplers – the latter to allow locomotives to be uncoupled. This allows individual locomotives to shunt on and off a train at a location where it needs to have an assisting locomotive added. If the whole journey requires double-heading it is likely the »

MIDLAND REGION CLASSES

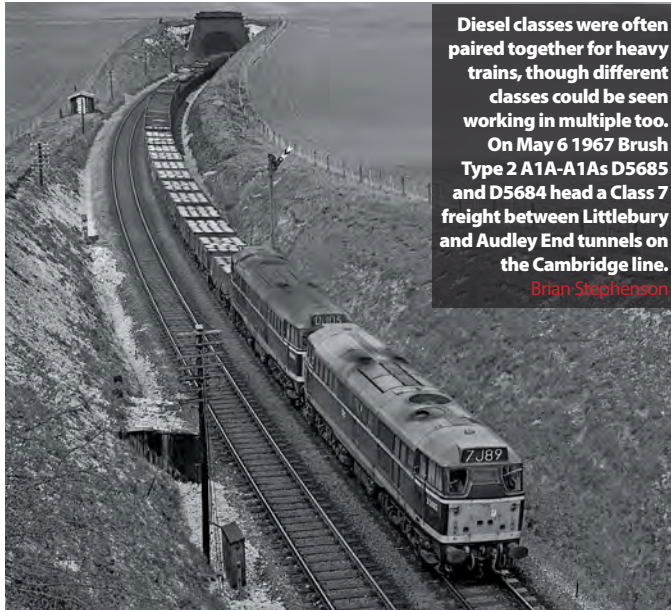
CLASS	SEEN WITH
Stanier 'Princess Royal' 4-6-2	MR 'Patriot' 4-6-0
Stanier 'Princess Coronation' 4-6-2	MR 'Jubilee' 4-6-0, BR 'Britannia' 4-6-2
Fowler 'Royal Scot' 4-6-0	MR 'Royal Scot' 4-6-0, 'Crab' 2-6-0, Fairburn 2-6-4T, '2P' 4-4-0, SR 'WC' 4-6-2, BR '5MT' 4-6-0, 'Clan' 4-6-2
'Jubilee' 4-6-0	MR '2F' 0-6-0, '2P' 4-4-0, 'Jubilee' 4-6-0, 'Princess Coronation' 4-6-2, 'Compound' 4-4-0, 'Black Five' 4-6-0, Fowler 2-6-4T, Fairburn 2-6-4T, GWR 'Castle' 4-6-0, ER 'K3' 2-6-0, Class 52 C-C, Class 81 Bo-Bo
Fowler 'Patriot' 4-6-0	MR 'Princess Royal' 4-6-2, 'Black Five' 4-6-0, '2MT' 2-6-0, 'Jubilee' 4-6-0, '2P' 4-4-0
Stanier 'Black Five' 4-6-0	MR 'Crab' 2-6-0, '2P' 4-4-0, 'Royal Scot' 4-6-0, 'Patriot' 4-6-0, 'Black Five' 4-6-0, '3F' 0-6-0, CR '3P' 4-4-0, ER 'C13' 4-4-2T, 'K2' 2-6-0, BR 'Britannia' 4-6-2, 'Clan' 4-6-2, '5MT' 4-6-0, LMS Co-Co 10001, Class 21 Bo-Bo, Class 33 Bo-Bo, Class 40 1-Co-Co-1, Class 44 1-Co-Co-1, Class 47 Co-Co, Class 81 Bo-Bo
Fowler 'Jinty' 0-6-0T	MR '7F' 2-8-0
Hughes, Fowler 'Crab' 2-6-0	MR 'Crab' 2-6-0, 'Black Five' 4-6-0, ER 'B1' 4-6-0, BR '4MT' 4-6-0, BR '5MT' 4-6-0, Class 21 Bo-Bo
Midland 'Compound' 4-4-0	MR 'Jubilee' 4-4-0, WR 'City' 4-4-0, BR 'Britannia' 4-6-2
Fowler '2P' 4-4-0	MR '7F' 2-8-0, '3P' 2-6-2T, '4F' 0-6-0, 'Black Five' 4-6-0, '2P' 4-4-0, '4MT' 2-6-0, 'Royal Scot' 4-6-0, 'Patriot' 4-6-0, SR 'U1' 2-6-0, 'WC/BB' 4-6-2, BR '9F' 2-10-0, '5MT' 4-6-0
Johnson '2F' 0-6-0	MR 'Jubilee' 4-6-0
Johnson '3F' 0-6-0	SR 'WC/BB' 4-6-2
Fowler '4F' 0-6-0	MR '2P' 4-4-0, '4F' 0-6-0, '3F' 0-6-0, '7F' 2-8-0, SR 'WC/BB' 4-6-2, BR '5MT' 4-6-0, Class 44 1-Co-Co-1
Stanier '8F' 2-8-0	MR '8F' 2-8-0, SR 'WC/BB' 4-6-2, BR '9F' 2-10-0, '4MT' 2-6-4T
Stanier '3P' 2-6-2T	'2P' 4-4-0
Fairburn 2-6-4T	SR 'N' 2-6-0, 'L1' 4-4-0, 'WC/BB' 4-6-2, BR '2MT' 2-6-0, '4MT' 2-6-4T
Ivatt '2MT' 2-6-2T	MR '2MT' 2-6-2T, ER 'D11' 4-4-0
Fowler 2-6-4T	MR 'Royal Scot' 4-6-0, 'Jubilee' 4-6-0
Ivatt '4MT' 2-6-0	MR '2P' 4-4-0, '4MT' 2-6-0, '2MT' 2-6-0, 'Black Five' 4-6-0, ER '17' 0-6-0, 'D20' 4-4-0, BR '4MT' 4-6-0, '5MT' 4-6-0, 'WD' 2-8-0
Ivatt '2MT' 2-6-0	MR 'Patriot' 4-6-0, '2P' 4-4-0, ER 'B17' 4-6-0, 'J21' 0-6-0
Beyer, Garratt 2-6-0+0-6-2	MR Beyer, Garratt 2-6-0+0-6-2
'Super D' 0-8-0	L&Y '2F' 0-6-0
L&Y '2F' 0-6-0	MR 'Super D' 0-8-0
Fowler '7F' 2-8-0	MR 'Jinty' 0-6-0T, '2P' 4-4-0, '7F' 2-8-0, '4F' 0-6-0, WR '2251' 0-6-0, SR 'WC/BB' 4-6-2, BR '4MT' 4-6-0
Pickersgill '3P' 4-4-0	MR 'Black Five' 4-6-0
Caley 'Jumbo' 0-6-0	MR 'Jumbo' 0-6-0
Caley 'single' 123	SR 'T9' 4-4-0

BR STANDARD CLASSES

CLASS	SEEN WITH
BR 'Britannia' 4-6-2	WR 'Hall' 4-6-0, '61XX' 2-6-2T, MR 'Princess Coronation' 4-6-2, 'Compound' 4-4-0, ER 'K3' 2-6-0, BR 'Britannia' 4-6-2, BR '3MT' 2-6-0, Class 37 Co-Co
BR 'Clan' 4-6-2	WR 'Hall' 4-6-0, MR 'Black Five' 4-6-0, 'Royal Scot' 4-6-0
BR '5MT' 4-6-0	WR 'Castle' 4-6-0, SR 'Schools' 4-4-0, 'C' 0-6-0, 'N' 2-6-0, 'WC/BB' 4-6-2, MR 'Crab' 2-6-0, '2P' 4-4-0, '4F' 0-6-0, 'Black Five' 4-6-0, BR '5MT' 4-6-0, '4MT' 4-6-0, '4MT' 2-6-0, '9F' 2-10-0, Class 71 Bo-Bo
BR '4MT' 4-6-0	WR 'County' 4-6-0, 'Castle' 4-6-0, SR 'WC/BB' 4-6-2, MR '4MT' 2-6-0, 'Crab' 2-6-0, '7F' 2-8-0, BR '5MT' 4-6-0
BR '4MT' 2-6-0	SR 'T9' 4-4-0, 'Merchant Navy' 4-6-2, MR '4MT' 2-6-0, BR '3MT' 2-6-2T, '5MT' 4-6-0, '3MT' 2-6-0
BR '3MT' 2-6-0	BR 'Britannia' 4-6-2, '4MT' 2-6-0
BR '2MT' 2-6-0	MR Fairburn 2-6-4T, BR '2MT' 2-6-0
BR '4MT' 2-6-4T	MR Fairburn 2-6-4T, '8F' 2-8-0, ER 'A3' 4-6-2, 'V3' 2-6-2T, 'E4' 2-4-0, BR '4MT' 2-6-4T, '2MT' 2-6-2T
BR '3MT' 2-6-2T	SR 'O2' 0-4-4T, BR '4MT' 2-6-0
BR '2MT' 2-6-2T	BR '4MT' 2-6-4T
BR 'WD' 2-8-0	WR 'Hall' 4-6-0, ER 'B1' 4-6-0, 'D49' 4-4-0, 'J39' 0-6-0
BR '9F' 2-10-0	WR 'King' 4-6-0, MR '2P' 4-4-0, '8F' 2-8-0, BR '5MT' 4-6-0, '9F' 2-10-0, Class 37 Co-Co

Thompson 'B1' 4-6-0 61354 and Gresley 'K3' 2-6-0 61832 emerge from Windmill Tunnel to run alongside the tidal River Estuary on Trevor Jones' garden layout. Unusual combinations of motive power could be seen on additional holiday traffic when the motive power roster was stretched to its limit.





Diesel classes were often paired together for heavy trains, though different classes could be seen working in multiple too. On May 6 1967 Brush Type 2 A1A-A1As D5685 and D5684 head a Class 7 freight between Littlebury and Audley End tunnels on the Cambridge line. Brian Stephenson



BRWC Type 2 D5340, fitted with small snowploughs, arrives at Stirling heading the down 'Granite City' with Stanier 'Black Five' 4-6-0 44879 on March 4 1964. The 'Black Five' had been used for train heating, but was to be removed at Stirling. Class 24 D5121, which had also worked in with the train, stands light engine to the left. Sid Rickard/Railphotoprints.uk.

two engines will come from the depot already coupled together. On digital layouts there are two straightforward ways to operate double-headed trains. The simplest is to give the two locomotives the same DCC address. The alternative is to use Consisting, a protocol which the vast majority of digital controllers have built in, which means that locomotives can be combined under a single consist address which is different to the original decoder address.

This can be created and abandoned as required so that locomotive combinations can be changed as needed allowing great flexibility over double-headed formations. An added bonus of DCC for double-heading is that no section switches are needed – just drive the second locomotive to the train, couple it up and give the pair a consist address. As different control systems use different methods for consisting we recommend reviewing the controller's instruction manual to learn the full range of its capabilities for consisting.

ENDLESS POSSIBILITIES

The potential for double-headed workings is huge with a great variety of locomotive combinations taking place through the steam era and the transition to diesel traction. Even today double-heading can be seen on the national network, though it is perhaps less common now than it was in the past. While this feature has concentrated on the steam era, we will come back to the subject of double-heading in a future issue to look at the post steam era in more detail and review the types of locomotives that could be seen working together.

The accompanying tables show double-headed combinations by region and locomotive class. Where the locomotive is from a different BR region it is indicated so that no confusion arises where locomotive types from different regions are known by the same name or class. And we hope to see more double-headed workings on model railways in the future as they are as appealing in model form as they are on the real railway. 

EASTERN REGION CLASSES

CLASS	SEEN WITH
Gresley 'A4' 4-6-2	ER'D34' 4-4-0, Class 21 Bo-Bo
Gresley 'A3' 4-6-2	ER'V3' 2-6-2T, 'D49' 4-4-0, BR'4MT' 2-6-4T, 'Deltic' Co-Co
Peppercorn 'A1' 4-6-2	ER'A8' 4-6-2T, 'B16' 4-6-0, Class 28 Co-Bo
Raven 'A8' 4-6-2T	ER'A1' 4-6-2
Thompson 'B1' 4-6-0	ER'J6' 0-6-0, 'J39' 0-6-0, 'B1' 4-6-0, 'L1' 2-6-4T, 'D49' 4-4-0, MR'Crab' 2-6-0, BR'WD' 2-8-0
Raven 'B16' 4-6-0	ER'K2' 2-6-0, 'A1' 4-6-2
Gresley 'B17' 4-6-0	ER'B17' 4-6-0, 'D16' 4-4-0, MR'2MT' 2-6-0
Peppercorn 'K1' 2-6-0	ER'J17' 0-6-0
Gresley 'K2' 2-6-0	ER'B16' 4-6-0, 'J36' 0-6-0, MR'Black Five' 4-6-0
Gresley 'K3' 2-6-0	MR'Jubilee' 4-6-0, BR'Britannia' 4-6-2
Robinson 'D11' 4-4-0	MR'2MT' 2-6-2T
Holden/Gresley 'D16' 4-4-0	ER'B17' 4-6-0, 'D16' 4-4-0, 'E4' 2-4-0, 'J15' 0-6-0
Worsdell 'D20' 4-4-0	MR'4MT' 2-6-0
Reid 'D34' 4-4-0	ER'A4' 4-6-2
Gresley 'D49' 4-4-0	ER'A3' 4-6-2, 'B1' 4-6-0, 'D49' 4-4-0, BR'WD' 2-8-0
Ivatt 'C12' 4-4-2T	ER'E4' 2-4-0
Robinson 'C13' 4-4-2T	BR'Black Five' 4-6-0
Holden 'E4' 2-4-0	ER'C12' 4-4-2T, 'D16' 4-4-0
Gresley 'J6' 0-6-0	BR'B1' 4-6-0
Worsdell 'J15' 0-6-0	ER'D16' 4-4-0, 'J15' 0-6-0, MR'2F' 0-6-0
Holden 'J17' 0-6-0	ER'K1' 2-6-0, 'J69' 0-6-0T, MR'4MT' 2-6-0
Hill 'J20' 0-6-0	ER'J39' 0-6-0
Worsdell 'J21' 0-6-0	MR'4MT' 2-6-0
Reid 'J36' 0-6-0	ER'K2' 2-6-0
Reid 'J37' 0-6-0	ER'J37' 0-6-0
Gresley 'J38' 0-6-0	ER'B1' 4-6-0, 'J20' 0-6-0, BR'WD' 2-8-0
Holden 'J69' 0-6-0T	ER'J69' 0-6-0T, 'J17' 0-6-0
Thompson 'L1' 2-6-4T	ER'B1' 4-6-0, 'L1' 2-6-4T, WR'57XX' 0-6-0PT
Robinson 'O4' 2-8-0	ER'O4' 2-8-0, 'U1' 2-8-0+0-8-2, 'EM1' Bo-Bo
Gresley 'V2' 2-6-2	ER'B1' 4-6-0
Gresley 'V3' 2-6-2T	ER'A3' 4-6-2, BR'4MT' 2-6-4T
Beyer, Garratt 'U1' 2-8-0+0-8-2	ER'O4' 2-8-0

BR DIESELS AND ELECTRIC LOCOMOTIVES

CLASS	SEEN WITH
LMS Co-Co 10000	MR'Black Five' 4-6-0, LMS Co-Co 10001
SR 1-Co-Co-1 10201	SR 1-Co-Co-1 10202
WR A1A-A1A 18000	WR'King' 4-6-0
Class 15 Bo-Bo	Class 15
Class 17 Bo-Bo	Class 17
Class 20 Bo-Bo	Class 20
Class 21 Bo-Bo	Class 21, MR'Black Five' 4-6-0, ER'A4' 4-6-2
Class 22 B-B	Class 22, 42/43, WR'Grange' 4-6-0
Class 24 Bo-Bo	Class 24, 25, 33
Class 25 Bo-Bo	Class 08, 24, 25, 37, 40, 47
Class 26 Bo-Bo	Class 26, 27
Class 27 Bo-Bo	Class 27, 37, 47
Class 28 Co-Bo	Class 28, MR'Black Five' 4-6-0, ER'A4' 4-6-2
Class 31 A1A-A1A	Class 31, 37, 40, 47,
Class 33 Bo-Bo	Class 24, 33, 35, 37, MR'Black Five' 4-6-0, BR'5MT' 4-6-0
Class 35 B-B	Class 33, 35, 42/43
Class 37 Co-Co	Class 25, 27, 33, 37, BR'Britannia' 4-6-2, '9F' 2-10-0
Class 40 1-Co-Co-1	Class 17 (x2), 25, 47, MR'Black Five' 4-6-0
Class 42/43 B-B	Class 22, 35, 42/43, WR'Castle' 4-6-0, 'County' 4-6-0
Class 44 1-Co-Co-1	MR'3F' 0-6-0, '4F' 0-6-0, 'Black Five' 4-6-0
Class 45 1-Co-Co-1	Class 47
Class 47 Co-Co	Class 25, 27, 40, 45, 47, 50, 52
Class 50 Co-Co	Class 47, 50, 52
Class 52 C-C	Class 47, 52, 50, WR'Hall' 4-6-0, 'King' 4-6-0, 'Castle' 4-6-0, 'Grange' 4-6-0, MR'Jubilee' 4-6-0
Class 55 Co-Co	ER'A3' 4-6-2
Electrics	
Class 81 Bo-Bo	Class 81, 84, 85, MR'Black Five' 4-6-0, 'Jubilee' 4-6-0
Class 83 Bo-Bo	Class 84, 85
Class 84 Bo-Bo	Class 81
Class 85 Bo-Bo	Class 81, 83
Class 71 Bo-Bo	BR'5MT' 4-6-0
Class 76 'EM1' Bo-Bo	Class 76, 77, ER'O4' 2-8-0
Class 77 'EM2' Co-Co	Class 76

Note: Our research for the diesel and electric era spans from 1955 to 1980 covering the transition and BR blue era. In a future issue we will cover double-heading with diesels in detail.

BUILDING ROADS

Using Woodland Scenics Road System products and a Wills Modern level crossing, **MIKE WILD** shows how we added a realistic road scene to West Coast Cement.



A VW T5 waits at the barriers for the Class 56 and 37 to cross. The road surface has been made with Woodland Scenics Road System products and lined with its striping pens.

WOODLAND SCENICS' range of modelling products is a mine of potential. We've been regular users of its ground cover and foliage products, but until now we hadn't used its Road System range. However, the desire to introduce a realistic road scene as part of our new West Coast Cement 'OO' gauge exhibition layout prompted us to make good use of these products.

The plan was to introduce a level crossing across the double track main lines and single track cement works branch. The level crossing uses the recently introduced Wills Modern Level Crossing Kit, an extra set of roadbed components and the additional Palisade Fencing and Gates pack. The standard kit (SSM318) contains enough roadbed for a double track route plus static lights, signposts, anti-trespass boards, an equipment room, CCTV cameras and straight lengths of palisade fencing. We added the extra roadbed kit (SSM319) to build a matching road crossing over the cement works line as well as using the fencing and gates pack to allow the compound around the equipment room to be more realistic.

Use of the Wills kit established the width of the road and having used cork sheet under the track we extended it to cover the entire road area - firstly so that it kept the plastic roadbed

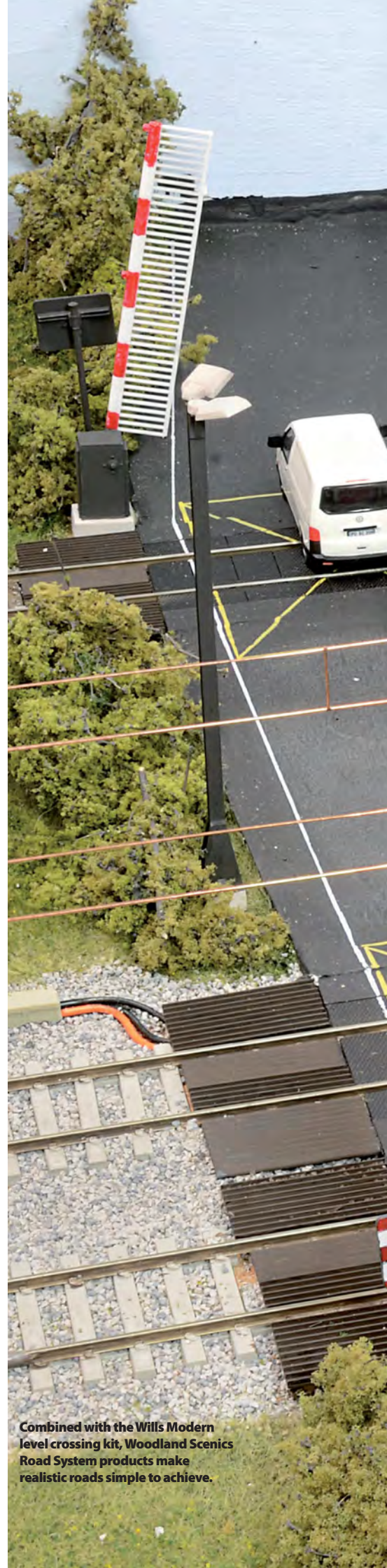
sections at the right height and secondly to assist in building up the depth of the road.

The Woodland Scenics Road System products are very simple to use. The Paving Tape is ideal for creating neat edges to roads - it can be used to make pavements too - while the Smooth-It casting plaster is straightforward to mix, pour and smooth, just as it says on the packaging. Finishing off the plaster road was a case of turning to the Woodland Scenics range again to make use of its Asphalt paint and road striping pens for markings around the level crossing.

Completion of the scene came by installing all the now painted components from the level crossing kit as well as replacement of the lights at the front of the layout with Train Tech's working level crossing lights with sound. We featured these previously on Topley Dale, as a full installation guide in HM125, and they took a matter of minutes to add to this new scene and connect to the DCC power bus.

Creating this road scene took just four evenings to allow for drying times between each coat of plaster and paint. The result is an instantly attractive scene which has the added advantage of lights and sound.

The step by step guide details the full process involved in creating this new scene. [View](#)



Combined with the Wills Modern level crossing kit, Woodland Scenics Road System products make realistic roads simple to achieve.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Smooth-It road plaster	Woodland Scenics	ST1452
Paving Tape	Woodland Scenics	ST1455
Asphalt paint	Woodland Scenics	ST1453
Road striping pen, white	Woodland Scenics	C1291
Road striping pen, yellow	Woodland Scenics	C1292
Modern level crossing kit	Wills Modern	SSM318
Level crossing road bed	Wills Modern	SSM319
Palisade fencing and gates	Wills Modern	SSM316
Working crossing lights with sound	Train-Tech	LC10P



STEP BY STEP MAKING ROADS WITH WOODLAND SCENICS PRODUCTS



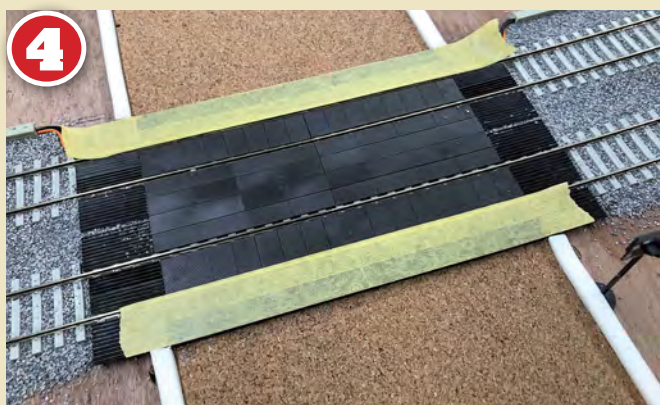
1 The road project for West Coast Cement adds a level crossing scene. The first step was to cut the Wills Modern Road Bed sections from the original kit and add a second set around the third track at the rear. Cork sheet has been glued to the baseboard where the road will go to raise its base level up.



Getting a straight edge for a road is made simple with Woodland Scenics Paving Tape. This foam tape can be laid along the edge of the road area and built up in layers should a greater depth be required. It also comes with a rectangle of plastic for use in spreading Woodland Scenics' Smooth-It plaster.



3 We added Paving Tape at each edge of the road surface. To reach the required height for the level crossing three strips were added on top of each other on both sides of the road.



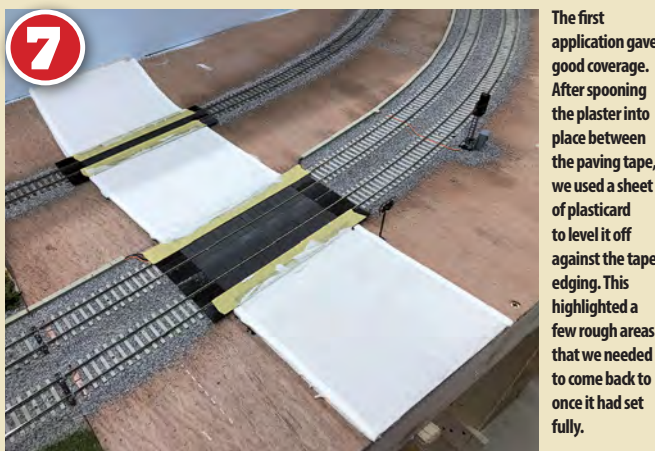
4 To prevent plaster from getting on to the detailed plastic road bed sections of the level crossing, we added Tamiya 18mm masking tape on each side before moving on to the next stage.



5 Woodland Scenics' Smooth-It road plaster is designed to offer a simple means of creating a realistic road surface. It is delivered as a powder in a carton which needs to be mixed with water to the ratio listed on the packaging.



6 Using a plastic cup we measured out one part plaster to two parts of water and then mixed the two together in a mixing bowl to prepare it for application to the layout. Once mixed it has around 15 minutes working time before it begins to set.



7 The first application gave good coverage. After spooning the plaster into place between the paving tape, we used a sheet of plasticard to level it off against the tape edging. This highlighted a few rough areas that we needed to come back to once it had set fully.



8 We made up a second smaller batch 24 hours later and used this to fill in the worst of the dips and holes from the original application. Once satisfied that the road surface was good enough, the paving tape was removed from each side.



9 To finish off the road surface we sanded it lightly with medium grade sandpaper. This took away any imperfections and left us with a smooth road ready for paint.



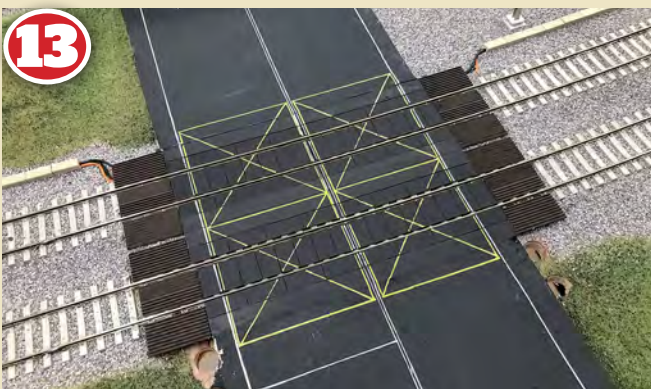
10 Woodland Scenics produces complementary paints in its range. We used the Asphalt colour for the plaster road sections. Two coats were required for an even finish.



11 The roadbed sections of the Wills level crossing kit were painted Matt Black using Lifecolor acrylic LC02. The anti-trespass boards were painted with Frame Dirt (UA719) to represent treated wood.



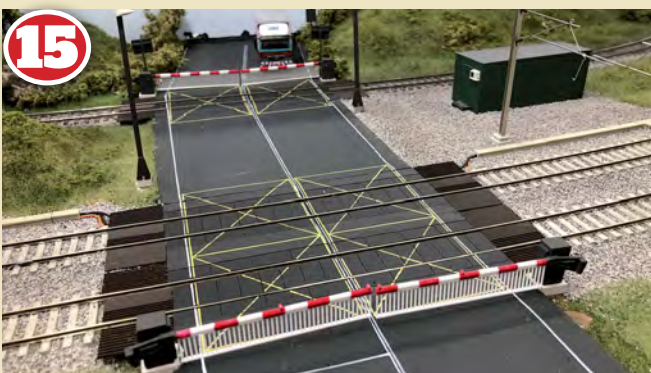
12 Road markings were added using Woodland Scenics Road Striping Pens. We started with the white outer and central markings, all applied using a steel ruler and the pen.



13 To add a little more detail across the railway, yellow box junction markings were added across each running line using the yellow Road Striping Pen.



14 To bed the new road surface into its surroundings, Woodland Scenics Light Green Fine Leaf Foliage was added either side of the road.



15 The final additions were the crossing gates which fit into 10mm diameter holes in the baseboard. These had previously been painted as per the instructions and were joined by the signs, lights, CCTV camera and equipment room from the main Modern Level Crossing kit.



16 The Train-Tech working crossing lights were the final part of the jigsaw to be added. 10mm diameter holes were drilled through the baseboard to accommodate them and they were then connected to the DCC power bus under the layout to bring them into service. For a full installation guide to Train-Tech's crossing lights, see HM125.

Blue 'Deltic'

TIM SHACKLETON loves 'Deltics' but didn't think much of the blue-liveried version when it first appeared. He shows how to upgrade a 'OO' gauge version using painting techniques alone.

AT THE RISK OF SOUNDING smug, I wasn't in the least bit taken aback when Accurascale announced its 4mm scale model of an English Electric 'Deltic'. In fact, I'd been expecting it, and had even placed bets with my friends. From a commercial viewpoint a high-end 'Deltic' had long seemed an obvious choice and my only surprise was that no other manufacturer had taken up the challenge.

I was considerably more startled when, on a visit to Gateshead depot in November 1966, I was suddenly confronted by D9002 *King's Own Yorkshire Light Infantry* in blue. It had only been released from the paint shop a fortnight earlier and, standing beside green-liveried D9005 *The Prince of Wales's Own Regiment of Yorkshire*, I thought it looked awful. The crude break between the blue bodywork and

the all-yellow nose exaggerated its height and made it look slow and static, while the absence of the lime-green 'cheat lines' along the bodysides made 'KOYL' appear much shorter and stubbier than its neighbour, a carthorse rather than a thoroughbred.

At some point in the ensuing half-century I decided that blue 'Deltics', while still not quite the ticket in 12in:1ft terms, made very good models. In great part this was encouraged by my admiration for 'EM' gauge modeller Kier Hardy, whose award-winning exhibition layouts Wibdenshaw and Hornsey Broadway feature a healthy population of the 3,300hp beasts. The defining moment for me came when Bob Bage put one of his blue 'Deltics' through its paces for me and showed what its custom Steve Brammer/Earthmover/Legomanbiffo sound system could

do. When my hearing returned, I was well and truly converted.

The 'Deltics' were in a state of flux throughout their 20-year lives and this model is a conscious effort to portray a dual-braked *King's Own Yorkshire Light Infantry* as it looked between December 1968 – when the 'D' prefix to the number was removed – and May 1971 when nose-end electric train heating equipment was fitted. For the relevant information I am indebted to my friend John Jennison whose work on recording

the minutiae of 'Deltics' (and many other classes, steam and diesel) verges on the heroic.

To anyone who, like me, has struggled with the ill-informed and misleading captions in many pictorial albums, his *Book of the Deltics* (Irwell Press, 2008) is an object lesson in accuracy and the protocols of historical research. Everything you ever wanted to know about 'Deltics' is in this book and if you're planning a detailing/upgrade project, you could have no finer starting point. [JF Bran](#)

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Flat Black	Tamiya	XF-1
Red Brown	Tamiya	XF-64
Light Grey Highlights	AK Interactive	AK500
Light Rust	AK Interactive	AK503
Fuel Stains	AK Interactive	AK025
Engine Oil	AK Interactive	AK084
Exhaust Oil Effect	Lifecolor	UA261

The 'Deltics' visual character is unique – sheer physical bulk allied to boxy curves and an immensely powerful muscularity. Even the main compromises of the Bachmann model – body too high on its bogies, front windows too small – don't impinge too far on its core strengths.



9009 *Alycidon* climbs out of Copenhagen Tunnel and up Holloway Bank with an East Coast Main Line express service on June 3 1970. Its BR blue body colour is already fading while the roof is typically blackened by the twin engine exhausts. [Dave Cobbe/Railphotoprints.uk](http://DaveCobbe/Railphotoprints.uk)



'DELTTICS'

in the wild

York was always a great place to watch 'Deltics'. Here we see D9009 *Alycidon* on 22 May 1964 heading south as D9012 *Crepello* arrives at Platform 5 with the 2pm King's Cross-Edinburgh 'Heart of Midlothian'.



Waiting to take on the up 'Queen of Scots', D9009 *Alycidon* stands at Leeds Central in June 1962, before the adoption of yellow warning panels. Everything in this picture has vanished, other than the Kodak Brownie with which I took it and of course the locomotive itself – although the BMW Isetta might, in theory, still be around.



In the summer of 1977, 55019 *Royal Highland Fusilier*, with plated-over route indicators, squeals around the pointwork at King's Cross. Note the single wiper blades fitted to many of the class around this time, when it proved difficult to source replacements for the original double wipers.



Set in the early 1970s, Keir Hardy's extensive 'EM' gauge layout Hornsey Broadway brilliantly evokes the King's Cross approaches, as the East Coast Main Line threads its way through the inner London suburbs. Blue 'Deltics' feature prominently, as you'd imagine. Kier Hardy.



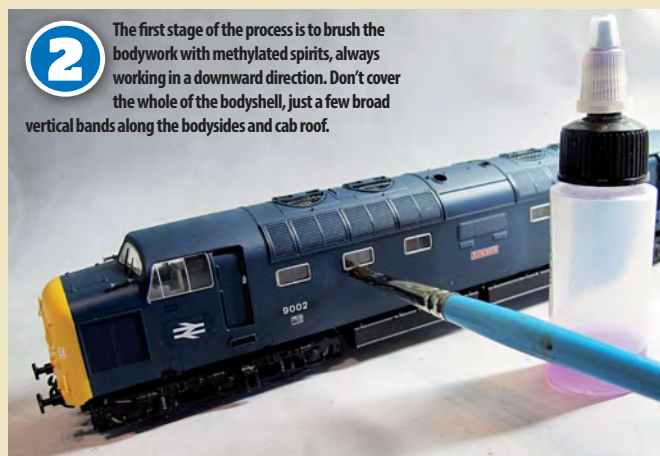
Above: D9009 *Alycidon* in active preservation at the Nene Valley Railway, July 2009. Even the quarter-light cab windows have been restored. Apart from the orange cantrail stripe and post-electrification flashes there are refreshingly few livery anomalies. 'Number nine' was one of a handful of 'Deltics' that carried these smaller-than-usual yellow warning panels with rounded corners top and bottom. On the prototype, the practice of painting the axlebox covers yellow (to indicate what type of lubricant should be used) ceased around 1969 at the same time as the locomotives started to lose their 'D' prefix numbers.

Left: From 1978 High Speed Trains began to replace 'Deltics' on the top East Coast Main Line expresses. Seen from *Ladykillers* territory above Copenhagen Tunnel, one of the last 'Deltic'-hauled workings powers northwards out of King's Cross. The North London line crosses the East Coast Main Line on the bridge in the background. King's Cross Goods (on the right) is already starting to wind down.



1 The Bachmann factory model, renumbered but not yet renamed. There's much you can do to improve the details but, with the Accurascale model on the horizon, I declined the opportunity and focused instead on the weathering. Like most blue diesels, the 'Deltics' soon began to show considerable discoloration of the bodywork, roof panels and front end. Although each locomotive in the class seemed to weather differently, a common feature was a pronounced lightening and dulling of the original colour.

TIP
If you want to change the identity of your model, do so before you start adding weathering colours to the factory finish.



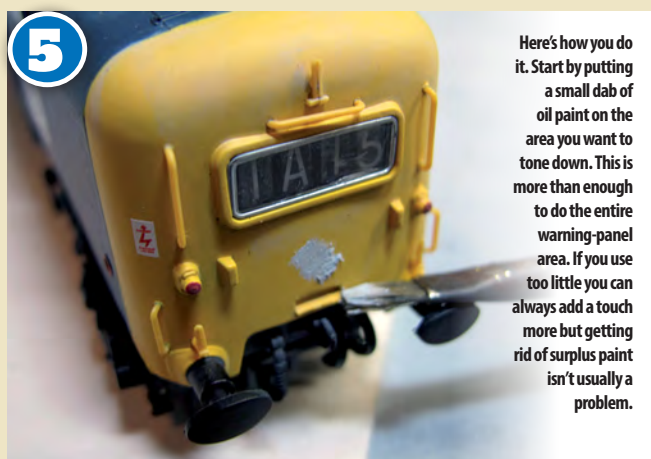
2 The first stage of the process is to brush the bodywork with methylated spirits, always working in a downward direction. Don't cover the whole of the bodyshell, just a few broad vertical bands along the bodysides and cab roof.



3 This leaves a distinct patchiness on the bodysides that will form the initial layer of my weathering treatment. You can use airbrush cleaner or acrylic thinner to achieve the same effect – I've had good results with Tamiya thinner – although different makes work differently and others not at all. Stronger solutions might attack the factory finish so I suggest you experiment first on the inside of the bodyshell.



4 Prototypical weathering and fading builds up sequentially and unevenly – a gentle streaking effect is very common. Over the top of the initial meths-induced discoloration I'm going to use artists' oils – in this case, Light Grey Highlights (AK500) from the AK-Interactive range – let down with white spirit. If you first squeeze the paint out on to thick card, much of the oil carrier will be absorbed and the paint will dry much faster.



5 Here's how you do it. Start by putting a small dab of oil paint on the area you want to tone down. This is more than enough to do the entire warning-panel area. If you use too little you can always add a touch more but getting rid of surplus paint isn't usually a problem.



6 Using a flat brush dipped in white spirit, I'm softening the paint dabs and at the same time coaxing them into diffused streaks. This is a quarter-inch brush – if you want a gentler and more even effect, use something larger.

TIP
Using the right from brush for the task an important step in weathering. Flat brushes like this are ideal for adding stains.



7 Some areas are stronger in tone than others but you can see how the solid blue of the bodyshell has been broken down into something more believable. I've put a thin coat of airbrushed blackening on the roof and bonnet tops – Tamiya Flat Black (XF-1) with a dash of Red Brown (XF-64) to warm it up. I used a card mask to keep spray off the bodysides when painting the cantrail grilles.



8 Although a few characteristic streaks still remain, the colours are gradually beginning to merge and suggest the slow build-up of fading and discoloration. Gently stroking the paint downwards is a very relaxing process – the less you put on, the less there is to take off.

9 Using the oil fade method, renegade patches can be corrected at almost any stage before the paint is fully dry, which can and does take several days. Here I've used a dab of white spirit to get rid of some blotchy patches that didn't please me.



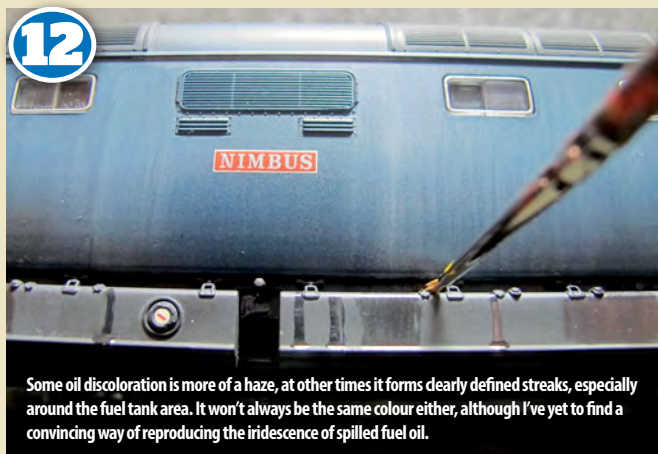
10 The underframes of the 'Deltics' weathered no differently from any other diesel – a mixture of road dirt, brake block dust and oil spillages. Having already toned the bogies down with the roof mix I applied earlier, I'm now airbrushing a fine mist of Tamiya Red Brown (XP-64) around the relevant areas. On some 'Deltics' this spread over the bodysides but on others – probably those that passed regularly through washing plants – it was far less obvious.



11 Oiliness from spillage and leaks was another all-pervasive feature of early diesel classes and it's well worth trying a few different products in a bid to capture its exact nature. Not all of them do the same thing or have the same effect.



12 Some oil discoloration is more of a haze, at other times it forms clearly defined streaks, especially around the fuel tank area. It won't always be the same colour either, although I've yet to find a convincing way of reproducing the iridescence of spilled fuel oil.



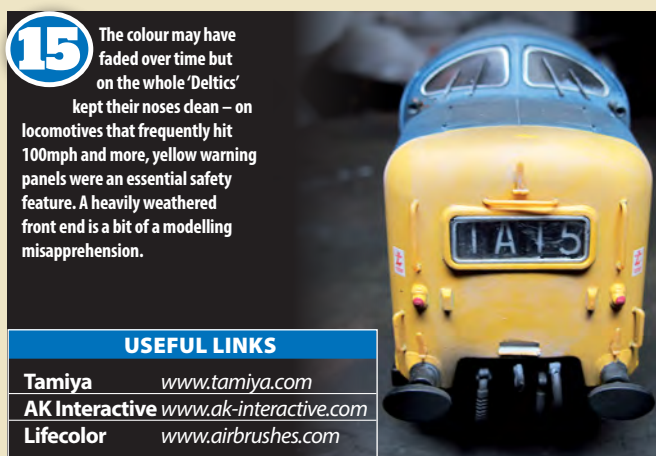
13 'Deltics' often show a whitish discoloration where screen washer fluid has been blown down the bodysides level with the cab windows. At the speed these locomotives travelled, it's usually anything but vertical. Note the patches of dirt trapped around various bodyside openings – this is AK-Interactive's Light Rust (AK503) oil colour.



14 The bonnet tops were usually heavily blackened, and there was a liberal build-up of chemicals from the screenwash. In my reference photographs my eye was drawn to a reddish discoloration around the air horns – this couldn't be corrosion, surely?



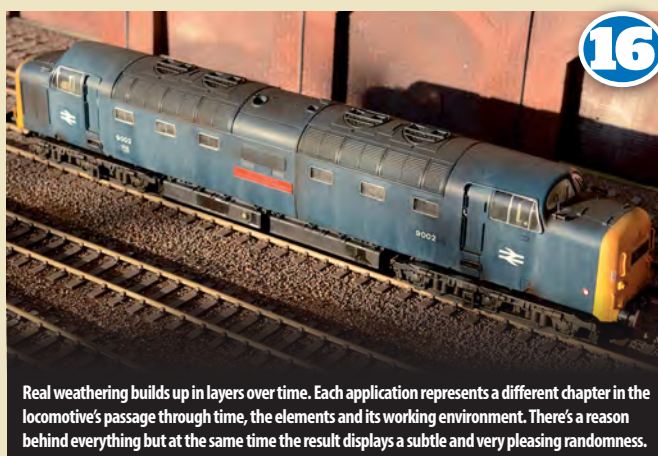
15 The colour may have faded over time but on the whole 'Deltics' kept their noses clean – on locomotives that frequently hit 100mph and more, yellow warning panels were an essential safety feature. A heavily weathered front end is a bit of a modelling misapprehension.

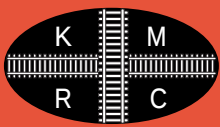


USEFUL LINKS

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16 Real weathering builds up in layers over time. Each application represents a different chapter in the locomotive's passage through time, the elements and its working environment. There's a reason behind everything but at the same time the result displays a subtle and very pleasing randomness.

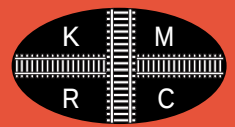




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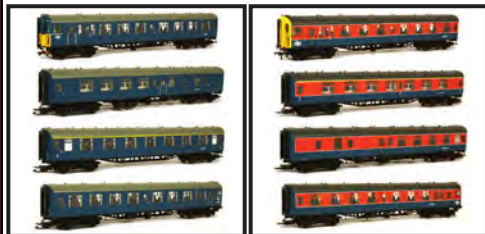
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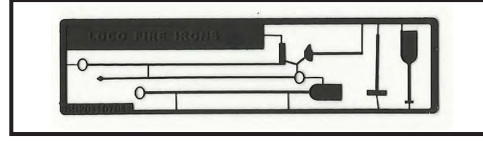
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Bulleid variations

IN HM139 DON SYME rightly points out that Hornby's forthcoming model of 35024 *East Asiatic Company* will be historically correct for only nine months. In fact, another model was correct for an even shorter

period, only three months. 21C159 in malachite green, lettered *Southern* and yet to be named *Sir Archibald Sinclair* was available in a 'Devon Belle' train pack in its late 1947 condition. This locomotive entered traffic

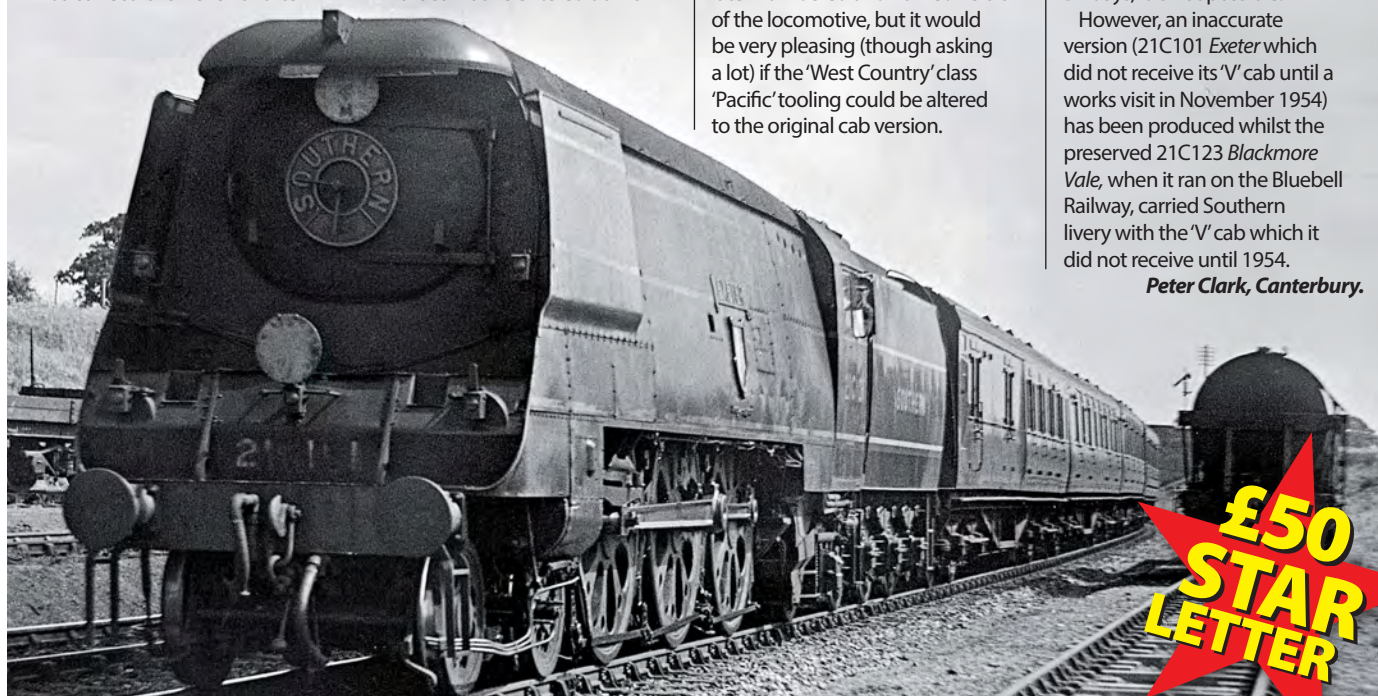
in April 1947 with the original cab design but received a modified 'V' cab in December that year. In February 1948 it received an S prefix to its number.

Hornby has also produced the later numbered and named version of the locomotive, but it would be very pleasing (though asking a lot) if the 'West Country' class 'Pacific' tooling could be altered to the original cab version.

The 'V' cab did not appear until July 1947 and so, if you wish to have a truly Southern Railway model of a 'Light Pacific' as it was from January 1945 to then and (for many) well into BR days, it is not possible.

However, an inaccurate version (21C101 *Exeter* which did not receive its 'V' cab until a works visit in November 1954) has been produced whilst the preserved 21C123 *Blackmore Vale*, when it ran on the Bluebell Railway, carried Southern livery with the 'V' cab which it did not receive until 1954.

Peter Clark, Canterbury.



Peter Clark would like to see the Hornby Bulleid 'West Country' 4-6-2 produced with the original angled cab front as shown here on 21C101 *Exeter* in 1948. The 'West Country' is departing Semley with an Up express. Railphotoprints.uk.

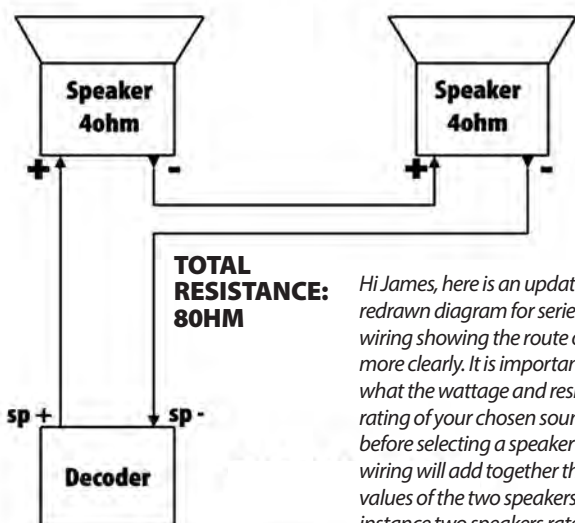
Series wiring clarification

I enjoyed reading the latest DCC sound installation guide in HM139 on the Heljan Class 25/3 and while I don't model in 'O' gauge I have heard reference to wiring pairs of speakers in

series in 'OO' gauge models too. However, the diagram for series wiring wasn't entirely clear - could we see a more detailed version for future reference?

James Ashton, Leicester.

Speaker wiring in series



Hi James, here is an updated and redrawn diagram for series speaker wiring showing the route of power more clearly. It is important to check what the wattage and resistance rating of your chosen sound decoder is before selecting a speaker setup. Series wiring will add together the ohm values of the two speakers - in this instance two speakers rated at 4ohms have a total resistance of 8ohms - HM.

Locomotives for first radius curves

My layout consists basically of two ovals of Hornby track; a radius 1 inside a radius 2, with a multitude of sidings and crossovers.

According to Hornby, the only locomotives suitable for radius 1 track are 0-4-0T 'Pugs' and 0-6-0T 'Jintys' and similar short wheelbase models. I find this strange. I have three Hornby 4-4-0 'Compounds' which negotiate Radius 1 quite

cheerfully without a problem.

I also run RailRoad 'Black Five' 4-6-0 5112, which in 2013 was declared suitable for Radius 1, and until recently, a Hornby tender-driven 2-8-0. I realise that Radius 1 is no longer popular for layout builders, but I wonder if anyone else finds the same as me? Surely Hornby is not doing itself any favours in its declaration?

Roger Phillips, by e-mail.

RETURN CRANKS ARE SET WRONG

Why, in your reviews, where you give huge and deserved credit to the "superbly detailed" model, do you never refer to the incorrect return cranks on the Walschaerts valve gear? I am no engineer, but I think the trailing crank is associated with outside admission cylinders as with Bulleid 'Pacifics'. Surely this would be easy for Hornby and Bachmann to correct at the time of manufacture. It would just mean an adjustment to the crankpins of the centre driving wheel, which would then be handed.

Mike Powell, by e-mail.

BR BLUE HITS THE SPOT

I find the articles in *Hornby Magazine* to be helpful and interesting. The recent feature (HM138) on British Railways blue liveried steam locomotives was particularly helpful and detailed.

Renumbering a locomotive can be a minefield, so items about what engines had certain colours, tenders and other differences from the norm are of really useful both now and for future reference.

More like this would be fantastic, so keep up the good work in future issues.

Phil Mead, Hitchin.

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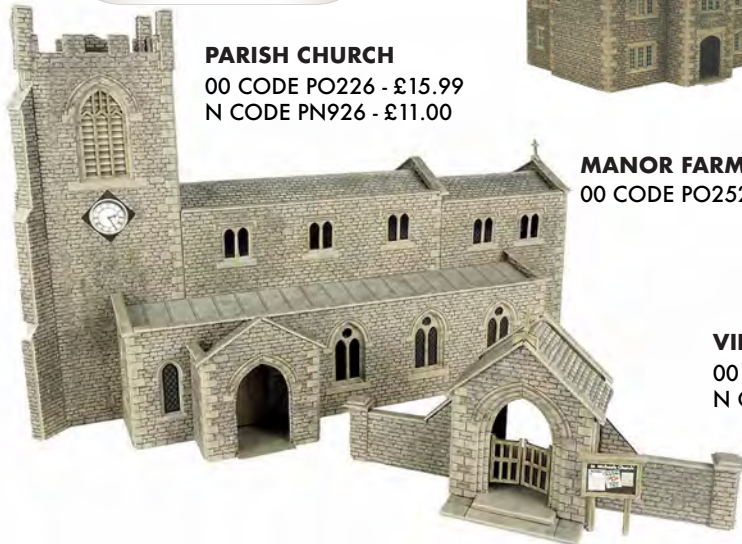
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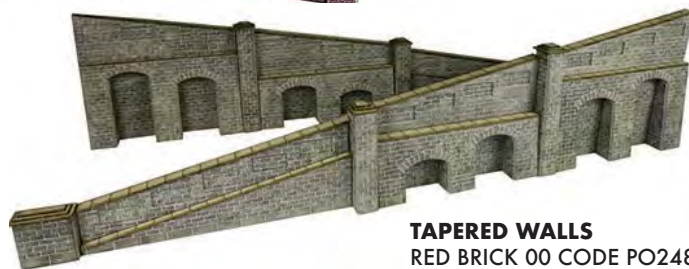
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Norwood Park

The expanding range of Southern Region 'OO' gauge locomotives and multiple units prompted the Grimsby Town Railway Modellers to build this busy junction layout.

PETER BRACKENBURY tells the story of Norwood Park.

PHOTOGRAPHY, MIKE WILD

NORWOOD PARK is the latest 'OO' gauge layout constructed and owned by Peter Brackenbury, Albert Haigh and David Sharp.

Not too dissimilar to those layouts conceived on the back of beer mats, Norwood Park came about following a (very) casual discussion

one afternoon during one of our weekly train watching sessions at Brocklesby station. We had all hinted in the past that given our interest in all things BR Southern Region (SR) that we would like to build a Southern Region layout at some point but other layouts such as Yarborough (HM16) and Appleton Junction (HM126) were built in the meantime.

However, the introduction of a range of superb Southern Railway and British Railways Southern Region steam, diesel and electric locomotives by Bachmann, Hornby, Dapol and Heljan plus the increasing number of Electric Multiple Units (EMU) was the subject of the aforementioned discussion which led to the suggestion: "Do you fancy





Right: Station Garage is always busy maintaining the growing number of cars on the road.



Below: Maunsell 'S15' 4-6-0 30830 passes Norwood Park on the avoiding lines with a van train as a 2-BIL EMU draws out of the branch platform in the station.



building a Southern Region layout?"

Following the decision to build the layout, the next part of the discussion focused on the usual problem of what, when and where the layout would be based. Several ideas, such as a small main line country station with a connecting branch (like Wareham) were mooted but to make the most of the locomotives and rolling stock that were being produced or in the manufacturers' pipelines, a station in the south London suburbs was agreed upon.

Rather than try and base the model on a particular location a fictitious setting was thought more preferable. Given that there seemed to be very few BR (SR) layouts on the exhibition circuit (particularly in the north of England) a through main line with suburban platforms was decided upon with a branch leading off to give a little more operational interest. The name Norwood Park was chosen, not to imply any specific location, but more to give the suggestion of a South London setting.

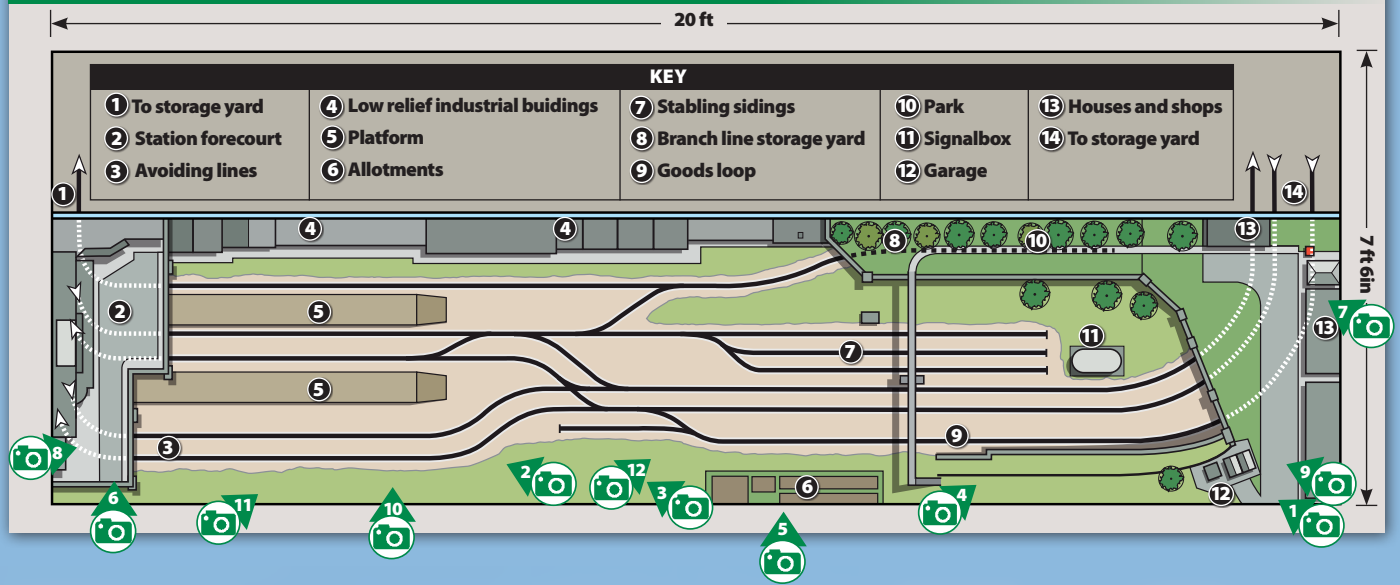
The station, at the left-hand side of the layout, features three platforms - two for stopping suburban services and one for the branch trains. There are also two through fast lines for non-stop trains. Beyond the station a three-road stabling point allows EMUs to be rested between the peak rush-hour service requirements.

Whilst probably not satisfying the purists, the layout is set on a line served by trains of the Central and South Western divisions in the early 1960s allowing us scope to run the greatest range of trains we can. A mix of express and suburban passenger trains dominate whilst a sprinkling of freight and parcels traffic breaks the predomination of Southern Region green.

CONSTRUCTION

The layout measures 20ft x 7ft 6in and incorporates a central operating well. It was constructed using traditional tried and trusted methods – nothing revolutionary. The baseboards are topped with 9mm plywood supported and strengthened by softwood frames. There are ten boards in total: four scenic boards at the front each measuring 5ft x 2ft 6in; at the back »

NORWOOD PARK TRACK DIAGRAM (Not to scale)





Right: A Class 71 electric heads a van train on the avoiding lines as an 'H' 0-4-4T draws out of the station with a push-pull working. In the background a Maunsell 'King Arthur' 4-6-0 leads a pair of brake vans on the branch line.



Below: Bulleid rebuilt 'Merchant Navy' 4-6-2 35023 Holland-Afrika Line thunders along the fast lines with an express and overtakes a Class 73 electro-diesel at the head of a van train.



the four storage yard boards measure 5ft x 2ft. From the outset we were aware that a larger off-scene yard would be more desirable but we wanted to be able to set the layout up at home (unlike our previously aforementioned layouts that could only be erected if we hired a church hall or similar). With that in mind, we were constrained by the area we had available so the layout was built as large as possible to fit in the space we had. The centre well is created by two end boards of 3ft x 2ft 6in which join the front scenic boards to the storage yard. Each board is aligned to its neighbour using brass dowels and secured by 8mm coach bolts. The boards are supported by detachable legs giving a height of about 40in at track level.

The track is all Peco code 100 with live frog points throughout. We have used code 100 on all of our previous layouts without any problems and we find it stands up well to the rigours of exhibition use. Once painted and ballasted (using very fine 'N' gauge ballast) the overscale appearance is reduced and is quite acceptable to our eyes. In fact, on several occasions in the past on other layouts, exhibition visitors have asked

whether or not the track is code 75 finescale.

The points, all large radius on the scenic part of the layout, are operated by way of stud and probe – the layout being analogue controlled throughout. We saw no real benefit in changing to Digital Command Control given the level of extra expense that would have entailed.

Being based in Southern Region electric territory, the third-rail had to be incorporated. For this we used Peco code 60 rail and conductor rail chairs. Fitting the third-rail was a time consuming but wholly satisfying activity.

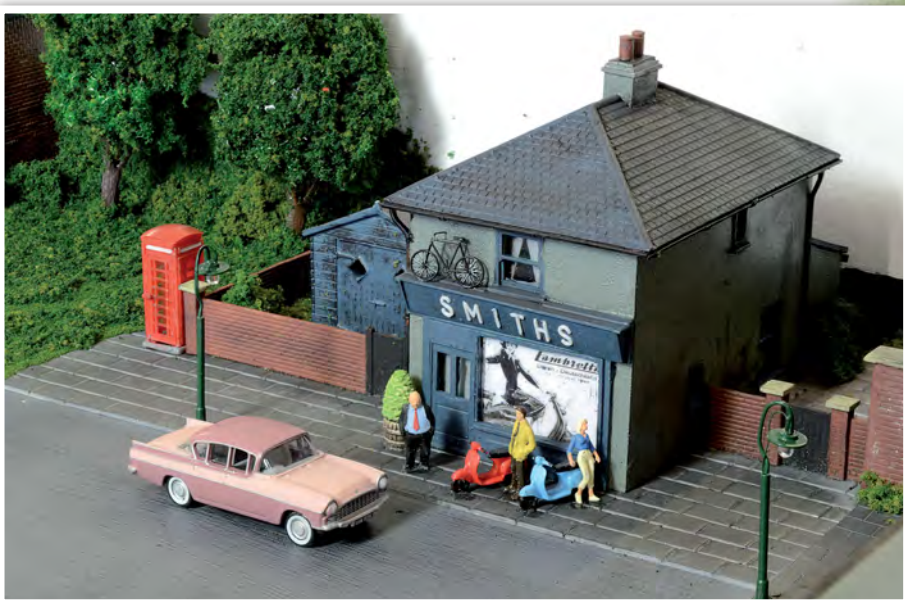
A couple of trips down to places like East Croydon and Clapham Junction enabled us to photograph third-rail installation, particularly around pointwork, in order that what we modelled was reasonably accurate and based on prototypical practice. When completed it lifted the layout to a different level even before the scenery was completed. The only problem we have had so far is that one or two locomotives and wagons needed very slight remedial work to stop steps or bogie parts from catching the third-rail on pointwork, since it is very slightly higher than the running rail. »



The allotments alongside the railway are well tended as Class 73 E6003 passes with a van train.



06 Above: The station frontage uses a Bachmann Scenecraft low relief building with an added scratchbuilt rear for the main building.



07 Above: Smiths Lambretta store is a popular location for the locals. Oxford Diecast cars populate the roads around the railway.



08 Above: A London Transport RT waits for passengers as a 'Schools' 4-4-0 passes beneath on the avoiding lines.

09 The stabling point is busy with 2-BIL units and a Class 71 as Bulleid 'Battle of Britain' 4-6-2 34067 Tangmere heads a Pullman working past the signalbox.



MAKING A SCENE

To avoid the layout looking 'flat', raised areas were incorporated at either end and along the back; the station area at the left-hand side of the layout and residential area and park at the right-hand side. The railway itself is contained within a shallow cutting.

The scenery again uses tried and trusted methods that we have used on previous layouts. The topography is formed from dense polystyrene blocks cut roughly to shape then covered with two layers of plaster bandage. This was then covered by a variety of Woodland Scenics scatter materials. The many trees in the park were of the budget variety purchased from China via a well-known internet auction site.

When purchased they were a very bright, almost Day-Glo green, so to improve their appearance they were dipped in diluted PVA glue and sprinkled with various shades of darker green scatter mix which improved their appearance tenfold.

Most of the buildings on the layout are scratchbuilt using Wills building material sheets and Knightwing accessories. One or two are built from modified kits – we always try to modify a kit in some way to make it more individual to our layout.

The Art-Deco station front is by Bachmann Scenecraft and is joined to a scratchbuilt main station building; the idea being that the station frontage was rebuilt following bomb damage during the Second World »







Left: Maunsell 'H' 0-4-4T 31551, a Hornby product, prepares to depart Norwood Park.



Right: Maunsell 'Schools' 4-4-0 30926 Repton passes Norwood Park while Bulleid 1-Co-Co-1 diesel 10202 waits for a clear path from the station. The latter is a Kernow Model Rail Centre exclusive.



Below: The 'Brighton Belle' five-car EMU takes the avoiding lines as it passes a 4-CEP at the junction.

War. The signalbox is also from Bachmann and although difficult to see, it does contain a panel with the correct track layout on it!

CONTINUOUS RUNNING

For exhibition purposes a constant movement of trains is made – we have always firmly believed that is what the majority of exhibition visitors wish to see. As the layout is purely for exhibition



display holding the visitors' attention was an important factor in designing and running the layout from the outset.

Express services are mainly locomotive-hauled, usually by Bullied 'Pacifics', although other types including diesels and electrics are also used. 4-CEP and 5-BEL electric units also feature on expresses. Intermediate or stopping passenger trains can similarly use a range of different locomotives such as 'Schools' 4-4-0s or a BR Standard '4MT' or '5MT' 4-6-0. Suburban trains are mainly operated by a selection of the excellent EMUs now available including 2-BIL, 2-HAL and 2-EPB.

Freight and parcels traffic is hauled by a variety of steam, diesel and electric locomotives including 'S15' 4-6-0, 'N' 2-6-0, BR '4MT' 4-6-0, Class 33 Bo-Bos and Class 73 electro-diesels. Occasionally locomotives from the other 'Big Four' companies can be seen on a cross-London freight service.

Many of the locomotives have received slight weathering and had dummy screw couplings, pipework, real coal in the tender and SR route indicator discs added for greater realism.

ACHIEVING OUR AIMS

From the outset our aim was to model a Southern Region South London location that could be identified as such and entertained the viewing public. From the very complimentary comments made by visitors and fellow exhibitors during the layout's first two outings to the Caistor (Lincolnshire) exhibition in 2017 and The Great Electric Train Show at Milton Keynes (2018) we are happy that we have achieved that on both counts in some way.

Whilst it is often said that a layout is never finished, we are happy with what we have achieved and we don't foresee any great changes being made. One end of the storage yard was redesigned following the Caistor exhibition with the aim of giving us more storage capacity and ease of operation. Having received several exhibition invitations for the future (including Derby and Warley) only cleaning and general maintenance will be required - but, you never know: changes could happen. 

DCC concepts

thinking outside the square

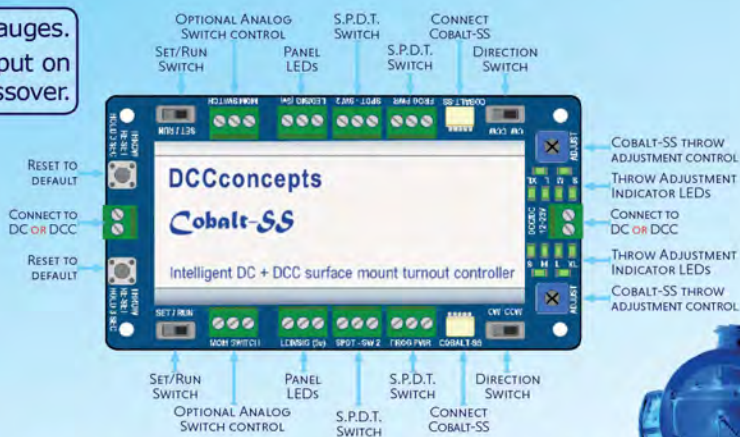
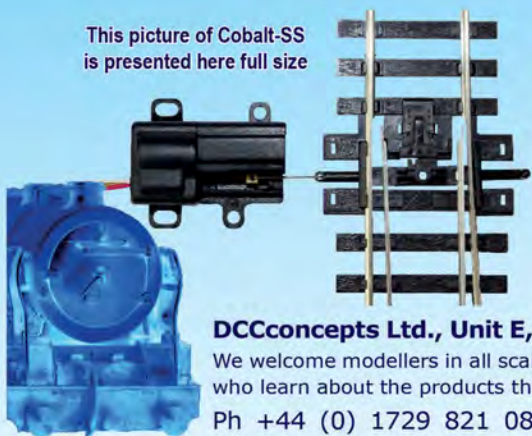
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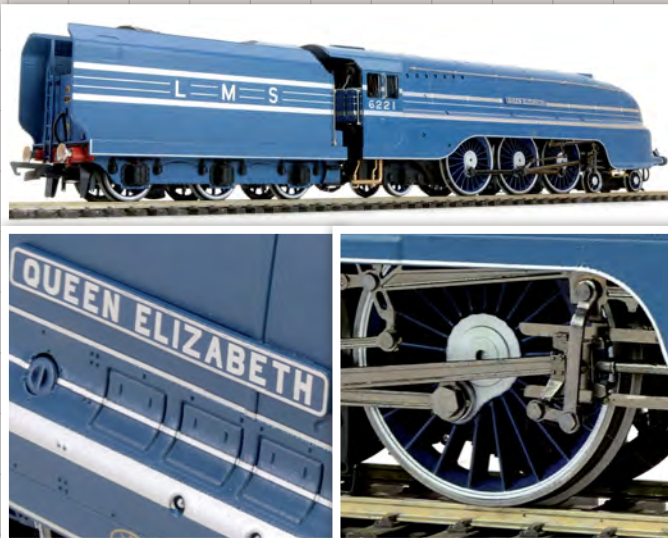
Streamlined **'Princess Coronation'**

**FIRST
REVIEW**

Hornby has completed its new range of Stanier 'Princess Coronation' 4-6-2s with the arrival of the stunning streamlined version. **MIKE WILD** takes a closer look at this icon of the 1930s races to the north.

The imposing stance of the streamlined 'Duchesses' has been captured brilliantly by Hornby in 'OO'.





TECHNICAL DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3623
Description:	LMS streamlined 'Princess Coronation' 4-6-2
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	299mm
Price:	£189.00
Era:	3 (R3623)
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:	None
BR power classification:	'8P'
Wheel arrangement:	4-6-2
Purpose:	Express passenger
Haulage capacity (expected):	Ten carriages
Haulage capacity (actual):	12+ Hornby carriages

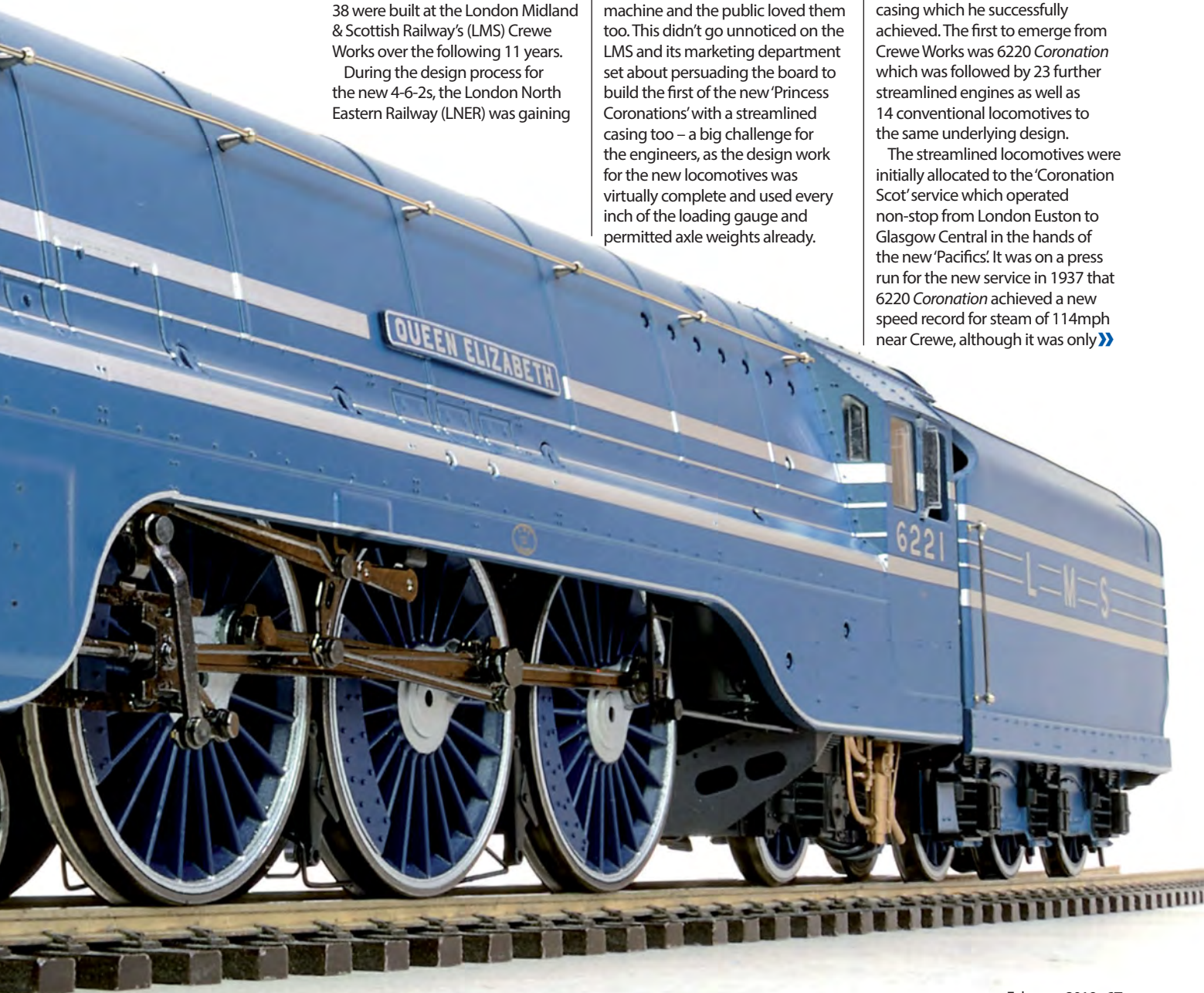
STANIER'S 'PRINCESS CORONATION' class 'Pacifics' are renowned for their impressive power. The first were introduced in 1937 and in total 38 were built at the London Midland & Scottish Railway's (LMS) Crewe Works over the following 11 years.

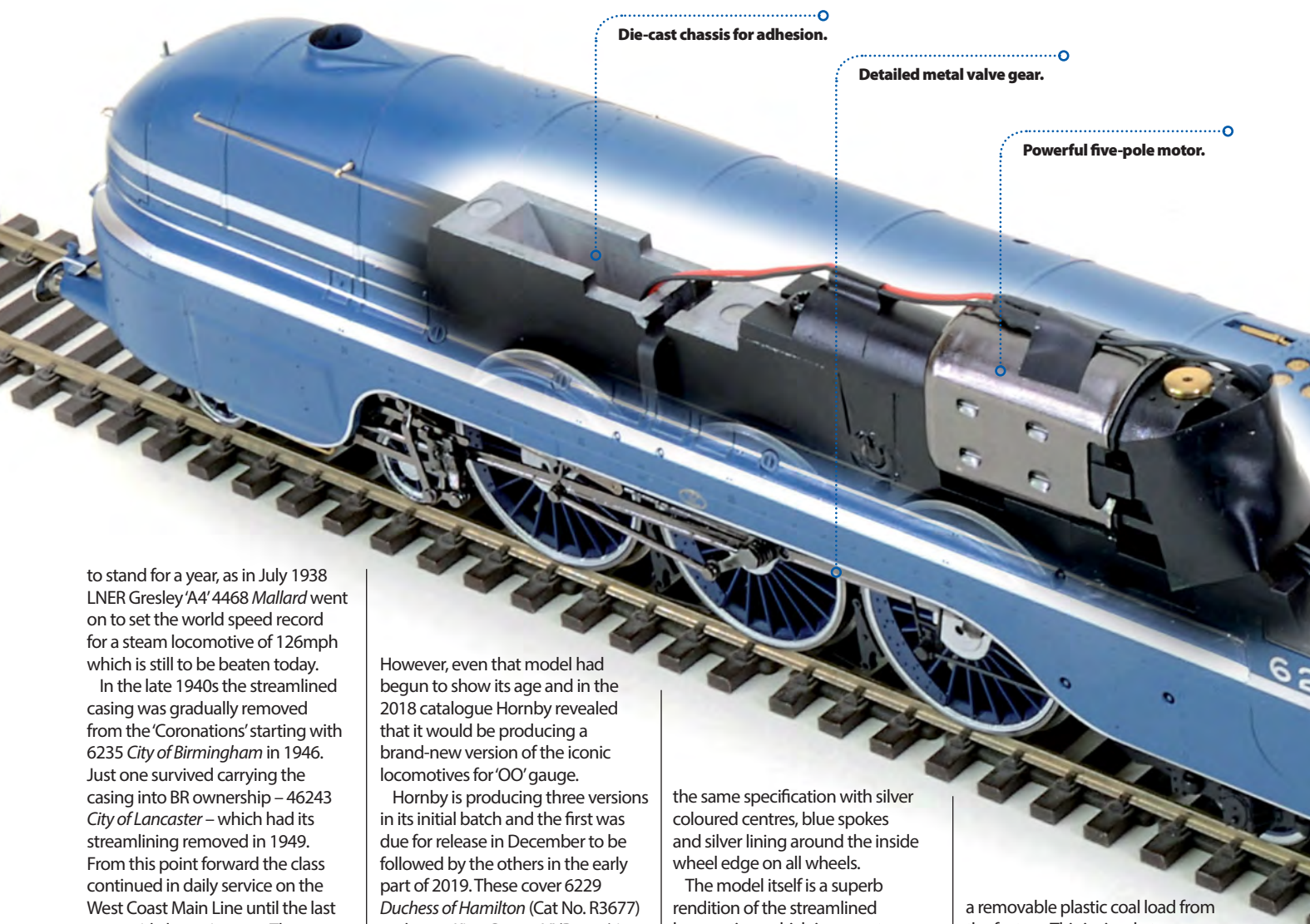
During the design process for the new 4-6-2s, the London North Eastern Railway (LNER) was gaining

great publicity for its streamlined Gresley 'A4' 4-6-2s which had entered service in 1935. Sleek, stylish and fast, they were a dream come true for the LNER publicity machine and the public loved them too. This didn't go unnoticed on the LMS and its marketing department set about persuading the board to build the first of the new 'Princess Coronations' with a streamlined casing too – a big challenge for the engineers, as the design work for the new locomotives was virtually complete and used every inch of the loading gauge and permitted axle weights already.

Stanier's Technical Assistant and Chief Draughtsman at Derby Works, Tom Coleman, was given the unenviable task of equipping the giant 'Pacifics' with a streamlined casing which he successfully achieved. The first to emerge from Crewe Works was 6220 *Coronation* which was followed by 23 further streamlined engines as well as 14 conventional locomotives to the same underlying design.

The streamlined locomotives were initially allocated to the 'Coronation Scot' service which operated non-stop from London Euston to Glasgow Central in the hands of the new 'Pacifics'. It was on a press run for the new service in 1937 that 6220 *Coronation* achieved a new speed record for steam of 114mph near Crewe, although it was only >>>





to stand for a year, as in July 1938 LNER Gresley 'A4' 4468 *Mallard* went on to set the world speed record for a steam locomotive of 126mph which is still to be beaten today.

In the late 1940s the streamlined casing was gradually removed from the 'Coronations' starting with 6235 *City of Birmingham* in 1946. Just one survived carrying the casing into BR ownership – 46243 *City of Lancaster* – which had its streamlining removed in 1949. From this point forward the class continued in daily service on the West Coast Main Line until the last were withdrawn in 1964. Three survived into preservation with 6233 *Duchess of Sutherland* currently active on the main line, 46235 *City of Birmingham* on static display in the Birmingham Science Museum and 6229 *Duchess of Hamilton* returned to streamlined condition for display in the Railway Museum, York, alongside streamlined Gresley 'A4' 4468 *Mallard*.

THE MODEL

Hornby has a long association with the streamlined Stanier 'Princess Coronations'. Its first 'OO' gauge model was released in 1970 and it wasn't until 2001 that it was replaced by an upgraded version.

However, even that model had begun to show its age and in the 2018 catalogue Hornby revealed that it would be producing a brand-new version of the iconic locomotives for 'OO' gauge.

Hornby is producing three versions in its initial batch and the first was due for release in December to be followed by the others in the early part of 2019. These cover 6229 *Duchess of Hamilton* (Cat No. R3677) and 6244 *King George VI* (R3639) in LMS lined crimson together with our review sample 6221 *Queen Elizabeth* in LMS lined Caledonian blue (R3623). All three use an identical chassis arrangement to that produced for the 2017-released conventional 'Princess Coronations' (HM125), but with a brand-new locomotive and tender body on top.

Our sample of 6221 was immaculately turned out in the smart Caledonian blue with silver lining. The lining was crisp throughout and finished off with raised plastic *Queen Elizabeth* nameplates, printed cabside numbers and silver handrails and buffers. The wheels are finished to

the same specification with silver coloured centres, blue spokes and silver lining around the inside wheel edge on all wheels.

The model itself is a superb rendition of the streamlined locomotives which is accurate in its length when the tender drawbar is in its short position and has the correct wheelbase. The shaping of the casing is excellent and carries off the look of the prototype very well indeed with its subtle curves, raised chimney, inset safety valves and whistle. The cab roof features opening vents while the interior is fully detailed with pipework, gauges, regulator and a screw reverser.

The tender is similarly well done and models the original streamlined design with extended fairings at the rear. These conceal the water tank filling points while the coal space at the top of the tender is fitted with

a removable plastic coal load from the factory. This is simple to remove and reveals a fully detailed coal space including the steam operated coal pusher designed to assist crews in reaching fuel from the rear of the tender while on the move.

Beneath the frames the high level of detail continues with each model equipped with neatly produced metal valve gear, brake shoes, sand pipes, brake rigging (from the accessory pack) and even a water scoop on the tender chassis. The accessory pack also includes an optional front pony truck with full size wheels – the smaller diameter wheels of the factory fitted truck are suited to the second and third radius curves of many model railways.

6221 *Queen Elizabeth* looks stunning in LMS Caledonian blue.



“Hornby is producing three versions in its initial batch and the first arrived in December.”

MIKE WILD

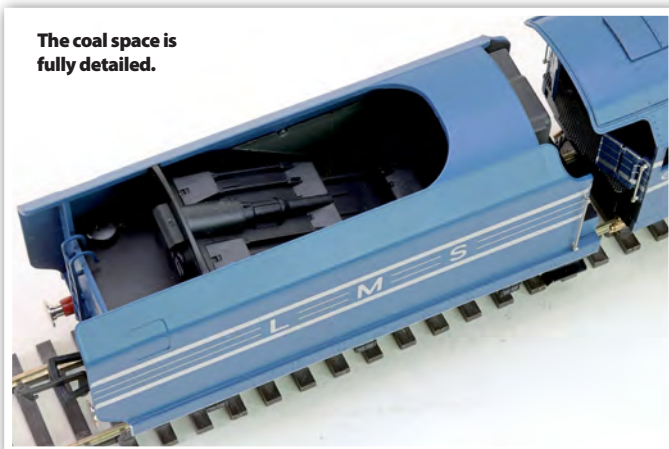
Fully detailed cab interior with opening roof vents.

Removable plastic coal load and full relief coal space.

Space for a 28mm round speaker in tender chassis.

8-pin DCC decoder socket.

The coal space is fully detailed.



PERFORMANCE

Having already experienced several samples of Hornby's latest generation 'Princess Coronation' chassis we had high expectations for the streamlined version. And we weren't disappointed.

It uses an identical mechanism with a five-pole motor mounted at the rear of the locomotive driving the centre axle of the locomotive. This is connected to the tender via a four-wire harness and connector which joins the track pick-ups from the locomotive to the decoder socket and in return the decoder socket to the motor.

The 'Pacific' has an 8-pin decoder socket fitted in the tender while the chassis has been designed to host a 28mm round speaker underneath the metal weight. This is in line with Hornby's standard steam locomotive tender design ethos and fits with the speakers supplied with

its steam outline Twin Track Sound (TTS) decoders. The TTS decoder for the 'Princess Coronation' is due to be released in January 2019 (R8117), though it can also be operated with any other brand of motor decoder or sound decoder available with an 8-pin plug. For more on installing sound in Hornby's 'Princess Coronations' see pages 90-94.

Our performance tests were carried out with analogue control. Straight from the box our sample of 6221 performed smoothly and quietly throughout the speed range without any hesitation. Following running in for 30 minutes in each direction we subjected it to load testing raising the train weight to 12 Hornby carriages which it handled with absolute ease.

OVERALL

The streamlined 'Princess Coronation' 4-6-2s were stunning locomotives which delivered immense power for the West Coast Main Line's fastest trains. Hornby has done an excellent job in creating this all-new model of the streamlined locomotives and they will sit perfectly alongside the LMS liveried versions of the conventional locomotives released in 2017 (HM125) and 2018 (HM138).

The performance of these 'Pacifics' is just as good as their appearance and we are sure that

these will be popular additions to the Hornby range. From a BR modeller's perspective it would be nice to see 46243 *City of Lancaster* produced in streamlined condition – the only one of the class to remain in this form and carry a British Railways number – but for LMS modellers these are an absolute must have addition. Excellent and available now. (MW)

Hornby's LNER 'TOAD' IS HERE!

**FIRST
REVIEW**

● Price: £21.99 ● Cat No: R6834A ● Site: www.hornby.com ● Era: 4/5



BRAKE VANS are an essential part of every steam goods train and they continued to be used throughout the 1960s and 1970s at the rear of unfitted freight trains across the country. Hornby began developing a new series of brake vans in its 2017 range with the Great Western Railway 'Toad' four-wheel van and its promised 2018 range model of the London and North Eastern Railway (LNER)

'Toad' vans has now arrived. More are on the way too and you can read about its new Southern and Midland brake van models for 'OO' gauge in Update this issue.

The first LNER 'Toad' brake vans were introduced in 1924 and classified 'Toad B'. They took the best features from designs by the Great Northern and North Eastern railways to produce a new group standard design for the LNER riding on



Colas Rail Freight Class 67

● Price: £159.99 ● Cat No: R3659 ● Site: www.hornby.com ● Era: 11 ● DCC: DCC ready, 8-pin socket

Hornby's 'OO' gauge Class 67 gains Colas Rail Freight's brightly-coloured orange, yellow and black colour scheme for its latest outing as 67027 *Charlotte*.

Colas Rail Freight acquired two Class 67 Bo-Bo diesels from DB Cargo UK in 2017, with 67023 and 67027 outshopped in the company's striking livery. Named *Stella* and *Charlotte* respectively, they are regulars on Network Rail test trains and Railhead Treatment Trains.

As with previous releases, the model features a die-cast metal chassis, moulded plastic bodyshell, etched metal grilles, sprung metal buffers, separately fitted windscreen wipers, cab front jumper cables and more.

However, it's the decoration

that makes this model special in its eye-catching orange, yellow and black which certainly looks the part, although we did notice a minor masking issue on our review sample between the angled black and orange colour separation to one side. That said, Colas Rail logos and branding appeared crisp as did the overhead line electrification warning signs, cab front coupler instructions and small labelling along the solebar.

The model also includes directional head and tail lighting, which can be alternated between day and night modes, while the cast metal fuel tank also doubles as a speaker enclosure for those wishing to add digital sound (HM137) utilising the 8-pin Digital Command Control (DCC) decoder socket. (MC)





a 9ft wheelbase steel chassis with a wooden body on top.

In total 710 'Toad B' vans were built over a five year period then in 1930 a new diagram number, 064, was introduced which was classified 'Toad E'. This revised brake van design had a steel ducket and metal instead of wooden end posts. 901 'Toad E' vans were built between 1930 and 1935. The last of the two designs were withdrawn in the 1960s.

Hornby has released four versions of its new LNER 'Toad' covering LNER bauxite (Cat No. R6833/A) and BR grey liveries (R6834/A). The LNER models are based on the 'Toad B' design while the BR versions are later 'Toad E' vans, as shown by our review sample E178614 (R6834A).

All the vans feature turned metal three hole disc wheels, static metal buffers, small tension lock couplings in NEM pockets and a full set of separately fitted handrails.

We did notice that the coupling pockets had a tendency to droop on our sample, but this didn't cause any issues once the van was coupled up to the rear of a train.

Highlights of this short wheelbase brake van include roof vents, neatly moulded and strong side steps, glazing to the interior windows and ducket, excellent livery reproduction – even down to the builder's plate on the solebar – plus factory fitted lamp irons

on the end posts and lamps on each side at one end of the van.

All in all this is a brilliant new addition to the Hornby wagon portfolio which will give Eastern Region modellers a new choice of goods brake van to bring up the rear of freight trains. It really looks the part at the end of a long rake of 16ton mineral wagons and is a great follow up to the GWR 'Toad' of 2017. Excellent and available now. (MW)



'HO' GAUGE

Modern rubbish containers

● Price: £11.75 ● Cat No: 180343 ● Site: www.gaugemaster.com ● Era: 8-11



Faller's range of 'HO' scale model railway accessories includes these contemporary refuse bins.

Replicating the style of waste container found outside many businesses, the set contains enough parts to complete eight containers in four different colours – black, blue, green and yellow. Easy to construct, each refuse

container comprises the main container, a lid and four tiny wheels, which are simply cut from the pre-coloured plastic sprues, with two of each colour included.

Suitable for further painting or weathering, they're ideal for enhancing 'OO' contemporary scenes from restaurants and shops to offices and warehousing. (MC)

'OO' GAUGE

ROAD SAFETY CAMERAS

● Price: £3.99 ● Cat No: AX082-00

● Site: www.scalemodels scenery.co.uk ● Era: 8-11

Scale Model Scenery's range of 3D printed 'OO' gauge model railway scenic items continues to grow with the addition of these distinctive road safety cameras.

Each pack contains two 10mm x 9mm x 10mm camera units on 5mm x 5mm x 35mm mounts in self-coloured grey and yellow plastic, giving an overall height of 44mm. Black-backed apertures to the 'face' of the road safety devices represent the camera and flash elements, which are non-operational.

Ideal for a main road cameo or level crossing scene. Useful and widely seen. (MC)



'OO' GAUGE

Help points

● Price: £4.99 ● Cat No: AX087-00

● Site: www.scalemodels scenery.com ● Era: 10/11

New for contemporary era modellers are these 'OO' gauge Help Points from Scale Model Scenery.

Installed on station platforms, these help points link directly with Train Operating Company control rooms, providing information or assistance at times of disruption when a station is unstaffed.

Eight 7mm diameter 'OO' gauge 3D printed Help Points are included in each pack, together with a small sheet of laser-cut paper signs to overlay the circular printing and highlight their location on the platform. Each of the pre-cut signs is held in place by tiny tabs – a really useful solution for the circular elements.

Available now. (MC)



'N' GAUGE

Armchairs from SMS

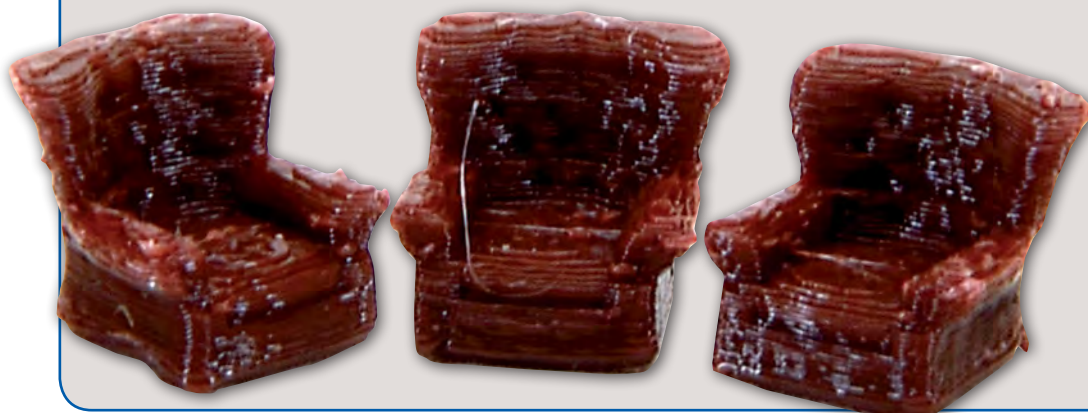
● Price: £2.59 ● Cat No: AX088-N

● Site: www.scalemodels scenery.co.uk

● Era: Any

Recently added to Scale Model Scenery's range of 'N' gauge model railway accessories are these 2mm scale armchairs.

Each pack contains four tiny 6mm x 5mm x 5.5mm 3D printed brown plastic armchairs, ideal for populating a living room, station master's house or signalbox. Each is printed with armrests and the distinctive dimpling representative of a classic fabric or leather armchair. Just add paint for that finishing touch. Also available in 4mm and 7mm scale. (MC)



'OO' GAUGE

Loading Bay wheel guides

● Price: £3.99 ● Cat No: AX084-OO/AX085-OO ● Site: www.scalemodels scenery.co.uk ● Era: 9-11

Scale Model Scenery has added two sets of 'OO' gauge loading bay wheel guides to its range of 3D printed model railway accessories.

Available as 26mm x 5mm x 2mm cranked (Cat No. AX084-OO) and 28mm x 4mm x 2mm raised (AX085-OO) wheel guides, each pack

contains eight pairs of fine plastic guides, finished in self-coloured yellow plastic. Printing is neatly executed, with very little cleaning up required to the individual parts, offering a useful small detail which will make a difference to a warehouse or loading bay scene. (MC)



'OO' GAUGE

Mixed tree pack

● Price: £12.95 ● Cat No: GM132

● Site: www.gaugemaster.com ● Era: Any

Gaugemaster has added this mixed tree pack to its range of 'OO' gauge scenic accessories.

Each pack contains ten trees in different heights for added variety, with five light green trees and five darker green conifers. The light green trees range in height from approximately 105mm to 145mm with two large, two medium and one small example while the conifers range from

110mm to 145mm, again with two large, two medium and one smaller example.

Armatures are plastic with a liberal coating of lichen and flock powders for the light green trees and dark green fibres for the conifers. Our review samples were a little squashed together initially but were soon tweaked to shape.

A great value pack to get your woodland scene started. (MC)



ALL SCALES

Landscaping wire mesh

● Price: £18.50 ● Cat No: GM189 ● Site: www.gaugemaster.com ● Era: Any

To help with landscaping tasks, Gaugemaster has added this useful aluminium wire mesh sheet to its range of modelling tools and accessories.

As supplied, the wire mesh sheet is pre-folded but once opened out

measures approximately 1,000mm x 750mm and can be formed to shape making it ideal as a base layer when developing hills and cuttings on a layout. Further layers of hard-shell landscaping can then be added with ease. (MC)



'HO' GAUGE

Time to relax...

● Price: £17 ● Cat No: 10692 ● Site: www.gaugemaster.com ● Era: 9-11

New from Preiser's range of 'HO' scale range of model railway accessories are these figures and small details suitable for a beach or lakeside scene.

The pack contains three moulded plastic adult figures in swimwear and six children in varying poses, including one infant with arm bands and another with an inflatable swan around the waist.

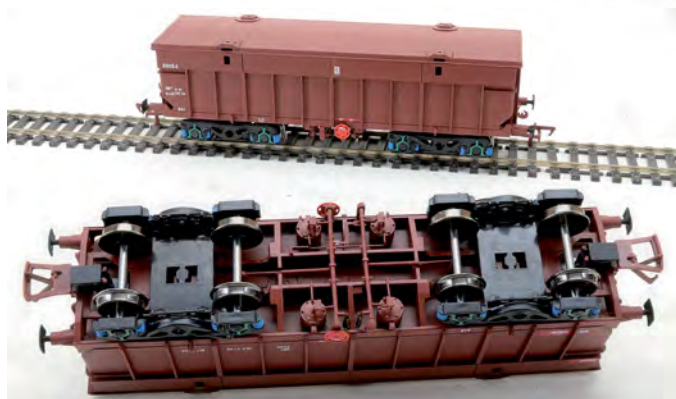
Also included are a large sand castle, mound of sand, an inflatable orange dinghy, two red paddles, a pair of blue flippers and a blue rubber buoyancy aid.

Perfectly suitable for use on 'OO' gauge layouts, each figure is neatly painted with brightly coloured swimming costumes and ready for creating a holiday cameo scene. (MC)



Tara Mines bogie

● Price: £79.95 ● Cat No: IRM1024-BX-E ● Site: www.irishrailwaymodels.com ● Era: 7-11



NEW from Irish Railway Models (IRM) are these 'OO' gauge 54ton bogie ore wagons, as used on Tara Mines traffic to and from Dublin Port.

Built in the late 1970s, these wagons are still in use with Iarnród Éireann/Irish Rail carrying ore from Europe's largest zinc mining operation between Tara Mines' facility in County Meath and

Dublin Port, where the cargo is then transhipped to Scandinavia. These services are the heaviest freight trains to operate on the Irish Railway network.

These wagons are being offered in pairs, our review samples comprised 31020 and 31024, each with variation to number placement and lettering to the bodysides.

Separately applied detailing

Murphy Models Mk 2s

● Price: £58.50 ● Cat No: see text
● Site: www.murphymodels.com
● Era: 7-9



Murphy Models has taken delivery of a new batch of its Irish-outline 1:76 scale ('OO') air-conditioned Mk 2 carriages in CIE Supertrain livery.

For review we received First Open 5102 (Cat No. MM5101), Composite 5152 (MM5152), Dining Cars 5402/5408 (MM5402/MM5408) and generator vehicle 5605 (MM5605). Standard Class services are also available. The models feature separately fitted handrails alongside each passenger

door and on vestibule ends.

CIE's distinctive orange and black livery is neatly applied throughout, with printed white running numbers at the vestibule ends. Window frames are picked out in silver, as are ventilators and door handles. A separate pack of Network Catering roundels and No Smoking window labels is also included with each carriage.

Underframes are neatly moulded with equipment boxes and air-conditioning fans, while factory-fitted small cranked tension lock couplings feature in NEM coupling pockets.

Colourful and sure to prove popular on the Irish Railway scene. (MC)



ore wagon

**FIRST
REVIEW**



abounds with fine lamp irons, handbrake wheels, sprung rectangular plastic buffers, removable wagon lid covers and exquisite brake underframe detail – look closely and you'll even find tiny metal working springs in place. The Sampre et Meuse Y23 bogies are also outstanding with damper and spring detail picked out in green and blue respectively, together with rotating

axleboxes which really make a big difference to the appearance when the models are moving.

Decoration is up to the high standard we've come to expect from Irish Railway Models with a rich evenly-applied red oxide paint finish with crisply printed numbers and lettering – one wagon (31020) from the pair features patch-painted areas over which the numbers have

been applied for added variety.

Turned metal wheels (which can be converted to 21 mm spacing), small tension lock couplings in NEM coupler pockets, replacement rigid NEM coupling bars and a pack of extra detailing parts complete these impressive models. An excellent 1:76 scale wagon from IRM which amply fills another gap in the Irish ready-to-run market. (MC)



OO Works impresses with Irish GSWR '101' 0-6-0

OO Works' latest 'OO' gauge Irish outline locomotive, the Great Southern & Western Railway (GSWR) '101' (J15) 0-6-0 is now available.

Introduced in the late 1860s, the '101's' were primarily intended for goods traffic, although they were also utilised on passenger duties too.

Initially painted in GSWR lined olive green, the locomotives were subsequently repainted black with orange lining from the early 1900s before the company's all-over-grey was adopted. The class remained in regular use into the 1960s. Two have been preserved.

Our review sample of the new OO Works 4mm scale model represents a round-top firebox example in post-1945 condition, with painted cabside numbers. It features all-metal construction together with a coreless motor. Detailing includes separately fitted smokebox door dart and handle, boiler pipework, chimney,



- Price: £295
- Cat No: 101J15Grey
- Site: www.ooworks.co.uk
- DCC: No decoder socket
- Era: 2-3

handrails, whistle, safety valve, lamp irons, sprung buffers and more.

Application of the all over grey satin paint finish is good, as are the red bufferbeams. Our sample was partially finished as 195 as an example, but models will be supplied unnumbered with

a sheet of transfers for you to model a choice of locomotives 109, 132, 162 or 195. OO Works is also offering the model in black.

The 0-6-0 is suitable for analogue control, but there is no onboard interface for a Digital Command Control (DCC) decoder.

While OO Works' '101' may not have all the 'bells and whistles' we've come to expect from new ready-to-run models from bigger suppliers, the manufacturer has produced a model of a long-lasting prototype which is sure to prove popular with Irish modellers. (MC)

'O' GAUGE

Dapol delivers NEW 'O' GAUGE WAGONS

• Price: £44.41 (seven-plank), £49.95 (lime wagon) • Cat No: 7F-073-003/7F-017-003
• Site: www.dapol.co.uk • Era: 2-4



FIRST REVIEW

DAPOL has introduced a new range of 'O' gauge wagons modelling 9ft wheelbase wagons including five-plank and seven-plank opens together with covered salt and lime wagons. All are being made at its factory in Chirk using new tooling.

The specification for the wagons includes a die-cast chassis, compensation, injection moulded

bodies, sprung buffers, sprung three-link couplings, turned metal wheels and options within the designs such as side door and end door versions of the seven-plank open wagons.

The first batches arrived in late November 2018 and for review we

received samples of the seven-plank open in Lightmoor black with end doors (Cat No. 7F-073-003) and an SLB Oswestry covered lime wagon (7F-017-003) for inspection. Both feature a superb standard of decoration with crisp application of the body colours as well as

excellent printing of the lettering with shading on both of these private owner vehicles. Even the chassis has builder plates on the seven-plank while its axleboxes feature embossed Gloucester logos picked out in white.

Detailing on both wagons is first rate too with fine moulding of the plank lines, metal strapping and rivet heads. Plus, the seven-plank with end doors has

'OO' GAUGE

Brighton 'Atlantic' footplate crew

Master Piece Figures has released two new sets of footplate crew designed specifically for Bachmann's recently-released 'OO' gauge London Brighton & South Coast Railway 'H2' 4-4-2s.

Both packs contain a driver and fireman figure, each striking a different pose with the driver in one pack (Cat No. FF134) raising his right arm to the regulator, as the fireman's right hand rests on the post as if on look-out. The other pack (FF-135) features the driver with his right hand to the post while looking out the left-hand side, as the fireman stands with his elbow on the cab side to the right-hand side of the footplate.

Each is suitably 'weathered' and ready to fix in place on the footplate. (MC)



• Price: £10 (painted), £5 (unpainted) + p&p
• Cat No: FF134/FF135
• Site: 01428 727341 • Era: 3/4



Dapol's latest 'O' gauge seven-plank open wagons are being made in the UK at its factory in Chirk.

representation of the door frame on the inside of the wagon.

The running gear on both of our samples was smooth and free while the inclusion of compensation will aid their running characteristics. Also worthy of note is that the seven-plank open has brakes on one side only while the lime wagon has them on both sides.

For the 1930s and 1940s steam era modeller these are ideal new additions to the Dapol range of 'O' gauge rolling stock as they will allow more realistic goods formations to be created to go with the likes of the GWR '57XX' 0-6-0PT, LMS 'Jinty'



0-6-0T and LBSCR 'Terrier' 0-6-0T. Some even lasted into the BR era, though their private owner liveries

would have been heavily worn by that period providing great potential for weathering. (MW)

'O' GAUGE

Noch creates 'O' gauge figure range

● Price: £15.25 ● Cat No: 17850

● Site: www.gaugemaster.com ● Era: 5-11

Scenic manufacturer Noch has released a new range of 'O' gauge ready painted figures with the first to arrive in the *Hornby Magazine* office being this set of passengers (Cat No. 17850). Also being released are steam locomotive drivers and railway officials with a German theme, shunters in high visibility clothing which would suit UK scenes plus seated passengers.

Our sample of the standing passengers featured the same high level of detailing and paint finish that we have come to expect from Noch's formidable collection of 'HO' scale figures. Great additions and we hope the start of a larger range of 7mm scale accessories. (MW)



RECOMMENDED READING

WDLR COMPANION

Authors: Col David W Ronald and Roy C Link

Publisher: www.narrowgaugeandindustrial.co.uk

Title: WDLR Companion

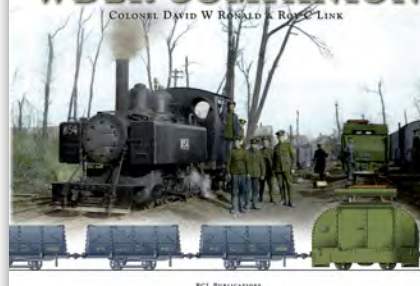
ISBN: 978-0-9565157-6-6

Price: £31.95

Spec: 196 pages, hardback

WDLR COMPANION

COLONEL DAVID W RONALD & ROY C LINK



BEHIND British lines during the First World War, a network of 600mm gauge railways was shifting 200,000 tons of military equipment a week over a thousand miles of track.

Roy Link's 2014 title, *WDLR Album*, recounted how, at remarkably short notice, this narrow-gauge empire came into being - and just as suddenly dispersed. As well as amplifying what has gone before, *WDLR Companion* draws heavily on newly discovered archive material that has been buried for more than a century - an official report on the military railways of the Western Front, and a paper detailing proposals to expand and improve the rail-borne movement of supplies.

As well as a fresh selection of photographs and other material - all beautifully reproduced - the *Companion* includes no fewer than 56 scale drawings that will be of great interest to modellers. If you've caught the narrow-gauge bug through Bachmann's WDLR Baldwin and related rolling stock, or are just fascinated by military railways generally, these splendid books provide plenty of inspirational material drawn directly from the prototype. (TS)

'Mogul'

**FIRST
REVIEW**

The second 'O' gauge steam locomotive from the Heljan stable is due to arrive in January.

MIKE WILD inspects this enticing new model of the Great Western Railway '43XX' 2-6-0.



CHOOSING a prototype to model is always a challenge, but in 'O' gauge the past year has definitely been the year of the Great Western Railway (GWR) with release of Dapol and Minerva 'Pannier' tanks (HM131/HM125 respectively), Heljan's impressive '61XX' 2-6-2T (HM137) and now the Churchward '43XX' 2-6-0.

This is Heljan's first ready-to-run tender locomotive for 'O' gauge, but following on from the high standards set by the 'Prairie' we had been looking forward to seeing the end result. It models the 1911-introduced Churchward 2-6-0, specifically locomotives 4321-4399 and 5300-5383. These locomotives were built at Swindon Works between 1913 and 1920 with the elongated splasher on the right-hand side to accommodate a pump. Reality Check has the full story on the class and the variations which were built.

"The model sizes up well alongside photographs of the '43XX' class 'Moguls'."

MIKE WILD

THE MODEL

Heljan has produced two base versions covering GWR period locomotives and a later version modelling the class after 1948. For review we had the opportunity to inspect a sample of BR black liveried 5378 which is a later period locomotive with outside steam pipes, smokebox lamp bracket, parallel buffers and a lower profile safety valve bonnet. The other addition is a BR style numberplate and a BR period 87F (Llanelly) shedplate at the bottom of the

smokebox door. During its BR career 5378 was allocated to Cardiff Canton at nationalisation in 1948 before a move to Llanelly in the early 1950s. Later it spent time allocated to Oxley and Tyseley sheds before withdrawal in September 1959.

Like the '61XX' 2-6-2T when received the '43XX' is bereft of its front pony truck – this is supplied

separately in the box for fitting by the customer following removal of the locomotive from its wooden packing piece. Also included in the accessory pack is a pair of moulded plastic cabside numbers for optional addition. Alternatively you could choose to add a pair of etched metal cabside numbers such as those produced to order by Narrow Planet.

The model sizes up well alongside prototype photographs of the class. Its outside steam pipes and short safety valve bonnet follow true to the real locomotives in the 1950s while its smokebox sits neatly in the saddle above the frames. The smokebox numberplate has fine supports behind it





In profile the extended spashler on the driver's side is clear to see over the middle driving wheel.



replicating the real locomotives in detail while you will also find a separately fitted smokebox door dart, correct GWR pattern lamp irons, separate handrails and a fully appointed bufferbeam

with a vacuum brake pipe and working screw link coupling. Moving along the locomotive, the running plate is full of detail including rivet patterns, boiler supports, lubricator boxes, reversing

rod and more. The cab is as well finished inside and looks just like the real thing. Better still it has a glowing firebox which increases its intensity when running on analogue with speed. It can be controlled by a function button under Digital Command Control (DCC) with the wiring going back to Aux 1 on the decoder connection board in the tender.

The tender models the standard GWR 3,500 gallon design paired with the '43XXs' and includes a moulded coal load, separate handrails, correct rivet patterns and a full complement of brake

rigging underneath as well as lamp irons, brake pipe and screw link coupling at the rear.

The locomotive and tender are joined together by a metal drawbar while electrical connections for the motor and firebox glow pass underneath to a four-wire connector which is simple to release should you wish to detach the tender from the locomotive during maintenance or additional detailing.

Decoration of our sample of 5378 was excellent throughout with a neat satin paint finish to the BR black livery which is enhanced with a matt black smokebox, red >>



bufferbeams, small early crests on the tender and a fully decorated cab interior. Even the weather sheet has been picked out in a different colour against the cab roof.

PERFORMANCE

The 'Moguls' were tasked with a range of duties ranging from secondary passenger traffic through parcels to goods work and Heljan's model is a capable 7mm scale maid of all work. It ran well during our tests and proved capable of handling a five-coach rake of Heljan Mk 1 stock and a 25 wagon goods on separate occasions.

We did find that our sample required perfectly clean track for its best performance partly due to it only having electrical pick-ups on the tender wheels

– the locomotive wheels having none. The light weight of the tender meant that we had to keep everything in perfect condition, but with clean wheels and rails its operation was faultless. Personally, I would rather have seen all wheel pick-up, though this shouldn't be too difficult to add to the 2-6-0 as there is plenty of space beneath the locomotive chassis and space to run wires back to the tender.

Like the '61XX' 2-6-2T (HM137) the '43XX' is equipped with an ESU pin-connector adapter (Cat No. 51959) which makes it DCC sound ready for use exclusively with a LokSound V4.0 L4 decoder. However, there are currently no non-sound decoders available to fit this pin arrangement and similarly other brands will not fit the ESU pin-connector.

TECHNICAL DETAILS

Manufacturer:	www.heljan.dk
Cat No:	4310
Description:	GWR '43XX' 2-6-0
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length (over buffers):	404mm
Price:	£779.00
Era:	4 (1948-1956)
Couplings:	Sprung screw link couplings
DCC:	DCC sound ready, ESU 51959 pin-connector
Speaker space:	23mm round
Exterior lights:	None
Interior lights:	Firebox glow
Motor type:	Five-pole can motor
Flywheel:	One
BR power classification:	'4MT'
Wheel arrangement:	2-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	Seven carriages/25 wagons
Haulage capacity (actual):	Five Heljan Mk 1s/25 wagons

"Heljan's model is a capable 7mm scale maid of all work."

MIKE WILD

Sprung buffers and working screw link couplings.

ESU pin-connector makes the '43XX' compatible with an ESU L4 sound decoder.

Plastic coal load covers the tender coal space.

There is room next to the decoder for a 50mm x 20mm speaker.

If you have an allegiance to another brand or don't want to go down the sound route you will need to hardwire your choice of decoder in place of the factory fitted board.

For those planning on a sound installation, Heljan has provided a 23mm round speaker position, pre-wired, in the chassis of the 2-6-0, but there is actually plenty of space inside the tender too with potential for a 55mm x 20mm speaker to be positioned alongside the decoder on top of the metal weight. Access to the tender interior is straightforward

with a pair of crosshead screws located centrally along the length of the tender chassis.

OVERALL

With its choice of GWR and BR period locomotives, Churchward charm and impressive level of detail, the new '43XX' 2-6-0 is another excellent addition to the Heljan 'O' gauge range. It would have benefitted from all-wheel pick-up but, nevertheless, it still has a strong and smooth running motor which we have enjoyed

running on our test track on freight, parcels and passenger stock. We were impressed by its haulage capabilities which will suit the vast majority of 'O' gauge layouts big and small.

We hope that both of Heljan's forays in the world of 'O' gauge steam locomotives go down well as there are many more

options available for the future in this sector – in fact, the list is near endless and with the current growth in this scale it seems highly likely that more will be coming in the future including Hatton's Heljan-produced Gresley 'A3' and 'A4' 4-6-2s.

Right now the GWR '43XX' is the perfect partner to Heljan's '61XX' 2-6-2T as well as the

GWR 'Panniers' by Dapol and Minerva and is sure to be well received. (MW)



This version includes a later short safety valve bonnet and smokebox lamp iron.

Fully detailed cab interior.

"The new '43XX' 2-6-0 is another excellent addition to the Heljan 'O' gauge range."

MIKE WILD

The Churchward 'MOGULS'

Although many steam locomotives were designed for both passenger and freight traffic, few had the success of the Great Western's '43XX' class, a design that was to be the company's maid of all work for more than half a century.

EVAN GREEN-HUGHES explains all.

IN STEAM DAYS, wherever you went on the Great Western Railway (GWR) system, you were sure to come across one of the useful and powerful '43XX' 2-6-0s. At home on anything from a pick-up freight to a fast passenger train, these free running machines were liked by railwaymen and maintenance staff alike. Whether it was a lengthy goods train carrying produce from the docks of Southampton to the west or a wandering secondary passenger working between Barnstaple and Taunton, these engines could be relied on to get the job done, efficiently and without fuss.

When the GWR's Chief Mechanical Engineer George Jackson Churchward set about designing his range of standard

engines in the early years of the 20th century, one of his tasks was to develop a machine suitable for medium to light mixed traffic which would also have a high level of route availability. At this time the inside cylinder 0-6-0 was favoured for such work but in opting for a 'Mogul' Churchward was influenced by one of his prodigies, Harry Holcroft. Holcroft had recently visited the United States of America, where he had seen what could be achieved by locomotives with the 2-6-0 wheel arrangement.

On reading Holcroft's report, Churchward requested that an outside cylinder 2-6-0 be drawn up for the GWR fleet which should have 5ft 8in wheels and use the standard No 4 boiler. What emerged was a locomotive which was very similar to

the '3150' 2-6-2Ts equipped with a tender, and which used so many standard parts that very few new drawings were required to enable it to go into production. Twenty locomotives, numbered 4301-4320, were built as a pilot batch at Swindon in 1911 and were to prove to be an immediate success.

MASS PRODUCTION

With the success of the pilot engines the way was clear for mass production, which started two years later and continued until 1932 with no fewer than 15 different batches being built. As might be expected with »



The Churchward 'Moguls' acquitted themselves well on all duties and could even be found piloting heavy expresses over the Devon banks. In 1932 GWR '43XX' 8337 double heads with 'King' 4-6-0 6018 *King Edward V* on the climb to Dainton with a down express in 1932. 8337 was originally 5337 to which it reverted in 1944 after removal of its additional front end weights.
Robert Brookman/Rail Archive Stephenson.



BATCH DATES

NUMBERS	BUILT	BUILDER
4301-4320	1911	GWR Swindon
4321-4340	1913	GWR Swindon
4341-4380	1913-1915	GWR Swindon
4381-4399, 4300	1916	GWR Swindon
5300-5349	1916-1918	GWR Swindon
5350-5369	1918-1919	GWR Swindon
5370-5389	1919-1920	GWR Swindon
6318-6341	1921	GWR Swindon
6342-6361	1923	GWR Swindon
6262-6369	1925	GWR Swindon
6370-6399/7300-7304	1921-1922	Robert Stephenson and Co
7305-7319	1921-1922	GWR Swindon*
7320-7321	1925	GWR Swindon
9300-9321	1932	GWR Swindon

* These locomotives were built using parts supplied by Robert Stephenson and Co.

Notes: Locomotives 9300-9319 were modified in 1956-1959 and renumbered 7322-7341. Locomotives in the 8300 series were renumbered from those in the 5300 series but retained the final two digits of their original numbers.

GWR '43XX' 2-6-0 6319
departs Exeter St Davids
with a down slow for
Newton Abbot formed of a
Maunsell Van C and Bulleid
corridor stock on August
13 1956. Bob Tuck/Rail
 Archive Stephenson.



In later life the Churchward 'Moguls' were often found working lightly loaded secondary passenger traffic. On July 21 1961 7304 leaves Dulverton with the 5.30pm to Taunton.
[Mike Fox/Rail Archive Stephenson.](#)



STATISTICS	
Designer:	G.J. Churchward
Built:	1911-1932
Builder:	Great Western Railway, Swindon (307) Robert Stephenson and Co (35)
Purpose:	Mixed traffic
Power classification:	'4MT' (GWR D)
Wheel arrangement:	2-6-0
Weight (locomotive):	62tons 0cwt
Weight (tender):	40tons
Pony track wheel diameter:	3ft 2in
Driving wheel diameter:	5ft 8in
Length (including tender):	58ft 1¼in
Boiler (taper):	5ft 6in to 4ft 10¾in
Boiler pressure:	200psi
Cylinders:	Two, outside, 18½in x 30in
Tractive effort:	25,670lbs
Coal capacity:	7tons
Water capacity:	3,500gallons
Number in class:	342
Number series (GWR and BR):	4300-4399, 5300-5399, 6300-6399 7300-7321, 9300-9321

a class which eventually numbered 342 examples, there were many variants - in fact there were no fewer than 12 different diagrams covering variations, with some locomotives being to one diagram at one rebuild and another at the next.

All locomotives after the first batch had their length increased by 9in to give better access to pipework and increase the size of the cab but the cab itself was amended on the final batch and fitted with side windows. Although all were fitted with the No. 4 boiler, there were seven distinct variations of this, with different numbers of tubes and internal arrangements. Engines of the 4300 and the 5300 series had the right-hand centre splasher elongated to accommodate a pump while the 7300 and 9300 series had the running plate extended under the smokebox to house

this feature. The final engines also had screw reversing gear instead of lever.

In 1927 and 1928 in an effort to counter the effects of flange wear on the leading coupled wheels, particularly in locomotives working in Devon and Cornwall, the weight distribution of 65 locomotives was altered with these locomotives renumbered in the 8300 series, but retaining the final two digits of their running numbers. This was done by adding extra weights at the front end. The result of this was that these were heavier than before and were restricted to red routes instead of blue. A more visible difference was that the final engines built had revised cylinders with outside steam pipes and in 1928 work commenced to similarly equip the rest of the fleet. In the event over the next 30 years only 163 received this modification.

As well as the major variations there were

a host of more minor differences. Automatic Train Control equipment was fitted to seven locomotives in 1928 and rolled out across the fleet in the following years, while some engines also received automatic tablet catchers. Two engines, 6332 and 6336, were fitted for a short time with Westinghouse air brake equipment while 6320 was temporarily converted for oil burning.

The majority of this class was built at Swindon but rather unusually, due to pressure of work, an order was placed in 1921 with Robert Stephenson and Co of Newcastle for the construction of 50 locomotives. The first 35 were built between April 1921 and January 1922 but the remaining 15 were assembled at Swindon using parts manufactured by Stephenson's with these being completed between November 1921 and January 1922.



GWR '43XX' 2-6-0 7317 stands at Swindon shed in 1955 while carrying BR black with early crests. The 2-6-0 is fully coalled and ready for service. T.G. Hepburn/Rail Archive Stephenson.



ALLOCATIONS

In service the '83XX' and '93XX' batches with their heavier front ends could mainly be found in Devon and Cornwall but odd ones were also to be found at Wolverhampton, Bristol and Newport. Standard locomotives were allocated to London, Neath, Worcester, Wolverhampton and the West of England divisions and, after the Second World War when other routes were upgraded, some were allocated to Central Wales, Chester and Wrexham as well. Eleven examples, 5319-5326 and 5328-5330, were borrowed by the army during the First World War and operated in France.

Although the '43XX' was a very successful design, 100 locomotives were taken out of service between 1936 and 1939 so that their wheels and motion

With a heavy rake of wagons loaded with iron ore behind, GWR 'Mogul' 4329 passes Southam Road & Harbury in 1932. P.W. Robinson/Rail Archive Stephenson.



could be used in the construction of 'new' 'Grange' and 'Manor' engines. Of these, 88 were from the 4300 series and the final 12 were from the renumbered 8300s. This was to have been the first stage of a process that would have seen all the 'Moguls' replaced with 4-6-0s but in the event the process was interrupted by the outbreak of the Second World War and was never completed.

Apart from the engines selected for parts donation, only one other failed to make British Railways ownership and that was the ill-fated 6315 which was damaged on September 7 1944. It ran into a huge hole in an embankment at Trevor near Llangollen, North Wales, caused by the collapse of the nearby Ellesmere Canal wall. Although repaired the 'Mogul' was withdrawn the following year.

BR SERVICE

In the 1950s the 'Moguls' continued to be widely allocated and were most frequently seen on short distance freight and local passenger workings but were beginning to lose some of their work to the new BR Standards or to former LMS designs. This was seen particularly in parts of Wales where some routes had been transferred to the London Midland Region. However, only 31 were taken out of service in the first nine years of state ownership, starting with 4365 and 4386 in 1949, meaning that 210 were still in service in 1957.

In this period the largest number was allocated to Wolverhampton which had 53 examples, while London had 45, Bristol 40 and the rest were allocated to Newport, Neath, Newton Abbot, Birkenhead and Worcester covering South Wales, Devon and the Midlands.

During this period the '93XX' series had the heavy cast weights which had been added to improve weight distribution removed and became standard engines with the numbers 7322-7341.

Some future for these locomotives must have been planned in the late 1950s as 15 new boilers were built at Swindon for 'Moguls' and these were equipped with three-row superheaters. Even so

withdrawals began to accelerate with the result that the whole class was to be extinct by November 1964. The final examples were 6364, 6367 and 6395 together with 7318, 7320 and 7327.

Two '43XXs' were to last into preservation. A remarkable survivor has been 5322 which was one of the engines which saw active service in France during the First World War. Demobbed in 1919, it went back into normal GWR service, ending its days at Pontypool Road depot in April 1964.

Sent to the famous Woodham's Brothers Yard in Barry, it was to become the first GWR engine to be saved for preservation from there, being towed to Caerphilly in 1969, and restored to working order in the open. The engine was moved to Didcot in 1973 but was not steamed after 1975, remaining as a static exhibit until 2008 and being used until 2014, when it was taken out of service with boiler problems.

The second preserved locomotive, 7325 - which was the former 9303 of the final batch - was also withdrawn from Pontypool Road depot but this time in July 1963. This reached the Severn Valley Railway via Barry Scrapyard in August 1975 and made its preservation depot almost two decades later in 1992. The engine was last steamed in August 2000 and overhaul to working order is currently planned.

There is also a rather unusual third similar locomotive in preservation, although this is not an original '43XX' but a rebuild of a '5101' 2-6-2T tank engine which carries the number 9351 and which works at the West Somerset Railway. This has a smaller boiler but is otherwise similar to the '43XX' class.

The building of this replica using parts from other engines underlines the usefulness even today of Churchward's methods of using standard parts in various combinations to provide different classes of locomotive. That this should have been done to create an additional example of the '43XX' speaks volumes for how good the original concept was in providing a useful go-anywhere mixed traffic engine. [\[13\]](#)



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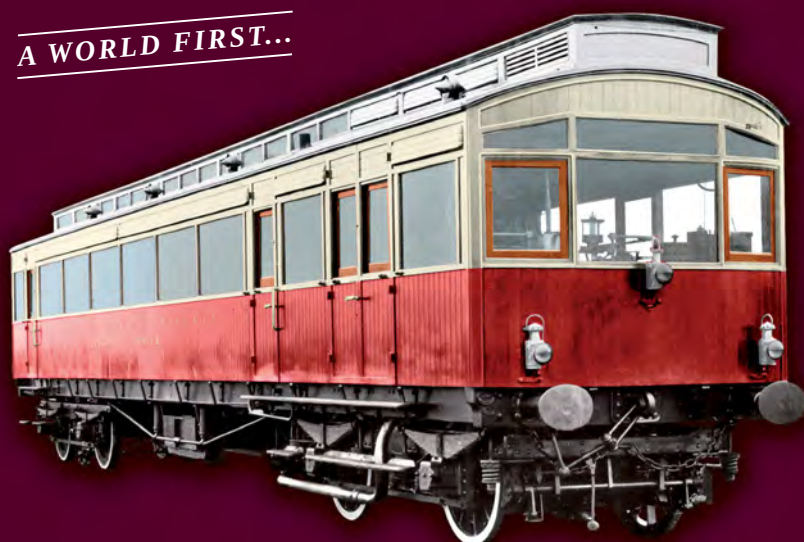
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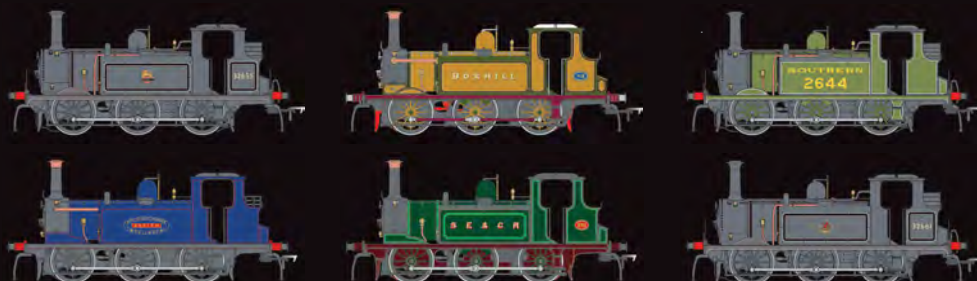


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GENERATION GAME

The Stanier 'Duchess' 4-6-2s have been in the news in 'OO' gauge recently with new arrivals in both non-streamlined and streamlined form. **MIKE WILD** investigates installing digital sound in Hornby's models of these outstanding 'Pacifics'.

TOOLS SOUND DECODER INSTALLATION

- » Small crosshead screwdriver
- » Soldering iron
- » Heatshrink tubing
- » Black tack (sourced from Amazon)
- » Insulation tape

Two generations of Hornby 'Duchess' pass on Topley Dale. On the left is one of the last of the previous generation modelling 46233 *Duchess of Sutherland* in preservation era condition while on the right is one of the first of the new breed released in 2017, 46256 *Sir William A Stanier FRS*. The sound installation guide applies to all Hornby 'Duchess' models made since 2011 with tender mounted decoder sockets.



THE 'DUCHESS' – or 'Princess Coronation' if you prefer – is one of the all-time greats. Said by some to be how a locomotive should look, these giant express locomotives used every inch of the loading gauge to deliver raw power to accelerate heavy trains from London to Glasgow via the challenging gradients of Shap and Beattock as well as running at speed on the southern section of the West Coast Main Line.

The first of the class was introduced in 1937 with a streamlined casing as modelled by Hornby's very latest model (see pages 66-69), while the 2017-introduced non-streamlined model captures the 'Duchess' in its purest form to the highest standard we have seen yet.

Hornby has been producing models of Stanier's finest express locomotive since the 1939 introduction of the famous Hornby Dublo model and many versions have come and gone over the years. The first model of the streamlined locomotives came from Hornby in 1970.

The previous generation was the first to be equipped with a Digital Command Control decoder socket, initially in the locomotive though since 2011 the 8-pin socket

has been located in the tender together with space for a 28mm round speaker. This version of the non-streamlined Stanier 'Pacific' was last released in 2014 as 46233 *Duchess of Sutherland* in preservation era BR lined green, but the latest generation of 'Duchess' models uses a near identical internal arrangement in the tender for the decoder socket and speaker. In fact the only differences on the new version are that the full relief coal space takes up some of the space inside the tender body while there are now two screws at the front of the tender chassis to hold the body in place.

For this sound installation guide we are showing how we upgraded a model of 46256 *Sir William A Stanier FRS* with a Zimo MX645R decoder and a 40mm x 22mm twin driver Zimo speaker. Interestingly, the same method can be used for all Hornby 'Duchess' models released since 2011 with a tender mounted decoder socket. Plus, as the new streamlined version shares the same chassis arrangement as 46256, the guide is applicable to the brand new model. It will be slightly easier in the 2011-2014 non-streamlined models as you will be able to keep the tender weight in place as the full depth of the coal space isn't modelled on that generation.

TECHNICAL DETAILS

Manufacturer:	www.hornby.com
First released (standard version):	2017 (HM125)
First released (streamlined version):	2018 (HM140)
Description:	Stanier 'Princess Coronation' 4-6-2
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	300mm
Price:	£189.99 (streamlined) £204.99 (conventional)
Era:	3-5
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, skew wound
Flywheel:	None
BR power classification:	'8P'
Wheel arrangement:	4-6-2
Purpose:	Express passenger
Haulage capacity (expected):	Eight carriages
Haulage capacity (actual):	Ten Hornby Mk 1 carriages

The Zimo MX645R decoder for this project has been loaded with Digitrains' ZS003A sound file which includes active brakes on F2 – reduce the locomotive speed, then dab F2 on and off to simulate real vacuum brakes bringing the train to a stop. It's an enthralling driving experience alongside

the heavy/light exhaust settings, numerous whistles and ancillary functions built into the sound file.

The step by step guide explains what we did to bring new life to 46256 and you can watch the finished result on the *Hornby Magazine* website in January too. Read on to learn more. [Hornby](http://www.hornbymagazine.com)

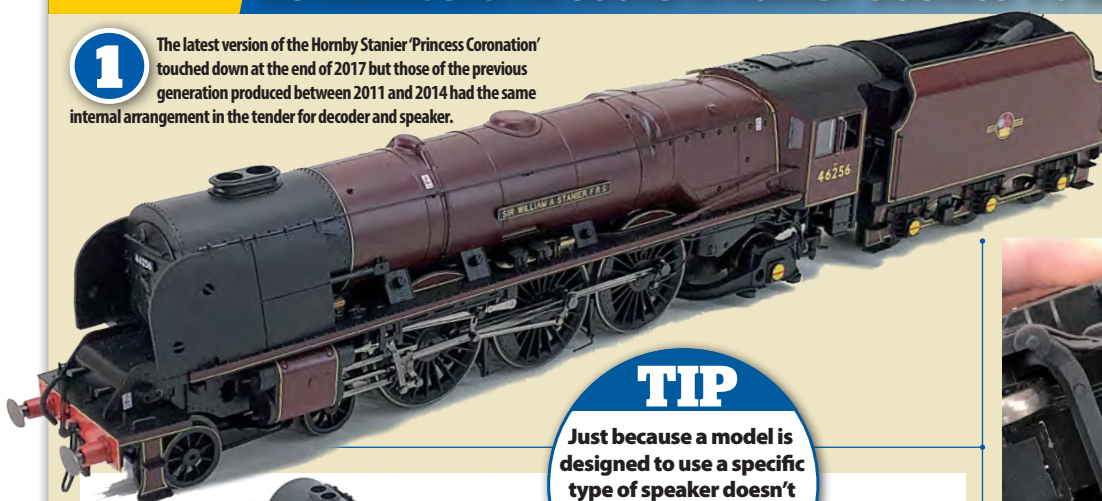


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STEP BY STEP INSTALLING DIGITAL SOUND IN HORNBY 'DUCHESS' 4-6-2s

Intermediate
Beginner SKILL LEVEL Advanced

1 The latest version of the Hornby Stanier 'Princess Coronation' touched down at the end of 2017 but those of the previous generation produced between 2011 and 2014 had the same internal arrangement in the tender for decoder and speaker.

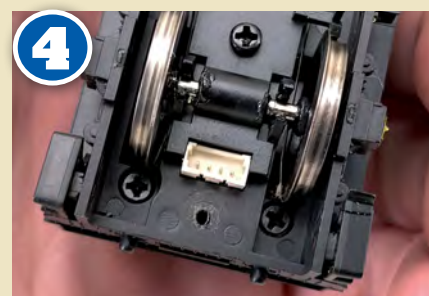
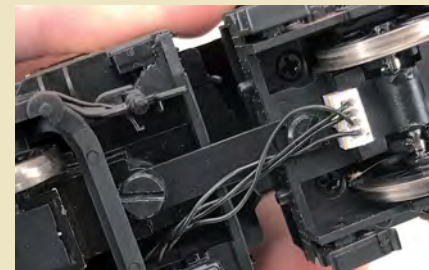


2 To make working on the model simpler, we find it helpful to separate the locomotive and tender. The 'Princess Coronation' models all have Hornby's standard arrangement of a drawbar fixed with slotted screws at both ends and a four-wire plug to join the two halves electrically.

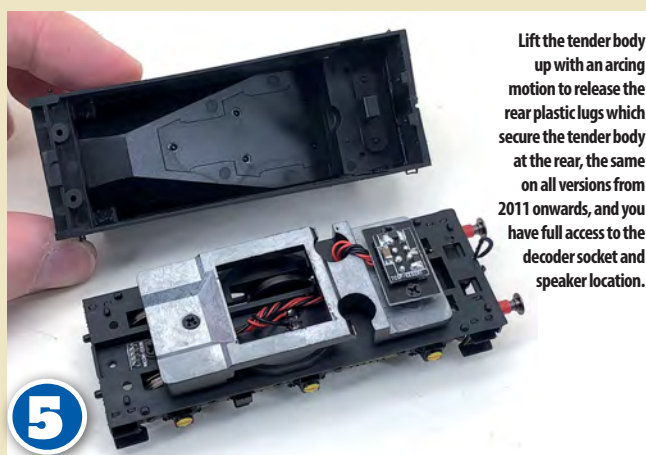
TIP

Just because a model is designed to use a specific type of speaker doesn't mean that alternatives can't be used, as shown in this guide.

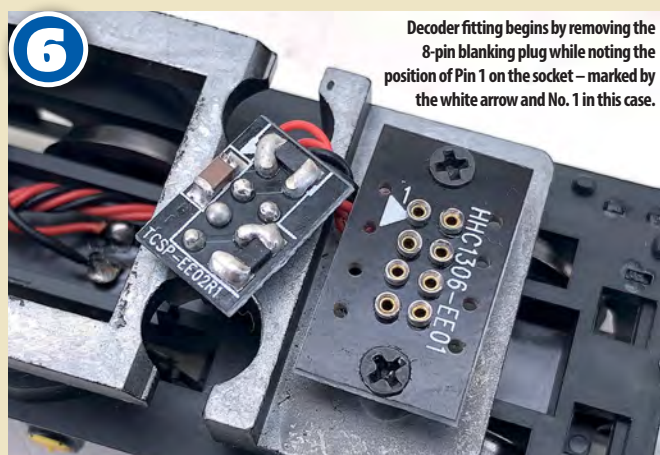
3 Carefully remove the four-pin plug from the tender using a Hornby X9648 tender socket extractor tool and then release the slotted screw at the tender side using an appropriate screwdriver. The locomotive and tender can then be separated.



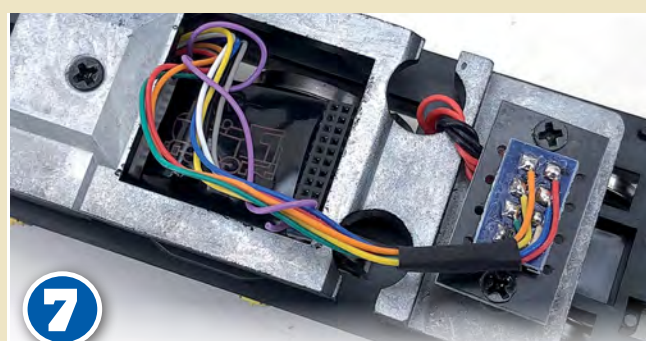
On the latest versions, both streamlined and non-streamlined, the tender body is secured to its chassis at the front by two crosshead screws. On the 2011-2014 models only a single screw is included here. Release these with a crosshead jewellers or modelling screwdriver first.



Lift the tender body up with an arcing motion to release the rear plastic lugs which secure the tender body at the rear, the same on all versions from 2011 onwards, and you have full access to the decoder socket and speaker location.



Decoder fitting begins by removing the 8-pin blanking plug while noting the position of Pin 1 on the socket – marked by the white arrow and No. 1 in this case.



7 An 8-pin decoder can be plugged straight into the socket without modification while the speaker well in the tender weight can be used to house the decoder. Here we have installed a Gaugemaster DCC29 21 and 8-pin decoder using the 8-pin connection. If that is far as you want to go you can now replace the tender body and reconnect the locomotive ready to put it into service.



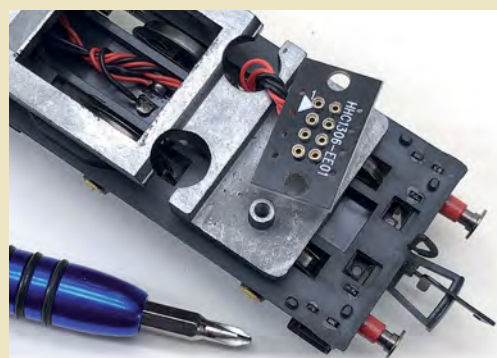
8 To create the ultimate 'Princess Coronation' we are going to add sound using a Zimo decoder loaded with Digitrains' ZS003A sound file, a capacitor for 'stay alive' and a Zimo LS 40mm x 22mm x 9mm twin driver 3D printed speaker.



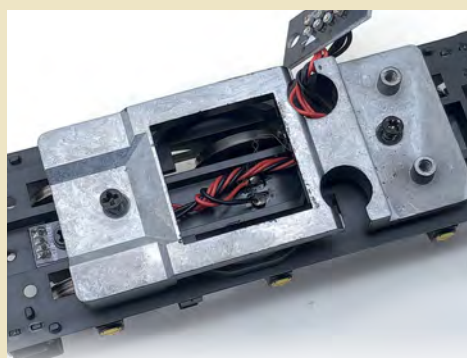
From left is the 2014 model of 46233 *Duchess of Sutherland*, the 2017 model of 46256 *Sir William A Stanier FRS* and the 2018 model of 6221 *Queen Elizabeth*, all of which have a tender mounted 8-pin decoder socket and space for a 28mm round speaker as standard. By removing the metal weight from the tender on the latest versions - not necessary on 46233 - there is ample space for a larger 40mm x 22mm speaker as shown in the step by step guide.

SOUND FUNCTIONS

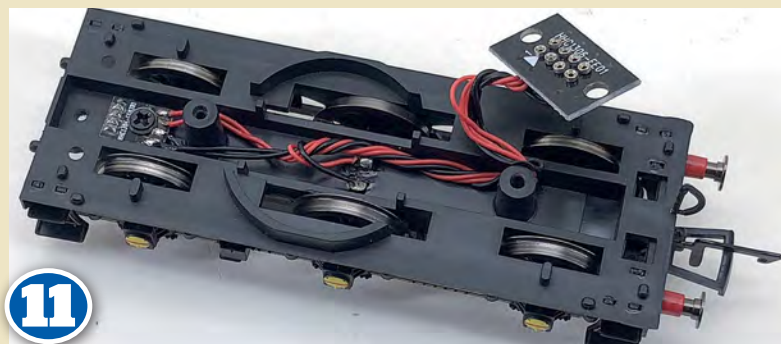
F0	Lights on/off (if fitted)
F1	Sound on/off
F2	Brake key
F3	Long whistle
F4	Short whistle
F5	Heavy/light engine mode
F6	Coal shovelling
F7	Live steam injector
F8	Blower
F9	Flange squeal
F10	Safety valves
F11	Handbrake
F12	Tender water filling
F13	Brake squeal
F14	Buffering up
F15	Cylinder drain cocks
F16	Coupling up
F17	Long whistle
F18	Guard's whistle
F19	Fade all sounds
F20	Shunt mode
F27	Volume down
F28	Volume up



9 To begin this sound installation, we need to remove the tender weight to make space for the speaker. Start by releasing the screws holding the decoder socket in place.



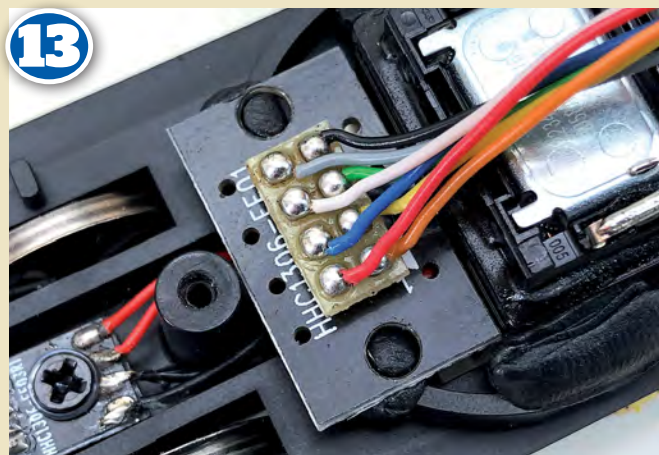
10 Then release the two crosshead screws which hold the metal tender weight in place and remove the weight.



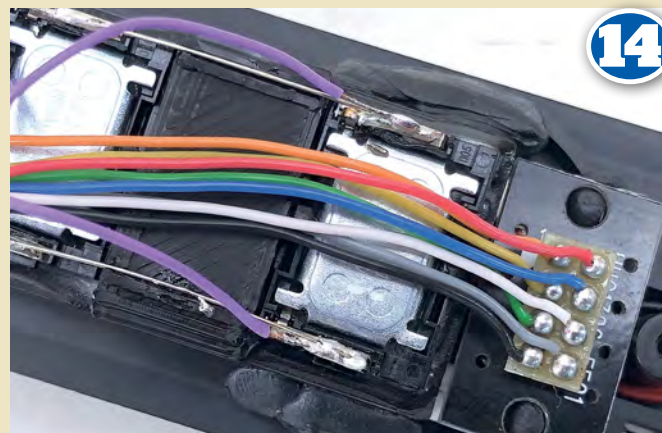
11 Having removed the weight, we have much more space available to create a better sounding 'Princess Coronation'. To add weight back into the tender chassis, Deluxe Materials Liquid Gravity has been used to fill the void in the chassis, being careful to avoid the solder points for the tender pick-ups. It is secured in place with a sparing application of diluted PVA glue.



12 To make way for all the new components, we relocated the decoder socket to the front of the tender, just behind the front support for the tender weight. The 40mm x 22mm speaker is then fixed behind - both held in place with Black Tack - with the decoder socket wires concealed beneath the speaker.



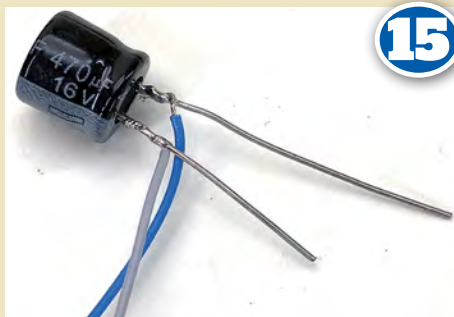
13 The decoder plug can now be connected to the socket, aligning the orange wire with Pin 1 on the socket.



14 The purple speaker wires are shortened to around 50% of their supplied length and then soldered to the connections on top of the speaker.

STEP BY STEP INSTALLING DIGITAL SOUND IN HORNBY 'DUCHESS' 4-6-2s

Intermediate
Beginner **SKILL LEVEL** Advanced



15

To provide 'stay alive' capacity, helping to keep the locomotive moving and the sound on over small spots of dirt, means connecting a supplied capacitor to the blue and grey leads coming from the rear of the MX645R decoder. Solder them to the legs of the capacitor ensuring that the grey wire is connected to the negative side (short leg).



16

To protect the capacitor, the new soldered joints are covered with heatshrink tubing. This was put over the blue and grey wires before soldering them to the capacitor legs then shrunk with the side of a soldering iron.



17

The decoder and capacitor were mounted to the roof of the tender body with Black Tack before it was refitted, taking care to ensure that none of the wires were snagged on reassembly.

18

46256 is now ready for testing and addressing of its decoder before entering service sounding just as good as it looks.



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Zimo MX645R 8-pin 10 function decoder	www.digitrains.co.uk	MX645R
Zimo 40mm x 22mm x 9mm twin speaker	www.digitrains.co.uk	LS40x22x09
LMS two/four cylinder active drive sound	www.digitrains.co.uk	ZS003A

'Princess Coronation' class 'Pacific' 46255
City of Hereford
exerts full power as
it tackles the famous
Beattock Bank
on the West Coast
Main Line with a
northbound express
on August 27 1963.
[Dave Cobbe/](mailto:Dave.Cobbe@Railphotoprints.uk)
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Hornby Magazine Locomotive Manual Vol 1



Learn more about the skills and methods required to install digital decoders and sound into ready-to-run locomotives with the first volume of *Hornby Magazine's Locomotive Manual*. This 132 page publication is dedicated to installing decoders and sound in express locomotives covering Western, Southern, Midland, Eastern and British Railways designs from Bachmann and Hornby.

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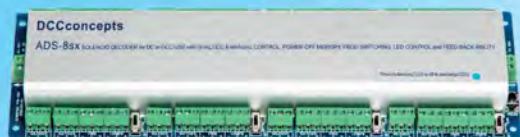
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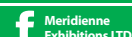
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Puddle Bridge

*Edinburgh and Lothians Miniature Railway Club set out to recreate the atmosphere of Ormiston station in Scotland in their latest 'O' gauge layout, as **JEREMY CHRISTIE** describes.*

PHOTOGRAPHY, MIKE BISSET.



SCALE
7mm: 1ftGAUGE
'O', 32mmSIZE
34ft x 3ftPERIOD
1950s, ScotlandCONTROL
Analogue

Right: A British Railways 'Jinty' shunts Puddle Bridge goods yard while in the background Andrew Barclay 0-4-0ST N.C.B. No.6 shunts the colliery sidings. The 'Jinty' is one of the few ready-to-run locomotives which operates on the layout.

Below: Worsdell 'J27' 0-6-0 65811 passes under Puddle Bridge road and into the station with a trip goods that will eventually deliver wagons to one of the marshalling yards in the Edinburgh area. In the period depicted by the model Edinburgh had a number of small marshalling yards. These were replaced in 1962 by a large modern yard at Millerhill.



PUDDLE BRIDGE is based on Ormiston, a station on the former Macmerry branch in East Lothian, Scotland. The branch opened in 1868 and from 1901 Ormiston was the junction for the Gifford and Garvald Light Railway, which never reached Garvald only being built as far as Gifford. The passenger services ended in 1933, but the line remained open for goods and to serve a number of collieries. The Macmerry line closed beyond Ormiston in 1960 and in 1965 the whole line closed.

For a number of years Ormiston Station Colliery stood adjacent to the station and whilst in reality it closed around 1905, we have allowed it to survive into the British Railways era. Ordnance Survey maps show that there was a narrow gauge tramway connecting to Cockum Colliery and this is represented by a short 'O16.5' gauge line at the back of the layout.

Most trains on the branch comprised coal traffic from the various collieries with the loaded trains heading towards Edinburgh (the left-hand end of the layout as viewed from the front). To make for more interesting operation we have overlooked the ending of the passenger service and some pick-up goods trains also run.

Because the model is not an exact representation of Ormiston the layout was named Puddle Bridge which is the name of the road bridge that crosses the railway at Ormiston.

BASEBOARDS AND TRACK

Construction of the baseboards could best be described as traditional, though using plywood rather than timber. The scenic baseboards are supported on two frames which are assembled first and the baseboards are then laid on top. The two storage yards, each of which has two boards, are attached 'piggyback' to the main boards and have their own legs.

The scenery is built from polystyrene blocks cut and sanded to shape. This sub-structure is covered with layers of plasterer's scrim painted over with thin »



Above: A Neilson 0-4-0ST collects incoming wagons from the reception road and prepares to pull them forward to the headshunt. The locomotive was built from the Slater's kit modified to represent one of the engines that worked at Gartsherrie ironworks.

plaster; effectively home-made Modroc. The scenic cover was fabricated from felt carpet underlay or hanging basket liner as detailed in Barry Norman's *Landscape Modelling*. This involved bleaching and dying the underlay then gluing small wads of it to the scenery and finally pulling off the excess to form grass clumps. Recently some renovations have been undertaken using static grass techniques. The trees were made from twisted wire covered with plaster and Woodland Scenics foliage, though these are now showing their age and consideration is being given to replacing them.

All the plain track is Peco laid on a cork sub-base. The points are built from Marcway kits and are of PCB soldered construction. Only after all the track was laid was it realised the tandem points in the colliery were of a smaller radius than some of the main line locomotives could traverse. Unfortunately, there was not room to increase their size so while the four-wheel industrial locomotives and coal wagons can cope with them any visiting main line engines have to be carefully chosen.

The points are driven by Fulgurex point motors. These have the power to move the points, but it was necessary to strengthen the drive linkages between the motor and the point, especially on the tandem points which have quite short, stiff blades.

The track is ballasted with granite on the main line and 'coal dust' or ash ballast in the colliery. This is secured using the traditional method of laying the ballast dry and running in watered down PVA adhesive.

"With the exception of one lineside hut, all the buildings are scratchbuilt"

JEREMY CHRISTIE



SIGNALLING

Like almost all our layouts Puddle Bridge has working signals. The signals and the points are all interlocked; the wiring being designed by a former signal engineer. The signals are of North British Railway lower quadrant pattern built from Model Signal Engineering parts with a few scratchbuilt pieces. Operation is by memory wire which has the property of reducing in length when heated by passing a current through it and is returned to its original length by a tension spring when the current is turned off. While this method of operation was popular when the layout was built, we have had a number of problems with it. The main one is that as the wire cannot be soldered - the fixings have to be crimped and considerable problems have been encountered with these slipping. The wire is very sensitive to ambient temperature

and on cold evenings at the club the signals may not operate at all - or conversely in hot exhibition halls they may take some time to return to danger. Replacing the memory wire with servos or point motors has been considered, but not carried out because it would involve extensive wiring alterations to maintain the interlocking.

BUILDINGS

With the exception of one lineside hut, all the buildings are scratchbuilt. The station building and signalbox are based on drawings in the Oakwood Press book on the Haddington, Gifford and Macmerry branches. The station building is a model of Ormiston, but the signalbox is modelled on the next 'box down the line, 'Bog Siding', because we could not obtain a drawing of the Ormiston structure. However, photographs show the two structures were

very similar. Owing to a lack of information the colliery buildings are freelance but based on photographs in the books *Mining the Lothians and Fife - The Mining Kingdom*.

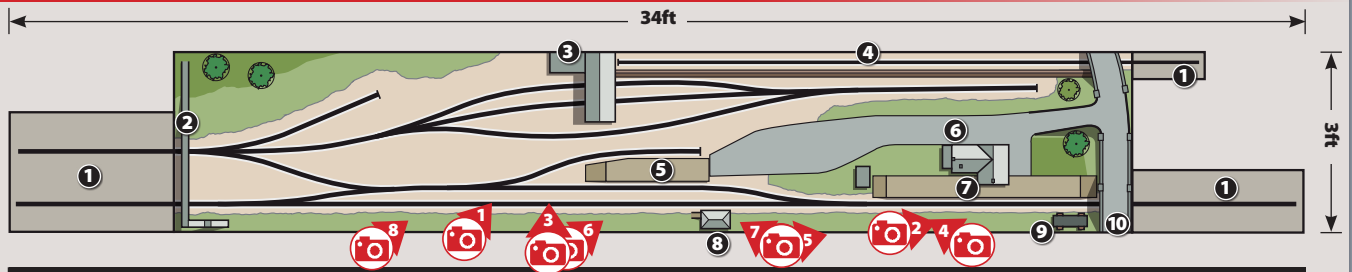
The basic shells are constructed from laminated mounting board. When complete these were painted with varnish to damp-proof them and then embossed plastic sheet was added. This was fixed using Evostik and it was found essential that this was applied to both surfaces and allowed to dry before sticking them together to avoid solvent attacking the plastic sheet. The embossed sheet was then finished by painting and shading as required. Windows were from 3mm clear acrylic sheet. In the case of the signalbox, this was used for the basic structure of the front of the upper storey. Using a thick material prevented warping which could have been a problem if thinner glazing was used. »



Hunslet 'J94' 0-6-0ST 68064 leaves the loop with a short freight for Macmerry. The locomotive is a Bachmann Brassworks model and the wagons are an assortment of Slaters and Parkside kits. Just visible in the background is a Simplex petrol locomotive on the narrow gauge tramway which brings in coal from an outlying pit.



PUDDLE BRIDGE TRACK DIAGRAM (Not to scale)



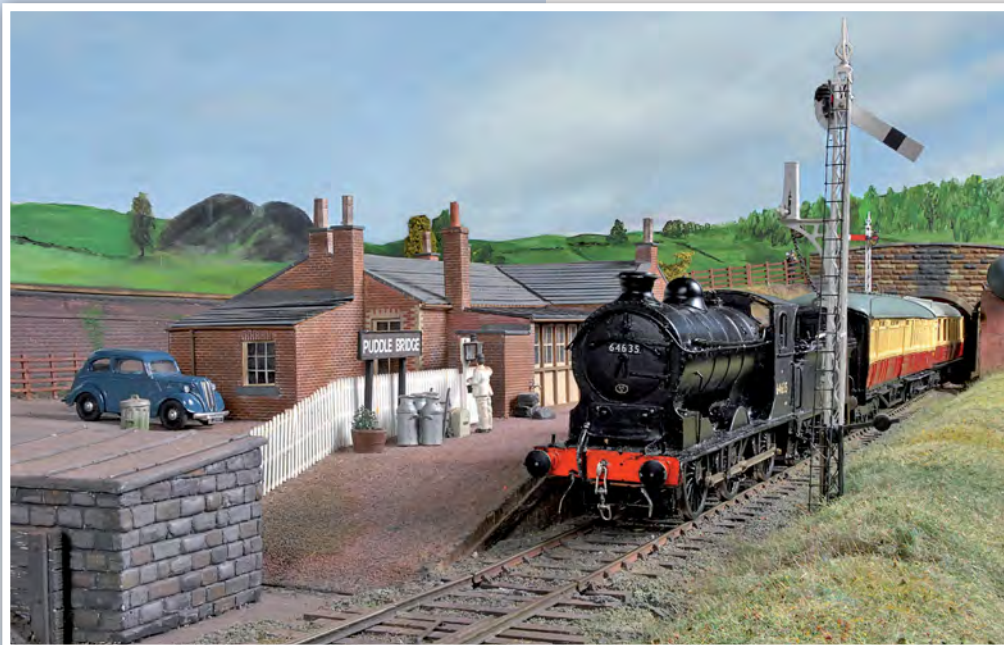
KEY

- | | | | | |
|----------------|--------------------------|-----------------------|--------------------|-------------------|
| ① Storage yard | ③ Colliery loading point | ⑤ Goods loading point | ⑦ Station building | ⑨ Water tower |
| ② Footbridge | ④ Narrow gauge line | ⑥ Station forecourt | ⑧ Signalbox | ⑩ Road overbridge |



Right: An ex-North British Railway 'J37' 0-6-0 64635 hauls a short train of Gresley coaches into Puddle Bridge station. The locomotive was built from a Connoisseur kit with some details added and the coaches were built from Ian Kirk kits.

Below: Reid 'J37' 0-6-0 64635 passes Fowler 'Jinty' 0-6-0T 47673. The 'J37s' were a Scottish locomotive, but only a few 'Jintys' worked in Scotland and it is doubtful one ever visited Puddle Bridge. This is especially so for this locomotive which had spells at both Longsight and Llandudno Junction.



ROLLING STOCK

All the locomotives and rolling stock are owned by club members. Models of the North British Railway classes that would have been seen on the Macmerry branch line up until closure are available from various kit manufacturers, but we have to run a few 'foreigners' to get sufficient locomotives to operate the layout. Prime motive power including a Worsdell 'J27' 0-6-0, Reid 'J37' 0-6-0, Hunslet 'J94' 0-6-0ST, Worsdell 'J72' 0-6-0T – all kit built – plus a Dapol ready-to-run Fowler '3F' 0-6-0T.

For the colliery 'Pugs', a model of an engine by Andrew Barclay or Neilson 0-4-0ST is normally used. Until recently most of the locomotives were kit built, but lately examples of the latest ready to run models have appeared on the layout too.

Puddle Bridge only has space for one passenger train and this consists of either a pair of Skytrex Mk 1 non corridor coaches or London and North Eastern Railway corridor stock built from Ian Kirk components. The wagon stock is mostly kit built, mainly from Parkside or Slater's kits.

OPERATION

Control is by conventional DC cab control using hand held controllers by various manufacturers. The two main controllers are special 'O' gauge units which can deliver a higher current, but experience has shown that the controllers we use for 'OO' gauge are suitable if the locomotive is fitted with a modern motor.

There are four control positions - one at each storage yard, one for shunting the colliery and one for shunting the arriving and departing coal trains, the latter operator also acting as signaller for the layout.

On the main line, each storage yard operator drives the train approaching him. The yard operators also make up goods trains from a pool of wagons and while this means the stock is handled a lot it does give variety to the train formations. The 'Edinburgh' yard operator is also responsible for emptying the loaded >>



'J72' 0-6-0T 68687
 passes Puddle
 Bridge signalbox on the
 approach to the station.
 The locomotive was built
 from a DJH/Piercy kit. It
 was intended as a model of
 the York station pilot which
 explains the presence of
 white and red lamps on the
 buffer beam.

coal wagons arriving from the colliery. The coal from the wagons is tipped into a container which is passed back to the colliery shunter for loading into a rake of empty wagons at the colliery screens.

Empty coal trains for the colliery arrive into the loop. The locomotive runs around via the main line then draws the empty train back into the colliery headshunt. After dropping the brake van into its siding the wagons are moved onto the reception road where they are picked up by the colliery shunting engine. The released train engine then picks up the loaded train and collects the brake van from its siding before drawing back into the colliery headshunt. It then reverses direction and propels the loaded train back out to the loop before reversing direction again and leaving towards Edinburgh.

Meanwhile, the colliery engine shunts the empty coal wagons under the screens where they are loaded. Until recently the loading was carried out by scooping 'coal' into a hopper directly above the wagon. This was an awkward arrangement as it was necessary to reach the scoop inside the building to fill the hopper where the structure of the building made it difficult for the operators to see what they were doing, resulting in a considerable amount of coal missing the hopper. This arrangement is now being rebuilt to use a chute from a hopper mounted on the backscene. The parts for this new system are being computer designed and laser cut by one of the club members; a first for the club.

The narrow gauge line is run by a pre-set controller - all the operator needs to do is change over a switch and the train runs to the opposite end where it is stopped by a diode, however it tends to get forgotten about so we are investigating fitting an automatic shuttle unit.

So there you have it – a lovingly recreated slice of Lothian nostalgia and of an industry now virtually forgotten. We hope Puddle Bridge helps to bring it back to life for viewers. 



THE EDINBURGH AND LOTHIAN MINIATURE RAILWAY CLUB

● The Edinburgh and Lothians MRC was founded in 1951. Amongst the early members were a number of then well-known modellers including Ken Northwood, builder of the North Devonshire Railway, a GWR main line layout and possibly the first big main line layout built in 'OO' after the Second World War, Sir

Eric O Hutchison, P.D. Hancock, the pioneer of 'OO9' modelling and builder of the Craig and Mertonford Railway, John Charman, creator of Charford, a Southern Railway country branch layout which began its life in a caravan and Don P. Rowland. More information about the club and our layouts can be found at www.elmrc.org.uk.



St Margarets (64A) allocated Worsdell 'J72' 0-6-0T 69014 waits for the signal in the loop at Puddle Bridge. In the colliery the Neilson 'Pug' 0-4-0ST shunts some NCB internal user wagons under the screens. 69014 was built from a Piercy kit for former club member P.D. Hancock who was well known for his 'OO9' Craig and Mertonford layout. The Neilson is built from the Slater's Caledonian Railway/Industrial 0-4-0ST Kit.



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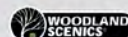


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A review of the systems past and present in Britain and Ireland



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Crossing the line

*Level crossings are one of the common features on model railways, but few represent the diversity of styles which existed on the national system, as **EVAN GREEN-HUGHES** discovered.*

WHEN BRITAIN'S railways were under construction, mostly in the 19th century, their lines stretched for many

thousands of miles and as they did so they cut through many acres of private land and bisected any roads, canals and rivers that happened to be in their path.

Each of these obstacles had to be crossed and provision was made for those who were already occupying or using them. This was a process that caused many arguments during and after the legislative process to build the railway. Where the topography was suitable, existing rights of way could be accommodated by running them either over or under the railway. This was accomplished by providing bridges which would vary in character from those which could carry 'only the normal traffic of the area' (later defined as less than three tons) to those which were built to full highway standards. Bridges provided in this way were paid for by the railway's promoters and were for many years maintained by the railway itself, although in recent years responsibility for them has largely passed to the local authorities.

However, it was a different case where the land surrounding the railway was largely flat, and in this case railway companies usually provided a level crossing. It is not known where the first railway/road crossing was provided, but it was likely on one of the horse-drawn wagonways which at one time criss-crossed the country and which were provided to bring minerals from quarries or mines down to dock, river or canal from where they could be shipped away. Such wagonways were very crude with arrangements for road crossings being nothing more than a pair of gates across the track which were largely provided to stop animals wandering off the road, rather than to stop traffic from coming into contact with trains.

The same principle was adopted when railways proper began to be built, even »

LNER B1 4-6-0 No 61311 passes over the Durham Ox/Pelham Street level crossing in Lincoln as it departs with an Up express in 1955. The public house was demolished in 1957 to make way for the Pelham Street bridge.

[Gordon Hepburn/Rail Archive Stephenson](#)



Drummond 'M7' 0-4-4T 60 arrives at Kingsley with a Bentley to Bordon train on June 1 1947. The ungated crossing was lightly used by both rail and road traffic, but the crew would still have to provide clear whistle warnings of their approach and use caution when crossing the road. [E.C. Griffith/Rail Archive Stephenson](#).



This May 1940 view of St Margarets shows standard three-colour traffic lights to control road vehicles. They were operated from the signalbox when the gates needed to be closed for the passage of a train. An 'N7' 0-6-2T is ready to depart with a Hertford East-Liverpool Street train. [Stan Garth/Rail Archive Stephenson](#).



when the volume of rail traffic was expected to be much higher than before, and even major roads such as the Great North Road were crossed on the level with nothing more than a pair of gates to keep rail and road users apart.

At first there was no uniformity in the way that highway crossings were provided and there were, as a result, many accidents. This led to legislation which required railway promoters to provide gated crossings from 1839 onwards. Interestingly the new law required that the gates should be closed across the road at all times, and were only to be opened when road traffic required to pass by. Even at this early stage this proved to be impractical and so three years later the rules were amended to provide for the gates being closed against the railway unless there was a train coming.

CROSSING CONTROL

It soon became the practice to locate a signalbox or gate cabin next to a level crossing so that the crossing could be protected by signals and this led to the development of mechanical apparatus that enabled the signalman to open and close the gates from inside the box, often with the aid of a large wheel which would be capable of working all four gates at once. However such features were not universal and many crossings were manually worked until recent times.

Such crossings had to be provided where the railway crossed a public road but there were many instances where new lines divided a property in two, leaving a landowner with fields either side of the line. To cope with this situation a different type of level crossing was provided, called an accommodation crossing. Although these were also provided with gates either side, the crossing itself was often no more than a few sleepers bolted down in the middle of the track and the width was around the same as the gate to an average field. In this type of crossing the user is required to open and close the gates and it is their responsibility to ensure that no trains are coming. Gates must open outwards, so that they do not obstruct the track, and there must be signs at each entrance to the railway instructing the user as to the correct procedure to be adopted when crossing.

A similar arrangement was adopted where a private road crossed the railway, perhaps to access farms or private land and often serving a number of properties. In such cases the gates were always set across the road and the user had to get out of their vehicle or dismount their horse, opening and closing the gates as they went through. This type of crossing was known as an occupation crossing, with most being accessed by unmade tracks but with some being provided on surfaced roads. Signage on each side of the crossing was to the same standard as was provided for the accommodation crossing.

Where public footpaths crossed the railway the principle of fencing off the railway from surrounding land was again followed and a gate or stile was provided



Level crossings came in many forms with this example on the Smith, Anderson Fettykil Paper Mill branch involving manually operated gates. LNER 'J38' 0-6-0 65901 shunts the siding in April 1965 while cars wait to cross the railway. W.J. Verden Anderson/Rail Archive Stephenson.

each side of the track, but where a path was heavily used sometimes a bridge or underpass was provided instead. Many path crossings have been replaced over the years due to the number of fatalities that have occurred to their users, while many others have been closed.

INCREASING TRAFFIC

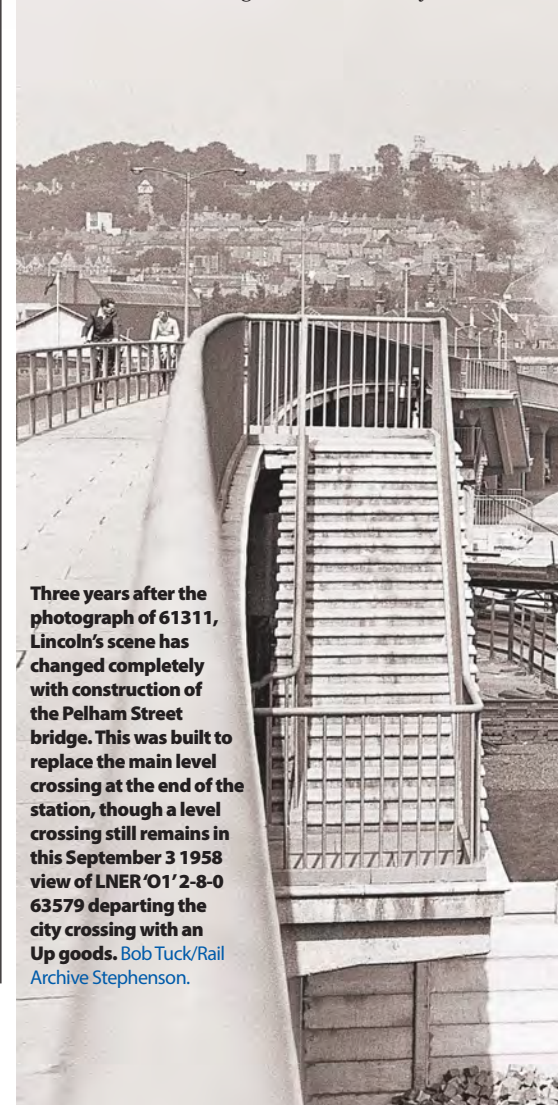
Although these arrangements sufficed for almost a century, the increasing level of road traffic caused many changes to be made, particularly from the 1930s onwards. In this period many of our trunk roads were upgraded to enable higher speeds and this resulted in many crossings being by-passed by new sections of carriageway which were usually carried over the line by a bridge and approached by substantial earth works. A very good example of this exists at Wansford in Cambridgeshire, adjacent to what is now the preserved Nene Valley Railway, where the original A1 road can be seen crossing the railway line by a gated level crossing controlled by a signalbox but where today's nearby main road has been elevated and taken across the line at a higher level.

By the 1950s there were still almost 10,000 level crossings in use, the majority of which required the attendance of railway staff throughout the hours that trains were running. Providing this number of staff was a very expensive exercise and so ways were sought to reduce this cost. As part of a scheme to modernise British Railways, officials undertook a visit to Europe in 1955 where automated barrier crossings were already in use and this resulted in the first such UK installation at Spath near Uttoxeter in 1961. Initially such crossings had two barriers but two years later the 'half barrier' type came into use.

Since then the barrier crossing has become the most common type in use, but the signs and lights which accompany it have changed as the years have gone on. The familiar lighting was at first provided without the amber light but this was added after a number of accidents involving slow-moving vehicles. The half barrier

type has now almost passed into history as it was found that motorists were driving round the lowered barriers, with the consequent risk of accident, but this type was very common during the BR blue era.

Crossings which are remote from signalboxes now have CCTV coverage which is often accommodated on tall masts erected each side of the railway, and most now have telephones provided so that people driving slow vehicles can contact a signaller to advise of their intention to cross. A further refinement in some areas is a crossing that is worked by



Three years after the photograph of 61311, Lincoln's scene has changed completely with construction of the Pelham Street bridge. This was built to replace the main level crossing at the end of the station, though a level crossing still remains in this September 3 1958 view of LNER 'O1' 2-8-0 63579 departing the city crossing with an Up goods. Bob Tuck/Rail Archive Stephenson.

the traincrew, with the driver pressing a plunger to activate the barriers. These are more commonly found where the level crossing is adjacent to a station platform.

On more lightly-used lines a new type of crossing has been introduced which is known as the Open Crossing. For this type of installation no barriers or gates are installed at all, but the road is marked with Give Way signs, which are also provided on poles on the approach to the railway. Train drivers approaching such crossings are met with a sign which looks like a St Andrew's cross followed by a combined speed restriction/whistle board at which point they are expected to stop if the crossing is obstructed. Due to the inherent dangers of such an installation some have now been fitted with lights, but even this doesn't seem to prevent motorists driving across without stopping and thus becoming involved in accidents.

ELIMINATION

As traffic continues to increase there is a drive to eliminate as many level crossings as possible but there are still around 6,000 in use at the current time. Where it has been found impossible to remove a crossing altogether there is a drive to improve safety by providing additional facilities and this has now spread to accommodation and occupation crossings many of which are being fitted with gate locks, miniature signals or even automatic or manual barriers. Many footpath crossings are being replaced with footbridges while



A signalman waves a flag to allow Vale of Rheidol 2-6-2T No 8 to depart Aberystwyth with a train for Devils Bridge on August 18 1963. Road traffic had no barriers – instead it had to watch for the signalman's instructions when trains were due to cross the road. [Mike Fox/Rail Archive Stephenson.](#)

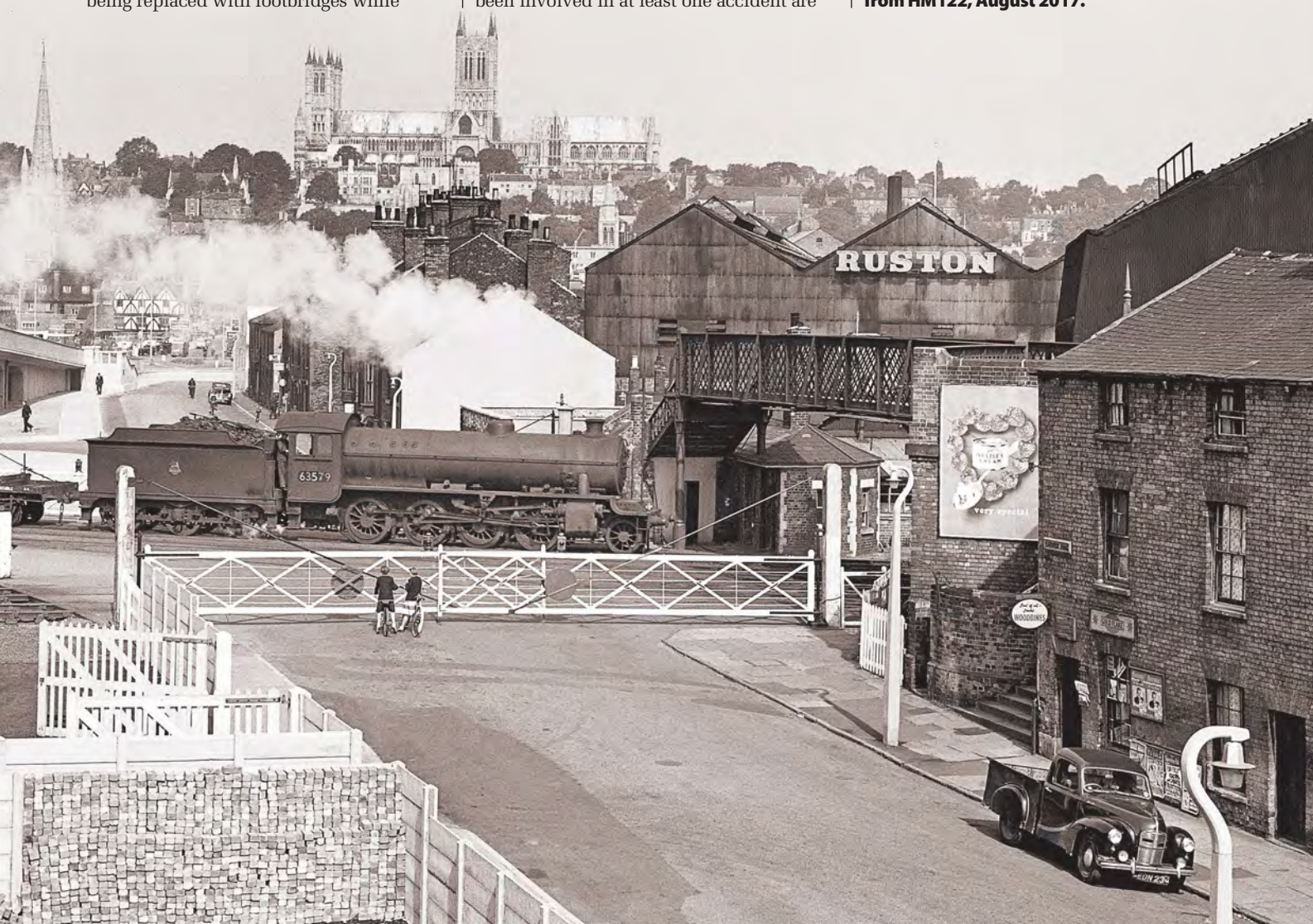
lesser-used footpaths are being stopped up and where possible re-routed.

Although level crossings today represent the single most likely cause of accident on our railways it seems as though we will still see many of them in use for the foreseeable future. Automated crossings will continue to rise in number and the amount of 'hardware' surrounding even small rural crossings is likely to continue to rise. Crossings such as the 'POGO' in which barriers at occupation crossings are raised by the user and which have already been involved in at least one accident are

likely to have just as short a lifespan as the half-barrier but can be used to help place a layout in a distinct period of history.

The subject of level crossings is a complicated one - but if modelling an installation it's worth getting the detail of signs, road markings and barriers or gates correct, and making the detail right for the era in which your layout is set. As can be seen, not all crossings are of the four-gate variety which we usually model! [16 June](#)

● **Find out more about level crossing signage and design in our feature from HM122, August 2017.**



STAFF PROJECTS

Wiring up the depot

The break from layout construction didn't last long. **MIKE WILD** saw the opportunity to finish off wiring up the depot section of the 'O' gauge test track and couldn't resist.

IT WAS GREY AND DREARY outside and I had a couple of hours to spare, so being the way I am I saw the opportunity to make the depot section of the 'O' gauge test track fully operational.

After a long battle with a lack of ideas, I finally completed the track in this area in July (HM134), but at the time only the first siding nearest to the

main line was powered. This particular siding can be powered by analogue or digital control, but the rest of the depot will be solely connected to the digital system with double insulated rail joiners ensuring that the two power sources can never meet.

So, what needed doing? The simple answer is eight power feeds and four 10mm holes for point

motors. Putting the power feeds in was the simple part (once I'd moved the boxes from under the layout!), but then they needed routing back to the main Digital Command Control (DCC) feed so that the tracks could become live.

As with our 'OO' gauge layouts 7/0.2 (seven strands of 0.2mm diameter wire) multi-core equipment wire was used for

THE DETAILS

Name:	Project 'O'
Gauge:	'O', 32mm
Scale:	7mm:1ft
Size:	16ft x 10ft
Track:	Peco code 124 bullhead
Control:	Analogue and digital

With the main section of the depot now wired up and live with digital control, locomotives can be stabled with their lights on – and sound – leading to a more fulfilling operational environment. A Class 37 is joined by a Class 31 in the shed as a 'Warship' passes on the main line. All are Heljan models.

The first stage in this mini project was to make holes for the point motors.

I start by marking the left and right throw positions of the point with a 1mm drill in either a pin chuck or mini drill.



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



MIKE WILD
Mike's workbench has been busy with installation of a decoder in a Heljan Class 45, repainting of a Dapol 'Jinty', painting the LMS brake van from HM139 and more.



MARK CHIVERS
Mark has his sights set on a collection of unbuilt 'OO' gauge kits to keep him occupied during the winter months, including a few Southern Region buildings.



Each point is lifted in turn and, using the 1mm holes as a guide, a 10mm hole is drilled at the centre point between them to accommodate the future addition of a point motor.

the track feeds – black for the inner and red for the outer rail in this case. Each wire had the first 20mm of insulation stripped from it prior to being tinned while the rail side was also tinned before the wire was connected by heating the rail again to allow the wire to be joined to it. Heating 'O' gauge rails takes a little more time than 'OO' due to their size, but you have to be careful not to apply too much heat and damage the plastic chairs and sleepers.

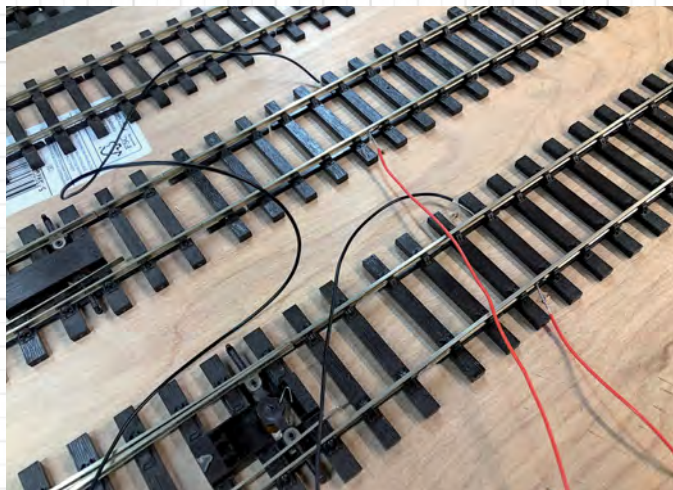
I've kept the bulk of the depot

area powered by DCC so that it avoids the need for section switching and allows a number of locomotives to be stabled in the depot when not in use. However, as the layout is also regularly used for analogue model testing too I wanted to ensure that it had the flexibility to stable an analogue locomotive as well, hence the single siding with the option for both types of control. When in DCC mode it is a simple case of changing the points against the route into the analogue operated siding (if an analogue locomotive is stabled there) so that power goes the right way and doesn't cause problems. Simple but effective.

During the wiring up process, all four of the points were lifted again to allow holes to be drilled for the future addition of point motors. This is best done at an early stage as it means I can come back and add point motors later, but also that I can start developing ground cover and scenery in this area when time allows.

As I have said before, the 'O' gauge test track is very much an 'as and when' project. It has no deadline which makes a refreshing change and in the fullness of time it will end up as a fully scenic layout.

The next big job on the list for the 'O' gauge is replacement of two of the baseboards to make way for the storage yard for the garden railway that I mentioned in HM139. That though is another story... 



Track feed wires are made from 7/0.2 equipment wire in black and red. After tinning the wires I bent the last 6mm of the bare wire at 90 degrees to make the connection as neat as possible.



The siding stabling the 'Western' can be powered by analogue or digital while the rest of the depot is solely powered by DCC. Changing the points against the siding with the 'Western' isolates it from the main power feed.



One small job that has needed doing is an infill strip between these two boards. The gap is caused by the leg supporting the 'OO' gauge layout above. Ideally I'd like to remove the leg altogether – I just need to work out how without destabilising the boards above.

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.

JANUARY

12 BRIDPORT AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: Beaminster Public Hall, Fleet Street, Beaminster, 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, demonstrations, displays, refreshments, parking and disabled access.

12/13 PRATTS BOTTOM MODEL RAILWAY EXHIBITION

Hosts: Orpington and District Model Railway Society
Location: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Kent BR6 7PQ
Times: Sat 10am–5pm, Sun 10am–5pm
Prices: Adults £3.50, children £1.50
Website: www.odmrs.uk
Features: Ten layouts, trade support, demonstrations, loco clinic and refreshments.

13 WESTON SUPER MARE MODEL RAILWAY EXHIBITION

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

18–20 LONDON MODEL ENGINEERING EXHIBITION

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

19 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.ccmrs.co.uk
Features: 18 layouts, trade support, demonstrations, outdoor train rides (weather permitting), refreshments, parking and disabled access.

19/20 ELMRO CHARITABLE MODEL RAILWAY EXHIBITION

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

20 ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION

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

26 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.gscalekent.co.uk
Features: Large scale layouts, live steam, trade support, refreshments, parking and disabled access.

FEBRUARY

2 SODBURY VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Sudbury 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.altonmrrg.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.

9/10 BOURNEMOUTH EXHIBITION

Hosts: BMRE
Location: The Hamworthy Club, Magna Road, Canford Magna, Wimborne, Dorset BH21 3AL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children free
Website: www.bmre.org.uk
Contact: 07970 641493
Features: 14 layouts, trade support, refreshments, parking and disabled access.

9/10 CALE RAIL AND GARTELL LIGHT RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Cale Rail and Gartell Light Railway
Location: Gartell Light Railway, Common Lane, Yenston, Templecombe, Somerset BA8 0NB
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £4
Contact: 07970 113270
Features: 12 layouts, trade support, displays and refreshments.

9/10 FESTIVAL OF BRITISH RAILWAY MODELLING

Hosts: Warners Exhibitions
Location: Doncaster Racecourse, Doncaster DN2 6BB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9 (£8), children £4.50, family £27 – advance ticket price in brackets
Contact: 0844 581 9900
Features: Layouts, trade support, demos, societies, refreshments, parking and disabled access.

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.tonbridge-mrc.com
Features: Layouts, trade support, societies, demonstrations, refreshments and parking.

16/17 LEICESTER MODEL RAILWAY EXHIBITION

Hosts: Syston Model Railway Society
Location: Sileby Community Centre, High Street, Sileby 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.mkmrs.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.

17 MONMOUTH ROTARY CLUB'S ANNUAL MODEL RAILWAY EXHIBITION

Hosts: Monmouth Rotary Club
Location: Bridges Community Centre, Monmouth NP25 5AS
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4, family (2+2) £12
Website: www.monmouthrotaryclub.com
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

23 KENAVON (EAST READING) MODEL RAILWAY EXHIBITION

Hosts: Kenavon Railway Society
Location: The Warehouse, Cumberland Road, Reading, Berkshire RG1 3LB

Times: 10am-4.30pm
Prices: Adults £4, concessions £2.50, children £2, family (2+2) £9.50
Contact: 07760 285383
Features: 18 layouts, trade support, refreshments and disabled access.

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 SUSSEX VINTAGE MODEL RAILWAY EXHIBITION

Hosts: Sussex Vintage Model Railway Collectors
Location: Knoyle and Crowhurst Halls, Knoyle Road, Preston Park, Brighton BN1 6RB
Times: 10am-4.30pm
Prices: Adults £4, accompanied children free
Website: www.sussex-transport.co.uk/svmrc
Features: 12 layouts, trade support, displays, refreshments and disabled access.

23/24 LINCOLN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Lincoln and District Model Railway Club
Location: Lady Eastwood Pavilion, 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: 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free shuttle bus operating between venue and Newark Northgate/Castle railway stations.

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-5pm
Prices: Adults £6, concessions £5, family (2+2) £15
Website: www.nmdm.co.uk
Features: 16 layouts, trade support, demonstrations, displays, societies, refreshments, parking and disabled access.

23/24 YORK AGAINST CANCER MODEL RAILWAY EXHIBITION

Hosts: EBOR Group of Railway Modellers, York
Location: Heworth Church Hall, Melrosegate, York YO31 0RP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, children £1
Website: <https://eborgroup.wordpress.com>
Contact: 07538 677540
Features: Ten layouts, trade support, 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

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.

Prices: Adults £4, children £2
Website: www.mdmrc.co.uk
Features: 15 layouts, trade support, demos, 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 £4, family (2+2) £18
Website: www.prestonanddistrictmrs.org.uk
Contact: 07776 438933
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.

2/3 ROMSEY MODEL RAILWAY EXHIBITION

Hosts: Romsey and District Railway Modellers Society
Location: Crosfield Hall, Broadwater Road, Romsey SO51 8GL
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £10
Website: www.rdmrs.com
Contact: 02380 861365
Features: 17 layouts, trade support, demonstrations, refreshments, parking 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, demos, societies, 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) £12
Website: www.basingstokemrs.org
Contact: 07904 231961
Features: Layouts, trade support, societies, demonstrations, refreshments, parking and disabled access. 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 WOMBORNE SPRING MODEL RAILWAY SHOW

Hosts: Midarc Promotions
Location: Womborne Civic Centre, Gravel Hill, Womborne, Wolverhampton WV5 9HA
Times: 10am-4pm
Prices: Adults £5, concessions £3, children under 12 £1
Contact: 07927 059930
Features: 21 layouts, trade support, demonstrations, refreshments, parking and disabled access.

9/10 KEIGHLEY MODEL RAILWAY SHOW

Hosts: Keighley Model Railway Club
Location: University Academy Keighley, Greenhead Road, Utley, 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.

9/10 MACCLESFIELD MODEL RAILWAY EXHIBITION

Hosts: Macclesfield Model Railway Group
Location: Tytherington School, Manchester Road, Macclesfield, Cheshire SK10 2EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: www.macclesfieldmrg.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access. Free vintage bus service operating between venue and Macclesfield railway station.

10 WEALDEN RAILWAY GROUP PERSONAL LAYOUT SHOW

Hosts: Wealden Railway Group
Location: Combe Court, The Steyning Centre, Fletchers Croft, Steyning BN44 3XZ
Times: 10am-4.30pm
Prices: Adults £3.50, accompanied children free
Website: <https://wealden.weebly.com/>
Features: 14 layouts.

16 ABRIL 2019 - ABINGDON MODEL RAILWAY EXHIBITION

Hosts: Abingdon and District Model Railway Club
Location: Abingdon College, Wootton Road, Abingdon on Thames, Oxfordshire OX14 1GG
Times: 10am-5pm
Prices: Adults £8, accompanied children free (max. two per adult)
Website: www.admrc.org.uk
Features: 17 layouts, trade support, refreshments, parking and disabled access.

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 EAST GRINSTEAD MODEL RAILWAY EXHIBITION

Hosts: East Grinstead Model Railway Club
Location: Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children free
Website: www.egmrc.org.uk
Contact: 01342 314228
Features: 17 layouts, trade support, societies, 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 NOTTINGHAM MODEL RAILWAY SOCIETY SPRING SHOW 2019

Hosts: Nottingham Model Railway Society



Location: Highbank Community Centre, Farnborough Road, Clifton, Nottingham NG11 9DG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Website: www.nottingham-modelrailway.org.uk
Features: Layouts, trade support and refreshments..

16/17 ROCHDALE MODEL RAILWAY EXHIBITION

Hosts: Heywood Model Railway Group
Location: Rochdale Masonic Hall, Richard Street, Rochdale, Lancashire OL11 1DU
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: www.hmrg.co.uk
Contact: 07710 229450
Features: 12 layouts, trade support and refreshments.

23/24 LONDON FESTIVAL OF RAILWAY MODELLING

Hosts: The Model Railway Club
Location: Alexandra Palace, Alexandra Palace Way, London N22 7AY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £12 (£11), children £6 (£6), family £36 (£36) – advance ticket prices in brackets
Contact: 0844 581 4972
Features: Layouts, trade support, demos, societies, refreshments, parking and disabled access.

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.bwvmrc.co.uk
Contact: 07545 469610
Features: Ten vintage layouts, trade support, refreshments, parking and disabled access.

6 CHELMSFORD SMALL LAYOUTS EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St Augustine of Canterbury Church, St Augustine Way, North Springfield, Chelmsford, Essex CM1 6GX
Times: 11am-4.30pm
Prices: Adults £3, children £1
Website: www.cdmmrc.co.uk
Features: 10 layouts, trade support, demonstrations, 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 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.

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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NEW RELEASES

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R3682	BR Blue Coronation	£184.00
R3580	BR Class 87	£139.40
31-761	GNR Atlantic	£169.95
31-910	LBSC Atlantic	£169.95

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OR76DG002	BR Early Dean Goods	£89.50
OR76AR005	Adams East Kent	£84.45
OR76AR006	Adams SR	£84.45
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4D-022-010	Class 68 DRS	£131.70
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GV2013	Janus British Steel	£92.45
H1301	1361 GWR s.button	£122.45
H1302	1361 GWR	£122.45
H1303	1361 BR Early	£122.45
H1304	1361 BR Late	£122.45
DJM00J94-SPI	NCB J94	£99.75

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Steam Locomotives

R2784X	Mallard	£85.00
R3004	Serby Hall	£116.45
R3229	BR British Monarch	£119.25
R3235	D16/3 British Railways	£100.95
R3242A	K1 BR Early	£116.95
R3243B	K1 BR Late	£116.95
R3311	BR Schools	£119.45
R3318	B17/6 BR Gilwell	£116.45
R3325	J50 BR Early	£69.45
R3327	SR S15	£123.99
R3328	S15 BR Early	£123.99
R3329	BR Late S15	£123.99
R3333	BR Early Adams Radial	£107.95
R3334	BR Late Adams Radial	£107.95
R3335	LSWR Adams Radial	£107.95
R3380	J15 LNER	£96.90
R3381	J15 BR Early	£96.90
R3405	LNER J50	£78.50
R3407	BR J50	£78.50
R3411	S.R. S15	£125.95
R3413	S15 Late	£119.45
R3416	J15 BR Late	£99.45
R3418	K1 BR Early	£114.45
R3420	BR/L 700 CLASS	£99.45
R3421	BR/E 700 CLASS	£99.45
R3422	Adams SR	£109.45
R3423	Adams BR	£109.45
R3424	LNER Q6	£125.45
R3425	BR EARLY Q6	£125.45
R3426	BR Late Q6	£125.45
R3432	B12 BR Late	£127.95
R3445	West Country Camelford	£147.50
R3452	BR Grange	£119.25
R3456	N15 BR	£137.45
R3465	LNER Class N2	£82.95
R3499	Hall Class BR Late	£72.45
R3586	BR Schools Class	£75.99
R3560	Q1 BR Late	£89.45
R3453	BR Black 5	£134.00
R3517	The Final Day LMS Scot	£149.00
R3385TTS	BR Black 5	£169.45
R3559	SR Q1	£89.45
R3566	BR Merchant Navy	£154.95
R3577	Sentinel graham	£58.00
R3588	LNER B17	£76.50
R3614	LMS Patriot Rhyl	£129.45
R3615	Peckett W4	£89.99

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Diesel Electric Locomotives

R3261	Network Class 08	£84.45
R3268	Class 67 Arriva	£122.90

R3353	Sentinel Balfour Beatty ..	£49.45
R3342	BR Class 08	£104.45
R3343	FGW Class 08	£104.45
R3373	NRM Class 71	£134.95
R3374	BR Blue Class 71	£134.95
R3376	BR Green Class 71	£134.95
R3483	Sentinel Crossley	£51.45
R3484	Class 08 BR Green	£109.45
R3485	Class 08 Laira Blue	£109.45
R3573	Class 66 GBRF	£79.45
R3685	GWR HST	£261.00

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Steam Locomotives

31-014	Class 7F SDJR Black	£125.75
31-001	Robinson BR Late Crest ..	£94.99
31-003	Robinson LNER	£94.99
31-003A	Robinson LNER	£110.45
31-004A	Robinson BR Early	£118.95
31-088	BR Black Earl	£118.95
31-119	BR 4mt I/crest	£135.95
31-127	Class 3000 BR Early ROD ..	£118.45
31-128	BR ROD Weathered	£102.45
31-136DC	D11/2	£115.9
31-318A	LNER J11	£127.45
31-435	1F BR Early	£81.55
31-440	Ivatt 2mt BR Early	£110.45
31-461A	C Class SR Black	£106.20
31-462A	C Class BR Early	£106.20
31-480	G2 LMS	£101.95
31-481	G2A BR Early weathered ..	£114.70
31-531	Class A2 Trimbush	£144.45
31-691	BR Early Stanier Mogul ..	£135.95
31-690	LMS Stanier Mogul	£135.95
31-614	V3 BR Late	£110.45
31-465	C Class BR	£93.46
31-783	Fountains Hall BR	£114.70
31-980	BR 3MT Green	£110.45
31-932DC	BR Compound	£127.75

31-933	BR Compound Late Crest ..	£112.88
32-083A	Class 56xx BR weathered ..	£101.95
32-176	BR Crab	£123.20
32-178A	LMS Crab	£123.20
32-227B	LMS 3F Jinty	£72.20
32-235	BR 3F Jinty	£80.70
32-236	Class 3F British Railways ..	£93.40
32-279A	K3 LNER Black	£118.95
32-353	4MT BR Green	£110.45
32-882	Fairburn BR Late	£106.20
32-359A	4MT BR Early	£110.45
35-050	LNWR Coal tank	£101.95
35-051	LMS Coal Tank	£101.95
35-052	BR Early Coal Tank	£101.95
32-078	GWR 56xx	£97.70

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Diesel/Electric Locomotives

31-040	SWT Class 450	£271.95
31-041	SWT Class 450 Wthd	£297.45
31-677	MLV with yellow panel	£62.45
31-266	MLV Jaffa Cake	£83.26
31-269	Windhoff MPV NWR	£108.00
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31-679	Class 85 Electric Blue	£118.95
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32-067	Class 43 Royal Oak	£118.95
32-786	Class 37 EWS	£106.20
32-928	Class 150 Sprinter	£135.95
32-937	Class 150 Centro	£127.45
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32-789	Colas Class 37	£135.95

Gauge Locomotives from
Heljan and Dapol available.
See website for details.

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No Jib Support

H4-GPC-001 DRP81504 in Plasser/BR yellow as built (1979 - 1990)

H4-GPC-002 DRP81523 in Plasser/BR yellow as built (1980 - 1990)

H4-GPC-003 DRP81508 in unbranded yellow (1979 - 2004)

H4-GPC-004 DRP81521 in unbranded yellow (1980 - 2011)

H4-GPC-005 DRP81527 in Jarvis yellow (1999 - 2011)

H4-GPC-009 DRP81519 in Balfour Beatty white and blue (1999 - Present)

H4-GPC-010 DRP81532 in Balfour Beatty white and blue (1999 - Present)

Narrow Jib Support

H4-GPC-006 DRP81514 in Jarvis/FastLine maroon (2004 - 2014)

Goalpost Jib Support

H4-GPC-007 DRP81524 in Carillion yellow (1999 - 2006)

H4-GPC-008 DRP81526 in GTRM yellow (2004 - 2008)

- Diecast Chassis
- NEM Couplings
- Metal Handrails
- RP25 Wheel Profile



Due in stock: Jan 2020

See the full list of specs and more at: www.hattons.co.uk/GPC

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LMS Beyer-Garratt 2-6-0 0-6-2

H2-BG-001 4994 in LMS black

H2-BG-002 7983 in LMS black

H2-BG-003 47967 in BR black with "BRITISH RAILWAYS" lettering

H2-BG-004 47972 in BR black with LMS lettering and block-style numbers

H2-BG-005 47995 in BR black with number on cab and plain tanks

H2-BG-006 47996 in BR black with early emblem

H2-BG-007 47981 in BR black with early emblem

H2-BG-008 47992 in BR black with early emblem

Diecast Chassis • 5 Pole Motor
NEM Couplings • 18 Pin Socket



Due in stock: Jan 2020

See the full list of specs and more at: www.hattons.co.uk/NGarratt

Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

HORNBY® 2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

SR 'Lord Nelson' 4-6-0

Pre-order from £153. TTS-fitted £175.50
Due in Stock from December 2019



R3603TTS 30850 "Lord Nelson" in BR green with late crest - TTS sound fitted

R3634 851 "Sir Francis Drake" in Southern Railway olive green
R3635 30863 "Lord Rodney" in BR green with early emblem

Class 8P Streamlined Princess

Coronation 4-6-2

Pre-order for £171
Due in Stock: January 2019



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R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

Class W4 Peckett 0-4-0ST

Pre-order for £90
Due in Stock: Between Mar and May 2019



R3680 'Forest No.1' in Charity Colliery lined green
R3640 882 "Niclausse" in Peckett works leaf green
R3679 74 in Port of London Authority lined blue

Class 800 IET

Pre-order from £243
Due in Stock: Mar 2019



R3609 800003 'Queen Elizabeth II' 2-car set in GWR green

Class J36 0-6-0

Pre-order from £126. TTS-fitted £148.50
Due in Stock: January 2019



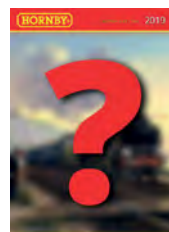
R3600TTS 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted

R3621 851 722 in LNER black

R3622 65311 "Haig" in BR black with early emblem

2019 Range Announcement

Monday 7th January 2019
from 10am



The full 2019 range of models is due to be announced by Hornby on 7th January. We will have full details of all items available to pre-order at:

www.hattons.co.uk/hornby2019

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

Class 142 DMU

Pre-order from £115.18
Due in Stock: Q4 2018



ND116A 142065 in Northern Rail livery

ND116B 142081 in Regional Railways livery

ND116C 142025 in Northern Spirit livery

ND116D 142085 in Arriva Trains Wales livery

ND116E 142021 in Tyne and Wear PTE livery

Class 50

Pre-order from £123.21
Due in Stock: March 2019



2D-002-000 D406 in BR blue - unrefurbished

2D-002-001 50043 in BR blue - unrefurbished

2D-002-002 50040 "Leviathan" in BR large logo blue

2D-002-003 50037 "Illustrious" in original Network SouthEast livery

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: Summer 2019



4S-043-001 6336 in GWR green with Great Western lettering

4S-043-002 6385 in GWR green with shirtbutton emblem

4S-043-003 GWR green with BR smokebox numberplate

4S-043-004 7324 in BR black with early emblem

4S-043-005 6364 in BR lined green with early emblem

4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £124.43
Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery

4D-005-001 59103 "Village of Mells" in ARC livery

4D-005-002 59206 "John F Yeoman" in DB Schenker livery

4D-005-003 59204 "Vale of Glamorgan" in National Power livery

O Gauge

Class Y3 Sentinel 4wVB

Pre-order from £148.75
Due in Stock: Q1 2019



7S-005-001 42 in LNER black

7S-005-002 68163 in LNER black

7S-005-003 7164 in LMS black

7S-005-004 7160 in LMS black

7S-005-005 68164 in BR black with early emblem

7S-005-006 2 "Isebrook" in GWR green

7S-005-007 14 in National Coal Board livery

Class 08 (Re-tool)

Pre-order from £191.25
Due in Stock: Dec 2018 to Jan 2019



Partial re-tool covering later built locomotives. 5 variations available either DCC Ready, DCC Sound Fitted, Unnumbered and Unnumbered with DCC Sound.

**Pre-orders accepted
via credit or debit card only**
Pre-order prices subject to manufacturer RRP.

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Mk2F Aircon Coaches	hattons.co.uk/mk2f	from £46.71	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 86/0	hattons.co.uk/hel86	£145 (EST)	Nov 2018							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

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

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

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

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 13/12/18.

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OO Gauge (1:76 Scale) Steam Locomotives



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set (Hor)£184



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)£99
H4-AB14-006 Andrew Barclay 0-4-0ST 14" 2069 "Little Barford" in Action Lane Power Station blue wasp stripes (Hat)£99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" in lined green (Hat)£99



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat)£99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99)£89



J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Exclusive to Hattons (DJ) (RRP £95.50)£69



J9409 Austerity 0-6-0ST No 7 in NCB Littleton Colliery lined blue - lightly weathered - Ltd Ed of 200 (DJ) (RRP £95.50)£79
R2672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (RRP £28.49)£17



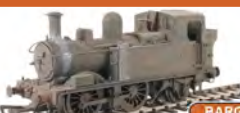
R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99)£16



R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors Club limited edition (Hor) (RRP £24.99)£16



R3692 Class 14xx 0-4-2T 1424 in BR green late crest - Railroad Range (Hor)£51



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99)£74



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) (RRP £99)£74



31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) (RRP £99.95)£66



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) (RRP £114.95)£78



R3667 Class 2721 0-6-0PT 2779 in GWR green - Railroad Range (Hor)£40.50



32-830A Class 2MT 2-6-0 Ivatt 6418 in LMS black (Bac) (RRP £144.95)£101



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)£59



31-627B Class 3F 0-6-0 3520 in LMS black Deeley tender (Bac) (RRP £119.95)£80



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac) (RRP £214.95)£168



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99)£64



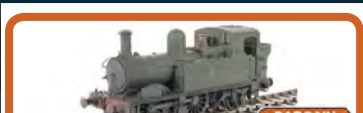
4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel)£154



4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel)£154



H1405 Class 48xx 0-4-2T 4807 in GWR Wartime black GWR lettering - Lightly weathered (DJ) (RRP £99)£79



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirlbutton logo - Lightly weathered (DJ) (RRP £99)£99
R1184 Class 4900 'Hall' 4-6-0 4935 'Kelley Hall' in GWR green - TTS sound fitted - Split from R1184 set (Hor) NEW£88



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) (RRP £94.99)£49



32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) (RRP £134.95)£94



32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) (RRP £139.95)£108



31-169 Class 5 L&YR 2-4-2T 50705 in BR black early emblem (Bac) (RRP £114.95)£65
31-170 Class 5 L&YR 2-4-2T 50764 in BRITISH RAILWAYS lined black (Bac) (RRP £114.95)£77



32-078 Class 56xx 0-6-2T 5637 in GWR green (Bac) £97.71



32-083A Class 56xx 0-6-2T 6644 in BR green late crest - weathered (Bac) (RRP £119.95)£94



H1411 Class 58xx 0-4-2T 5801 in BR Unlined green GWR lettering - Lightly weathered (DJ) (RRP £99)£74



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) (RRP £99)£74



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



32-176 Class 5MT Crab 2-6-0 42765 in BR lined black early emblem (Bac) (RRP £144.95)£106



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) (RRP £159.95)£112



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) (RRP £159.95)£112



31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) (RRP £164.95)£107



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) £144



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) NEW£184.50



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor)£184.50



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon (Hor)£189



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac) (RRP £189.95)£149



R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor) NEW£122.50



31-531 Class A2 4-6-2 60536 "Trimbrush" in BR lined green early emblem (Bac) (RRP £179.95)£111



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99)£120



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor)£116



R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green (Hor)£136



R3522 Class A4 4-6-2 60026 "Miles Beavor" in BR green early emblem (Hor)£144



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor)£152



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R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) (RRP £159.99) **BARGAIN**... £123



R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) (RRP £159.99) **BARGAIN**... £119



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) (RRP £159.99) **BARGAIN**... £122



31-138 Class D11/2 4-4-0 62682 'Haystoun of Bucklaw' in BR black early emblem (Bac) (RRP £139.95) **BARGAIN** £94
 35-077 Class E4 Brighton tank 0-6-2T 32556 in BR black early emblem (Bac) (RRP £109.95) **BARGAIN**... £76



31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (Bac) £161.46



OOJ94-004 Class J94 Austerity 0-6-0ST 8023 in LNER black original bunker (DJ) £62



OOJ94-003 Class J94 Austerity 0-6-0ST 8064 in LNER black original bunker (DJ) £62



32-279A Class K3 2-6-0 1304 in LNER black (Bac) (RRP £139.95) **BARGAIN**... £99



32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) (RRP £154.95) **BARGAIN**... £108



32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) (RRP £154.95) **BARGAIN**... £110



R3527 Class N15 'King Arthur' 4-6-0 742 "Camelot" in Southern Railway wartime black (Hor) (RRP £175.99) **BARGAIN**... £128



3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) (RRP £184.95) .. **BARGAIN**... £89



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN**... £84



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN**... £84



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN**... £84



3921 Class O2/4 Tango 2-8-0 63983 in BR black early emblem flush tender (Hel) (RRP £184.95) **BARGAIN**... £89



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) £84



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor) £90



R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor) £99.99



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN**... £59



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN**... £59



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



R3359 ex-GWR Class 101 0-4-0 393 'Rothery Industries' - Railroad Range (Hor) (RRP £34.99) **BARGAIN**... £16



R3360 Freelance 0-4-0T 87 "Mosley Tarmacadam" in black - Railroad Range (Hor) (RRP £34.99) **BARGAIN**... £16



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black - as preserved (Bac) (RRP £119.95) **BARGAIN**... £83



R3524 Rebuilt 'West Country' 4-6-2 34096 "Trevone" in BR green late crest (Hor) (RRP £174.99) **BARGAIN**... £136



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) £99



H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) £99



H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) (Hat) £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) (RRP £134.95) **BARGAIN**... £92
 R9269 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) £72



R9288 Thomas and Friends - 0-4-0ST No.6 Percy the small engine (Hor) £34



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) £36



32-250A WD Austerity 2-8-0 78250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) (RRP £169.95) **BARGAIN** £115



2503 Class 05 Hunslet shunter "Cider Queen" in green wasp stripes (Hel) (RRP £129.95) **BARGAIN**... £59



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) **BARGAIN**... £95



2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) (RRP £139) **BARGAIN**... £101



2910 Class 07 shunter 2993 in BR blue wasp stripes and air brakes (Hel) (RRP £139) **BARGAIN**... £104



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) £132



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN**... £71



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



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



32-392 Class 37/5 37688 "Kingmoor TMD" in Direct Rail Services compass blue (Bac) £135.96



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £84.99) **BARGAIN**... £34.50



32-650DS Class 43 D3 "Skiddaw" in BR green small yellow panels - DCC sound fitted (Bac) £203.96
 -663 Class 47/0 47209 "Herbert Austin" in Railfreight Distribution Sector (Bac) (RRP £159.95) **BARGAIN**... £123



R3658 Class 50 50033 "Glorious" in revised Network SouthEast (Hor) £136



R3653 Class 50 50040 "Leviathan" in BR large logo blue (Hor) £144



5313 Class 53 D0280 "Falcon" in revised lime green and brown - Ltd Ed (Hel) (RRP £125) **BARGAIN**... £72

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for all new releases



Train sets - analogue



R3666 Class 59/0 59004 "Paul A. Hammond" in Yeoman Aggregates - Railroad Range (Hor) (RRP £84.99) **BARGAIN**...£64



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac) (RRP £179.95).....**BARGAIN**...£124



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) (RRP £169.95).....**BARGAIN**...£113
R3574 Class 67 67013 DB Schenker red (Hor) (RRP £160.99) **BARGAIN**...£121



R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor) **NEW**.....£144



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) (RRP £169.95).....**BARGAIN**...£133



4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers "Dutch" (Dap) (RRP £146.22) **BARGAIN**...£91



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue with small yellow panels (Dap) (RRP £146.22) **BARGAIN**...£91



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



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) (RRP £79.95) **BARGAIN**...£55



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99).....**BARGAIN**...£229



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) (RRP £289.99) **BARGAIN** £246

Electric locos



R3373 Class 71 E5001 in BR Green (Hor) (RRP £170.99).....**BARGAIN**...£101



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



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**...£99



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor).....£144



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor).....£144



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



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95).....**BARGAIN**...£64

DMUs



32-289 Class 101 2 car DMU in BR white and blue passenger figures (Bac) (RRP £219.95) **BARGAIN**...£162



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-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" 55022 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95).....**BARGAIN**...£105



4D-009-001 Class 121 single car DMU "Bubblecar" W55020 in BR green speed whiskers (Dap) (RRP £145) **BARGAIN**...£109



4D-009-003 Class 121 single car DMU "Bubblecar" W55029 in BR blue & grey (Dap) (RRP £145).....**BARGAIN**...£109



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) (RRP £140.50).....**BARGAIN**...£109



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap) (RRP £140.50) **BARGAIN**...£109



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**...£105



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) **BARGAIN**...£50



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95) **BARGAIN**...£59



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) (RRP £179.99) **BARGAIN**...£132

Track Maintenance vehicles



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



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teak coaches (Hor) (RRP £184.99).....**BARGAIN**...£145



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



R1176 Class 373 "Eurostar" Train Set (Hor) (RRP £169.99).....**BARGAIN**...£129



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor).....£130

Train sets - digital



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



R1172 e-Link Majestic digital train set Class A1 4-6-2 in BR blue and Class 47 diesel (Hor) (RRP £299.99) **BARGAIN**...£250



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) **BARGAIN**...£130



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

Coaches



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95).....**BARGAIN**...£42



R4524 Collett brake third 5121 in GWR chocolate and cream - Railroad Range (Hor) (RRP £23.99) **BARGAIN**...£10



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN**...£10



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range (Hor) £64

Prices valid until 13/02/19

All prices correct
when going to press.
Errors excepted.39-032 Mk1 SK Second Corridor SC24859 in Sealink (Bac) (RRP £44.95) **BARGAIN** £2939-175E Mk1 BG full brake E80645 in BR blue & grey (Bac) (RRP £44.95) **BARGAIN** £30
39-525BSK Mk1 BSK brake second corridor W35470 in BR chocolate and cream - split from 30-525 set (Bac) **NEW** **BARGAIN** £22.5039-126C Mk1 CK composite corridor M15916 in BR maroon (Bac) (RRP £44.95) **BARGAIN** £3039-261B Mk1 RMB Miniature Buffet W1816 in BR Maroon (Bac) (RRP £44.95) **BARGAIN** £3139-050D Mk1 SO second open M4243 in BR blue and grey (Bac) (RRP £44.95) **BARGAIN** £3539-051E Mk1 SO second open M4929 in BR maroon (Bac) (RRP £44.95) **BARGAIN** £33R4615 Mk2E BSO brake second open M9505 in BR blue and grey (Bac) (RRP £24.99) **BARGAIN** £14R4623 Mk2E FO first open W3244 in BR blue and grey - Railroad range (Hor) (RRP £25.99) **BARGAIN** £1239-701 Mk2F "Aircon" BSO brake second open in InterCity (Bac) £46.71
39-701DC Mk2F "Aircon" RFB restaurant first buffet in InterCity - DCC fitted interior lighting (Bac) £67.96
39-650DC Mk2F "Aircon" FO first open in BR blue and grey - DCC fitted interior lighting (Bac) £67.9639-652 Mk2F "Aircon" FO first open in InterCity (Bac) £46.71
39-686DC Mk2F "Aircon" RFB restaurant first buffet in InterCity - DCC fitted interior lighting (Bac) £67.96
39-677 Mk2F "Aircon" TSO tourist second open in InterCity (Bac) £46.71
39-677DC Mk2F "Aircon" TSO tourist second open in InterCity - DCC fitted interior lighting (Bac) £67.96R4779A Mk3 TRUB restaurant buffet 40743 in GWR green (Hor) **BARGAIN** £31.50R4781E Mk3 TSO trailer second open 42581 in GWR green (Hor) **BARGAIN** £31.50R4666A Mk4 TSO second open 12447 in East Coast (Hor) (RRP £28.49) **BARGAIN** £11
R1184coaches Pack of 3 Pullman parlour coaches - Split from R1184 Set (Hor) **NEW** £45
R4313 Pullman brake car (without lights) Car No.65 - Hornby Railroad Range (Hor) (RRP £23.99) **BARGAIN** £10R4860 Pullman J Type "Devon Belle" observation car No.13 in Pullman umber and cream (Hor) **BARGAIN** £60R4660 Pullman Third Class Kitchen Car- K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £3034-385 Thompson 3rd class corridor in LNER teak (Bac) (RRP £54.95) **BARGAIN** £41

Wagons

37-536A 20 ton brake van B952963 in BR bauxite flush sides (Bac) (RRP £26.95) **BARGAIN** £20NEW R6888TTS 4-wheel 10 ton vent van in BR bauxite - TTS sound fitted (Hor) **NEW** £36
4F-052-022 5-plank open wagon "W Robinson" - weathered (Dap) **NEW** £11
4F-015-014 8 ton fruit mix van B933340 BR bauxite - weathered (Dap) **NEW** £10.50H4-BH-004 Bellhack snow plough (ex Class 40) ZZA AD965579 in BR yellow "Stratford Shark" (Hat) **BARGAIN** £43R6369 Breakdown crane in yellow (Hor) (RRP £25.99) **BARGAIN** £11R6365 Breakdown Crane pack 20-ton brake van and 8-plank open wagon - Railroad Range (Hor) (RRP £32.99) **BARGAIN** £14.50
4F-028-017 HIA aggregate limestone hopper 369026 in Freightliner white (Dap) (RRP £26.49) **BARGAIN** £21R6727A Horse box 42442 in LMS maroon (Hor) (RRP £21.99) **BARGAIN** £9
4F-045-010 IOA bogie wagon 3170 5992 001-5 Network Rail yellow (Dap) **NEW** £22.31
4F-045-009 IOA bogie wagon 3170 5992 031-2 Network Rail yellow (Dap) **NEW** £22.31
4F-045-011 IOA bogie wagon 3170 5992 040-3 Network Rail yellow (Dap) **NEW** £22.31
4F-045-012 IOA bogie wagon 3170 5992 059-3 Network Rail yellow (Dap) **NEW** £22.31R6833A LNER 20 ton "Toad B" brake van 140522 in LNER bauxite (Hor) **BARGAIN** £19.80R6833A LNER 20 ton "Toad B" brake van 140526 in LNER bauxite (Hor) **BARGAIN** £19.80R6834 LNER 20 ton "Toad E" brake van E175712 in BR grey (Hor) **BARGAIN** £19.80R6834A LNER 20 ton "Toad E" brake van E1788614 in BR grey (Hor) **BARGAIN** £19.80R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) **BARGAIN** £15

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87
36-565 Power Controller (0.7amp) transformer plug and track connections for OO, HO, N and OOO scales (Bac) (RRP £49.95) **BARGAIN** £38

Digital controllers

R8214 DCC Elite unit digital controller (Hor) £210
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £85

Point motors

R8014 Mark 2 Point Motor (Hor) (RRP £9.99) **BARGAIN** £5

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99) **BARGAIN** £6

Lighting equipment

R8952 Bulbs for Skale Lighting system (x 4) (Hor) (RRP £6.99) **BARGAIN** £1

Accessories

76ACC006 Pack of 4 pallets loads "Watney's Red Barrel" (Oxl) **NEW** £3.50
76ACC005 Pack of 4 pallets loads "Wills Woodbine" (Oxl) **NEW** £3.50
76ACC008 Pack of four pallets loads "Pratts Motor Oil" (Oxl) **NEW** £4.50
76ACC007 Pack of four pallets loads "Reckitt's Starch" (Oxl) **NEW** £4.50
SF110 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £38

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NEM202 Kaede coupling - Medium (8.63mm) - Pack of four (Kad) £5

Man-made scenic structure - railway-related

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) **BARGAIN** £210LK-55 76ft Well type turntable (Pec) **BARGAIN** £41R083 Box of 6 Buffer Stop (Hor) **BARGAIN** £9.50
R083 Single (Hor) £1.80R636 Double track level crossing (Hor) (RRP £28.99) **BARGAIN** £14R070 Electrically Operated Turntable (Hor) £64
44-508 Motive Power Depot TMD shed accessories (Bac) £8.50
R530 Overhead power pylons - pack of three (Hor) (RRP £12.99) **BARGAIN** £8

Signals

R406 2 aspect colour light signal (Hor) (RRP £9.99) **BARGAIN** £9
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general

99660 Art Deco Bus Garage and bus (EFE) **BARGAIN** £72.21
P0289 Fire station - card kit (Met) **NEW** £16.50

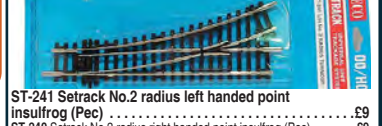
Bridges, Tunnels & Walls

R660 Elevated sidwells (320mm length) (Hor) (RRP £19.99) **BARGAIN** £8

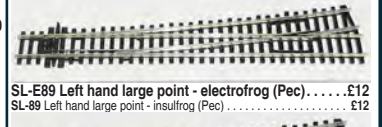
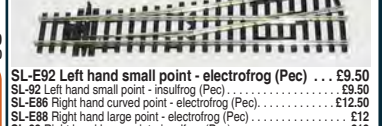
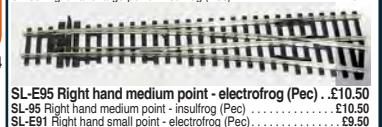
People - civil

36-407 1950s Train Crew x 6 (Bac) (RRP £9.95) **BARGAIN** £7.5036-043 British Rail Station staff x 6 (Bac) (RRP £9.95) **BARGAIN** £736-047 Locomotive staff x 6 (Bac) **BARGAIN** £8.46

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R8095 1st radius double curve (8 make a circle) (Hor) £2.50
R8065 Circle of 8 (Hor) £18
R807 2nd radius double curve track (8 make a circle) (Hor) £2.50
R807 Circle of 8 (Hor) £18
R809 3rd radius double curve track (8 make a circle) (Hor) £2.60
R809 Circle of 8 (Hor) £20
R8262 Double 4th radius curve (8 make a circle) (Hor) £3
R801 Double Straight (Hor) £2
R801 Box of 24 (Hor) £47
R822 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £26
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50
R8072 Left Hand Standard Point (Hor) £9.50
R803 Long Straight - 670mm (Hor) £3.70R8073 Right Hand Standard Point (Hor) **BARGAIN** £9.50ST-241 Setrack No.2 radius left handed point insulfrog (Pec) **BARGAIN** £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-100 Setrack Starter Track Set - Second Radius (Pec) £76
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) **BARGAIN** £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-89 3 way medium radius point - insulfrog (Pec) £27
SL-90 Double slip - insulfrog (Pec) £33
SL-E87 Left hand curved point - electrofrog (Pec) £12.50SL-E89 Left hand large point - electrofrog (Pec) **BARGAIN** £12
SL-89 Left hand large point - insulfrog (Pec) £12SL-E96 Left hand medium point - electrofrog (Pec) **BARGAIN** £10.50
SL-96 Left hand medium point - insulfrog (Pec) £10.50SL-E92 Left hand small point - electrofrog (Pec) **BARGAIN** £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-E88 Right hand large point - electrofrog (Pec) £12
SL-E88 Right hand large point - insulfrog (Pec) £12SL-E95 Right hand medium point - electrofrog (Pec) **BARGAIN** £10.50
SL-95 Right hand medium point - insulfrog (Pec) £10.50
SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £100
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3.30
SL-102F Pack of 25 (Pec) £82

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SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



SL-E190 Finescale double slip - electrofrog (Pec) £38



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



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50
SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50
SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) £26
SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) £26

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £22

Buses



UK6506 ADL Enviro400 MMC - "First Bristol" (Nor) £48

NEW



76BI004 Beadle Integral Southdown (Oxf) NEW £16



76SB003 Saro Bus London Greenline (Oxf) £16

Cars

76SET61 3 Piece Set BMW (Oxf) NEW £14.50
76SET62 3 Piece Set Bubble Car (Oxf) NEW £13.50
76FS004 Ford Sierra Sapphire Moonstone Blue (Oxf) NEW £5
76ETYP012 Jaguar E Type Soft Top Imperial Maroon (Oxf) NEW £4.50

NEW



76JAG2007 Jaguar MkII Carmen Red (Oxf) NEW £4.50
76MMT010 Morris Traveller Limelower (Oxf) NEW £5
76RRE002 Range Rover Evoque Coupe (Facelift) Fuji White (Oxf) NEW £8
76RRS003 Range Rover Sport SVR Firenze Red (Oxf) NEW £5
76RELO05 Reliant Regal Supervan Blue (Oxf) NEW £4.50

Public Service vehicles

76MFE005 MAN Pump Ladder Hertfordshire Fire & Rescue (Oxf) NEW £16

NEW



76SAL006 Scania ARP Scottish Fire & Rescue (Oxf) NEW £19.50

Commercial vehicles

76ATK004 Atkinson Borderline Low Loader NCB Mines Rescue (Oxf) NEW £17
76J4003 Austin J4 Van Southern Electricity (Oxf) NEW £5.50
76FT3008 Ford Transit Mk3 - British Gas (Oxf) NEW £30
76SCT006 Scania Car Transporter - ECM (Oxf) NEW £30



76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow (Oxf) £21

Military ground vehicles



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) (Oxf) £12.50
76LR2S006 Land Rover Series II SWB Canvas - REME (Oxf) NEW £5
76LR3S004 Land Rover Series III SWB Canvas - Royal Navy (Oxf) NEW £5
76TAC006 TACR2 RAF St. Mawgan (Red) (Oxf) NEW £10

N Gauge

Steam locos



372-031 Class 4073 Castle 4-6-0 5041 "Tiverton Castle" in BR green early emblem (Gra) £118.96
372-535 Class 4MT Standard 2-6-4T 80027 BR lined black early emblem (Gra) £101.96



2S-007-010 Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton emblem (Dap) £72
2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton emblem - DCC Fitted (Dap) £97
2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £72



2S-007-017 Class 57xx Pannier 0-6-0 6760 in BR black early emblem and later cab (Dap) £72
2S-007-018D Class 57xx Pannier 0-6-0 8763 in BR lined black early crest and later cab - DCC fitted (Dap) £97
2S-007-015D Class 57xx Pannier 0-6-0 9791 GWR black later cab - DCC Fitted (Dap) £97
2S-007-020 Class 57xx Pannier 0-6-0 9791 GWR black later cab - original cab (Dap) £72
2S-019-006D Class 6800 4-6-0 6803 "Bucklebury Grange" in BR lined green late crest, DCC Fitted (Dap) £138
2S-019-005D Class 6800 4-6-0 6837 "Forthampton Grange" in BR lined green early emblem, DCC Fitted (Dap) £138



2S-019-006 Class 68xx 4-6-0 6803 "Bucklebury Grange" in BR lined green late crest (Dap) £118
2S-011-006 Class A3 4-6-2 60103 "Flying Scotsman" BR green late crest (Dap) £124.38
2S-011-006D Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - DCC fitted (Dap) £144



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

Diesel locos

371-023 Class 06 08600 "Ivor" in Network SouthEast (Gra) £80.71
2D-015-002 Class 122 diesel railcar W55006 BR green small yellow panels (Dap) £113
371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96
2D-012-006D Class 22 diesel loco D6311 in BR green small yellow panels & disc headcodes, DCC Fitted (Dap) £144
372-976A Class 24 D5031 in BR green (Gra) £101.96
371-087A Class 25/2 25225 in BR blue (Gra) £101.96
2D-001-010D Class 33/0 D6571 BR green no yellow panel - DCC fitted (Dap) £129
2D-001-021 Class 33/1 33103 in BR civil engineers "Dutch" (Dap) (RRP £128.02) BARGAIN £89
2D-001-021D Class 33/1 33103 in BR civil engineers "Dutch" - DCC fitted (Dap) (RRP £153.61) BARGAIN £104



371-470 Class 37/0 37068 "Grainflow" in BR Railfreight triple grey distribution sector (Gra) £110.46
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) £110.46
371-170 Class 37/4 37422 "Robert F. Farley" Regional Railways (Gra) £103.66
2D-007-006 Class 66/7 66737 "Leslie" in GB Railfreight (Dap) £89.90



371-398 Class 66/7 66779 "Evening Star" in BR green GBFR branding (Gra) £114.71
2D-022-002S Class 68 68005 "Darlair" DRS - DCC Sound fitted (Dap) £242.72
2D-022-005 Class 68 68006 "Darlair" Scorial (Dap) (RRP £135) BARGAIN £98
2D-022-006 Class 68 68007 "Valent" Scorial (Dap) (RRP £135) BARGAIN £98
2D-022-003 Class 68 68010 "Oxford Flyer" in Chiltern Railways (Dap) (RRP £135) BARGAIN £98

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89



2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap) £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap) £160.89

DMUs



371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46

Train sets - analogue

GMKS007 "Railway Renewals" starter train set - Dapol Class 66 66711 "Sence", three IOA wagons and oval of Kato track controller (Gau) £212

Coaches

374-044 BR Mark 1 BG in Royal Mail Letters (Gra) £25.46
374-442 Bulleid 6311 third corridor in BR malachite green (Gra) £29.71
2P-003-010 GWR B set W6975W and W6976W in BR crimson (Dap) £24.70



374-681A Mk2A BSO brake second open 9428 in Direct Rail Services (Gra) £29.71
2P-005-321 Mk3 TFO first open 41146 in GWR green (Dap) £21.39
2P-005-335 Mk3 TSO second open 42299 in GWR green (Dap) £21.39



2P-005-332 Mk3 TSO second open 42300 in GWR green (Dap) £21.39
2P-005-336 Mk3 TSO second open 42301 in GWR green (Dap) £21.39
2P-005-334 Mk3 TSO second open 42351 in GWR green (Dap) £21.39
2P-012-253 Pack of three Maunsell coaches - Set 334 - brake third, compartment third and compartment third in SR olive green (Dap) £70.13

Wagons

2F-025-005 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap) £32.26

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches and multiple units (White) (Dap) £8

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO gauge (12 per pack) (Pec) £1.70
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPAREB) - 5 pairs (Dap) £1.70
SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec) £2

Buildings - general

PN189 Fire station - card kit (Met) NEW £10.50
42-202 Low Relief Front Terraced Houses (Gra) £17

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-12 No.1 radius double curve (Pec) £1.70
ST-15 No.2 radius double curve (Pec) £2
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-44 Setrack Right-hand curved turnout (Pec) £14
ST-301 Setrack starter track pack - second radius (Pec) £52
ST-3011 ST-11 double straight track - 174mm (pack of eight) (Pec) £12.50
ST-300 Starter Track Set (Pec) £49

Track - Code 80 Streamline



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



SL-E396 Left hand medium point electrofrog (Pec) £9.50
SL-396 Left hand medium point insulfrog (Pec) £9.50
SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



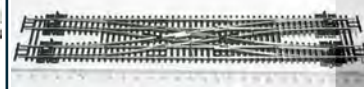
SL-E390F Finescale double slip electrofrog (Pec) £38
SL-U396F Finescale left hand medium point unifrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50
SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50



SL-E383F Finescale scissors crossover electrofrog (Pec) £63
SL-E397F Finescale Y Point, Electrofrog (Pec) £10.50

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £22

Commercial vehicles

NFDE004 Ford 400E Van - Royal Mail (Oxf) NEW £4.50
NFT012 Ford Transit Mk5 Stobart Rail Low (Oxf) NEW £4.50

Military ground vehicles

NMN007 Mini Car - RAF (Oxf) NEW £4

OO9 Narrow Gauge

Steam locos



9950 Lynton & Barnstaple 2-6-2T "Yeo" in L&B dark green (Hnt) £189.95



9951 Lynton & Barnstaple 2-6-2T 760 "Exe" in Southern Railway green (Hel) NEW £189.95



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) NEW £189.95



GR-530UR 4-wheel brake coach in freelance indian red (Pec) £22

Coaches

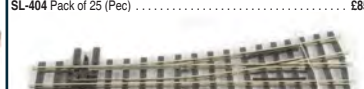
Track - Code 80 Setrack



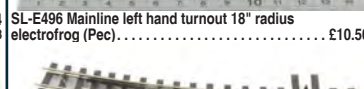
ST-400 Setrack narrow gauge starter track pack - first radius (Pec) £68

Track - Code 80 Streamline

SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50
SL-404 Pack of 25 (Pec) £85



SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec) £10.50



SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec) £10.50

Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details

O Gauge (1:43 Scale)

Steam locos

**BARGAIN**

7S-026-001 Class 3F 'Jinty' 0-6-0T 16564 in early LMS black (Dap) (RRP £225) **BARGAIN** £159
 7S-026-001U Class 3F 'Jinty' 0-6-0T in early LMS black - unnumbered (Dap) (RRP £225) **BARGAIN** £159



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) £199.75
 7S-007-004S Class 57xx 0-6-0PT pannier L94 in London Transport maroon - DCC sound fitted (Dap) (RRP £426.20) **BARGAIN** £314
 6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) £594.15



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) £594.15
 6103 Class 61xx 'Large Prairie' 2-6-2T 6111 BR unlined green late crest (Hel) £594.15
 6104 Class 61xx 'Large Prairie' 2-6-2T 6132 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
 7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shirtbutton emblem (Dap) (RRP £400) **BARGAIN** £295



7S-025-002 Class 74xx 0-6-0PT pannier 7444 in BR black late crest (Dap) (RRP £400) **BARGAIN** £295
 7S-007-005S Class 8750 0-6-0PT pannier 3716 in BR Black late crest - DCC sound fitted (Dap) **BARGAIN** £357.60



NEW
 GM7210101 Class A1X 'Terrier' 32635 "Brighton Works" in LBSCR improved engine green - "Gaugemaster Collection" (Dap) **NEW** £184
 GM7210102 Class A1X 'Terrier' 32635 "Brighton Works" in LBSCR improved engine green - DCC sound fitted - "Gaugemaster Collection" (Dap) **NEW** £360
 GM7210104 Class A1X 'Terrier' 32635 "Brighton Works" in LBSCR improved engine green - weathered & DCC sound fitted - "Gaugemaster Collection" (Dap) **NEW** £375
 GM7210103 Class A1X 'Terrier' 32635 "Brighton Works" in LBSCR improved engine green - weathered - "Gaugemaster Collection" (Dap) **NEW** £192



7S-010-008 Class A1X 'Terrier' 0-6-0 5 "Portishead" in GWR Green (Dap) (RRP £225) **BARGAIN** £157

Diesel locos

2596 Class 05 shunter in Industrial maroon wasp stripes on bufferbeam (Hel) (RRP £395) **BARGAIN** £295
 7D-008-010U Class 08 shunter in BR blue (without ladder) - unnumbered (Dap) (RRP £225) **BARGAIN** £157
 7D-008-009U Class 08 shunter in BR green late crest and wasp stripes - unnumbered (Dap) (RRP £225) **BARGAIN** £157

**BARGAIN**

2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £450
 2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £320

**BARGAIN**

2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN** £450
 2015 Class 20 Railfreight Red Stripe headcode boxes (Hel) (RRP £599) **BARGAIN** £427



2558 Class 25/3 in BR blue - unnumbered (Hel) .. £446.25
 2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) .. £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25



4202 Class 42 Warship D869 "Zest" in BR maroon small yellow panels (Hel) (RRP £699) **BARGAIN** £495



5288 Class 52 D1023 "Western Fusilier" in BR blue (Hel) (RRP £599) **BARGAIN** £470



5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (Hel) (RRP £599) **BARGAIN** £470
 5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel) £509.15

DMUs



8914 Class 128 parcels DMU W55991 in BR blue - weathered (Hel) (RRP £599) **BARGAIN** £425

Coaches



4954 Mk1 BG full brake in BR green (Hel) (RRP £325) **BARGAIN** £149

Wagons



1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN** £35



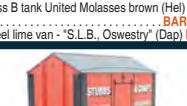
7F-056-013 12-ton van planked sides B758511 in BR bauxite (Dap) £42.46



27-200-004 20-ton standard brake van CAP B951224 in BR bauxite (Dap) £67.96



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN** £39

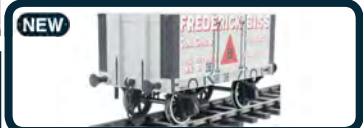


1006 4-wheel Class B tank United Molasses brown (Hel) (RRP £84.95) **BARGAIN** £35
 7F-017-003 4-wheel lime van - "S.L.B. Oswestry" (Dap) **NEW** £42.50



27-018-002 4-wheel Salt van - "Stubbs and Co." (Dap) **NEW** £42.46

7F-052-002 5-plank open wagon 9ft wheelbase - "Richard Webster and Sons" (Dap) **NEW** £37.75
 GM7410101 7 plank open wagon "Corral and Co, Brighton" - "Gaugemaster Collection" (Dap) **NEW** £42
 GM7410102 7 plank open wagon "Corral and Co, Brighton" - weathered - "Gaugemaster Collection" (Dap) **NEW** £43
 GM7410201 7 plank open wagon "South and Gasson, Brighton" - "Gaugemaster Collection" (Dap) **NEW** £42
 GM7410202 7 plank open wagon "South and Gasson, Brighton" - weathered - "Gaugemaster Collection" (Dap) **NEW** £43



7F-072-003 7 plank open wagon 9ft wheelbase - "Frederick Biss, Stoke Gifford" (Dap) **NEW** £42.50
 7F-073-003 7-plank open wagon "Lightmoor" (Dap) **NEW** £38



5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) **BARGAIN** £79
 5153 Bogie flat IWB Cargowagon 4647039 in Corus Rail - weathered (Hel) (RRP £189) **BARGAIN** £74



5150 Bogie flat IWB Cargowagon 4647044 in silver and blue (Hel) (RRP £189) **BARGAIN** £84



7F-048-001 HAA MGR coal hopper 350274 in Railfreight red cradle (Dap) £46.71



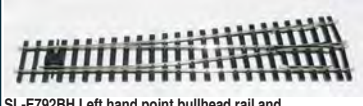
1050 OAA open wagon in BR bauxite (Hel) (RRP £84.95) **BARGAIN** £35
 1051 OAA open wagon in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN** £35

Model railway spares

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
 SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43
 SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
 ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £6
 ST-700 Setrack Bullhead straight 394mm (15.5") (Pec) £6

Cars



43JUP001 Jowett Jupiter SA Green (Oxf) **NEW** £21
 43LAN188024 Land Rover Series 1 88" Canvas Bronze Green (Pimlico) (Oxf) **NEW** £14.50

Commercial vehicles

43ASV008CC Austin Seven Van Coca Cola (Oxf) **NEW** £14.50

Military ground vehicles

VA01209 VW Beetle Type 1, British Army Military Police (Cor) **NEW** £24

G Scale

Steam locos

91403 James the Red Engine (with moving eyes) (Thomas the Tank range) (Bac) £210

Train sets - analogue



90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac) £265

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



D Double/Twin track power controller (Gau) £80
 Q Quadruple 4 circuit power controller (Gau) £149

Analogue point control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £59

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50
 X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61
 DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
 DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16
 DCR-8PIN-HarnessMini Box of 5 (Hat) £92
 DCR-8PIN-HarnessMini Box of 10 (Hat) £128
 36-553 8-pin 3-function 0.75A decoder back EMF (Bac) (RRP £20.90) **BARGAIN** £12
 R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
 R8249 Box of 6 (Hor) £92
 DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
 DCR-8PIN-Direct Box of 5 (Hat) £77
 DCR-8PIN-Direct Box of 10 (Hat) £136



R8115 TTS DCC Sound Decoder 8 pin plug - "Merchant Navy" 4-6-2 steam loco (Hor) £38



R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36
 R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' 4-6-0 steam loco (Hor) £36
 R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor) £36
 R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) £36
 R8116 TTS DCC Sound Decoder 8 pin plug - Class S15 4-6-0 steam loco (Hor) £36
 R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) £36
 R8108 TTS DCC Sound Decoder 8 pin plug - Peppercorn Class A1 4-6-2 steam loco (Hor) £36
 R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £57

Digital controllers

R8312PU e-LINK Module, Railmaster Software & 1 Amp European Plug Transformer (PC/Laptop Required) - Unboxed - Split from train set (Hor) **NEW** £58



50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) £600



36-520 EZ Command 5 amp booster transformer (Bac) (RRP £149.95) **BARGAIN** £99



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £154

Digital control accessories

BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £13.50



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177

Point motors

PL-10 Point Motor (Switch Machine) (Pec) £6
 PL-10 Bag of 6 (Pec) £34
 PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6
 PL-10E Bag of 6 (Pec) £34
 PM-2 Seep point motor (Gau) £4
 PM-4 Seep point Motor Self Latching Switch (Gau) £5
 PM-1 Seep point motor accessory switch (Gau) £5
 PL-11 Side/surface mounted point motor (Pec) £8



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
 HAT-PM-01 Pack of 6 (Hat) £35

Switches and levers

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



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The most reliable turnout motors ever.

Every single batch of Cobalt iP series and Omega turnout motors is fully life-tested. Every test we do is counted using a motor's own switches so we are testing them as well. Acceptance happens only when we have simulated more than 100 years constant operations on a very, very busy club layout.

That's why we offer lifetime warranty on Cobalt iP & Cobalt Omega motors!

"World's best" for good reasons!

When we set out to create any new product, it has to be better, different... or simply easier to use for the average modeller.

We don't compromise for the sake of costs so all materials are MIL spec or better, electrical contacts are 24k gold plated and all of the switch tracks are hard gold plated. Plastics are all special engineering types not the usual polystyrene and every item we make is tested more than once before packing.

That's why we confidently offer such generous warranty and "Industry Best" customer service assistance to help you get the best from them.



Cobalt-S Levers

Over 140mm high, Cobalt-S levers are very comfortable to use and look really good when painted like the real thing.

Brass numbers and cast "top trims" are included with them to add to the realism.

These brass levers ooze quality. Each of the 3 switches have 24k gold contacts for a very long life.

Cobalt-S levers are the best there are!

Cobalt-SS ultra-small motor drive turnout motor ready to go "as is" to use with either DC or DCC.

This motor is so small it can be almost hidden in the ballast, yet it is strong enough for all common scales.

Very stable stepper motors provide the drive power... and all the power and control connections are plug-and-play.

Economical as each control output handles 2!



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Track & Accessories



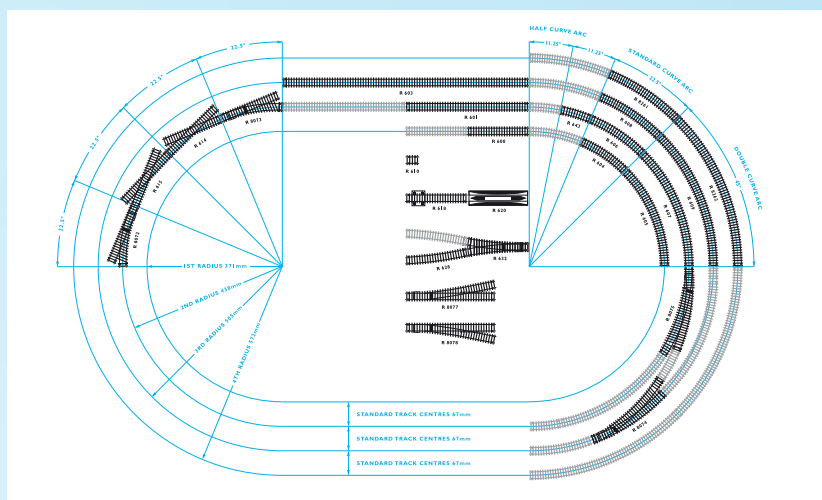
Straight Track

R600	Standard Straight	£2.19	£1.76
R601	Double Straight	£2.59	£2.08
R603	Long Straight	£4.99	£4.00
R610	Short Straight	£1.59	£1.28
R618	Isolating Track	£9.99	£8.00
R620	Re-railer & Uncoupler	£6.99	£5.60



Power

R602	Power Connecting Clip	£2.79	£2.38
R8242	Digital Connecting Kit	£5.99	£5.10
R8201	Track Link Wire Pack	£8.99	£7.65
R8206	Power Track	£8.99	£7.20
R8241	Digital Power Track	£8.99	£7.20



Curved Track

R604	1st Radius Curve	£2.59	£2.08
R605	1st Radius Double Curve	£3.29	£2.64
R606	2nd Radius Curve	£2.19	£1.76
R607	2nd Radius Double Curve	£3.29	£2.64
R643	2nd Radius Half Curve	£2.29	£1.84
R608	3rd Radius Curve	£2.59	£2.08
R609	3rd Radius Double Curve	£3.29	£2.64
R8261	4th Radius Curve	£2.79	£2.24
R8262	4th Radius Double Curve	£3.99	£3.20
R628	Curve for use with Y Point	£2.79	£2.24



Track Accessories

R207	Track Pins	£3.29	£2.64
R617	Uncoupling Ramp	£3.99	£3.20
R8244	Uncoupler Unit	£3.99	£3.20
R910	Fishplates (12)	£3.29	£2.64
R920	Insulated Fishplates (12)	£2.29	£1.84



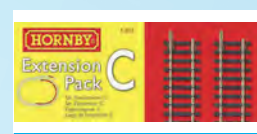
Level Crossings

R636	Double Level Crossing	£28.99	£23.20
R645	Single Level Crossing	£18.99	£15.20



Underlay

R626	Point Underlay Sheets (4)	£6.99	£5.60
R638	Underlay Roll (5m)	£15.99	£12.80



Hornby R8223
Track Extension Pack C
£24.80 ~~£30.99~~
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Accessories

R083	Buffer Stop	£2.59	£2.08
R574	Trackside Accessories	£17.99	£14.40

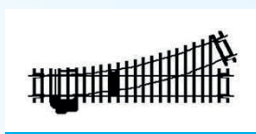


Hornby R8217 Hornby TrakMat

Does not include track, train or accessories
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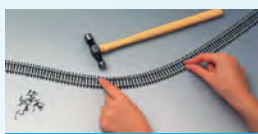


Hornby R8224
Track Extension Pack D
£39.20 ~~£48.99~~
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Points & Crossings

R8072	Left Hand Point	£11.99	£9.60
R8073	Right Hand Point	£11.99	£9.60
R8074	Left Hand Curved Point	£10.99	£15.20
R8075	Right Hand Curved Point	£10.99	£15.20
R8076	Y Point	£13.99	£11.20
R8077	Left Hand Express Point	£10.99	£15.20
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R614	Left Hand Diamond Crossing	£13.99	£11.20
R615	Right Hand Diamond Crossing	£13.99	£11.20



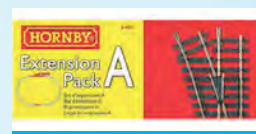
Flexible Track

R621	Flexible Track	£4.99	£4.00
R8090	Semi-Flexible Track	£4.99	£4.00

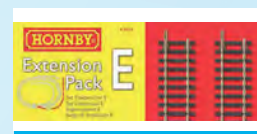


Signals

R169	Home Junction Signal	£16.99	£13.60
R170	Distant Junction Signal	£16.99	£13.60
R171	Home Single Signal	£12.99	£10.40
R172	Distant Single Signal	£12.99	£10.40
R406	Colour Light Signal	£30.99	£24.80



Hornby R8221
Track Extension Pack A
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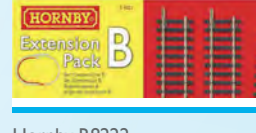


Hornby R8225
Track Extension Pack E
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R070	Electrically Operated Turntable	£74.99	£60.00
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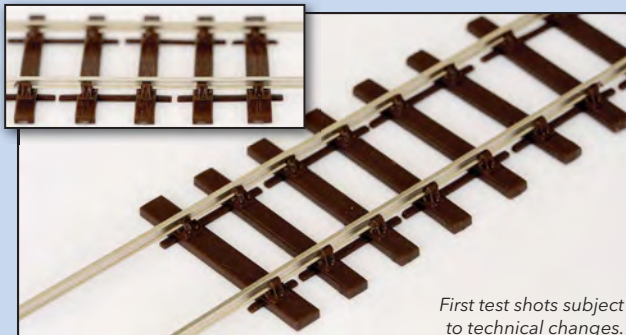
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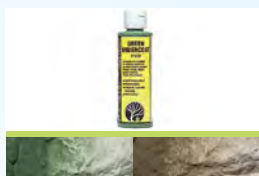
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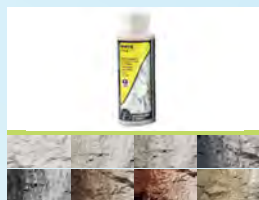
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WB84 Coarse Ballast Iron Ore
WB85 Coarse Ballast Dark Brown
WB86 Coarse Ballast Brown
WB87 Coarse Ballast Buff
WB88 Coarse Ballast Light Grey
WB89 Coarse Ballast Grey
WB90 Coarse Ballast Cinders



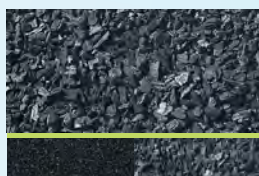
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WC1228 Liquid Pigment Undercoat Green
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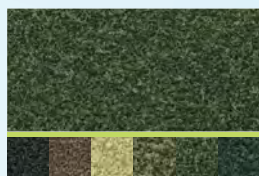
Earth Colours **£6.59 £7.75**

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WC1217 Liquid Pigment Concrete
WC1218 Liquid Pigment Stone Grey
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WC1220 Liquid Pigment Black
WC1221 Liquid Pigment Raw Umber
WC1222 Liquid Pigment Burnt Umber
WC1223 Liquid Pigment Yellow Ochre



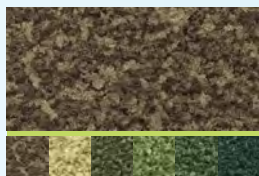
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WB92 Coal Mine Run
WB93 Coal Lump



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WT43 Fine Turf Yellow Grass
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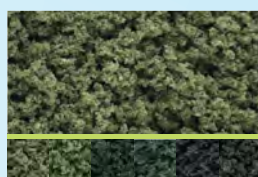
Coarse Turf **£3.40 £4.00**

WT60 Coarse Turf Earth
WT61 Coarse Turf Yellow Grass
WT62 Coarse Turf Burnt Grass
WT63 Coarse Turf Light Green
WT64 Coarse Turf Medium Green
WT65 Coarse Turf Dark Green



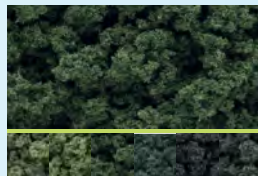
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WT49 Blended Turf Green Blend
WT50 Blended Turf Earth Blend



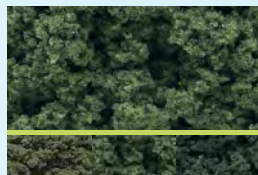
Underbrush **£4.89 £5.75**

WFC134 Underbrush Olive Green
WFC135 Underbrush Light Green
WFC136 Underbrush Medium Green
WFC137 Underbrush Dark Green
WFC138 Underbrush Forest Green
WFC139 Underbrush Forest Blend



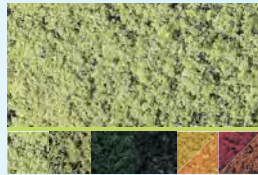
Bushes **£4.89 £5.75**

WFC144 Bushes Olive Green
WFC145 Bushes Light Green
WFC146 Bushes Medium Green
WFC147 Bushes Dark Green
WFC148 Bushes Forest Green
WFC149 Bushes Forest Blend



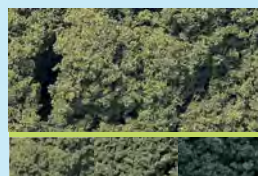
Clump Foliage **£6.59 £7.75**

WFC682 Clump Foliage Light Green
WFC683 Clump Foliage Medium Green
WFC684 Clump Foliage Dark Green



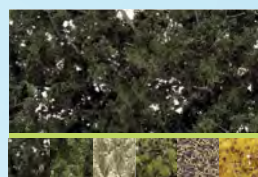
Foliage **£4.89 £5.75**

WF51 Foliage Light Green
WF52 Foliage Medium Green
WF53 Foliage Dark Green
WF54 Foliage Conifer Green
WF55 Foliage Early Fall Mix
WF56 Foliage Late Fall Mix



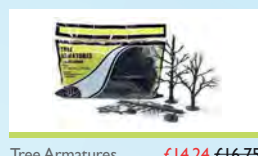
Foliage Clusters **£9.14 £10.75**

WFC57 Foliage Clusters Light Green
WFC58 Foliage Clusters Medium Green
WFC59 Foliage Clusters Dark Green



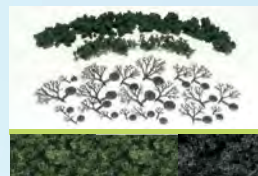
Fine Leaf Foliage **£16.37 £19.25**

WFI130 Fine Leaf Foliage Dark Green
WFI131 Fine Leaf Foliage Medium Green
WFI132 Fine Leaf Foliage Light Green
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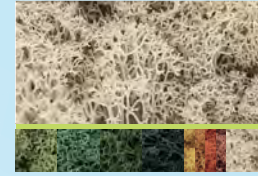
Earth Colour Kit **£16.37 £19.25**

WC1215 Earth Colour Kit



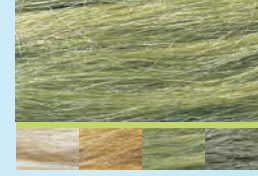
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WC1206 E-Z Water **£13.39 £15.75**
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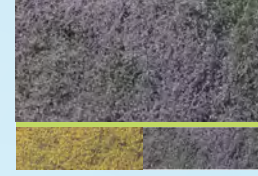
Lichen **£9.99 £11.75**

WL161 Lichen Spring Green
WL162 Lichen Light Green
WL163 Lichen Medium Green
WL164 Lichen Dark Green
WL165 Lichen Autumn Mix
WL166 Lichen Natural



Field Grass **£4.25 £5.00**

WFG171 Field Grass Natural Straw
WFG172 Field Grass Harvest Gold
WFG173 Field Grass Light Green
WFG174 Field Grass Medium Green



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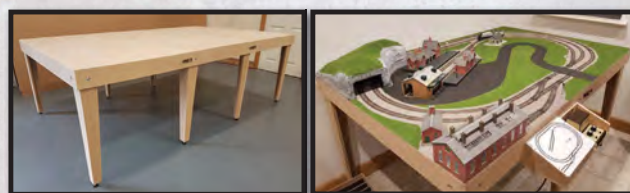
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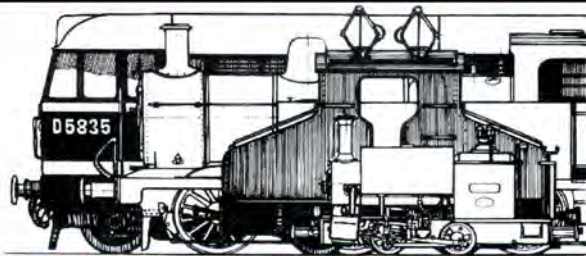
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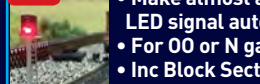
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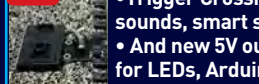
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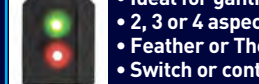
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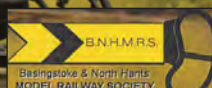
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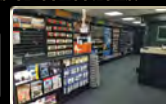
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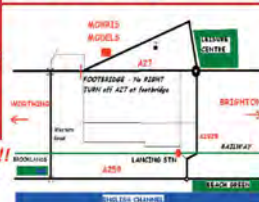
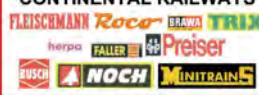
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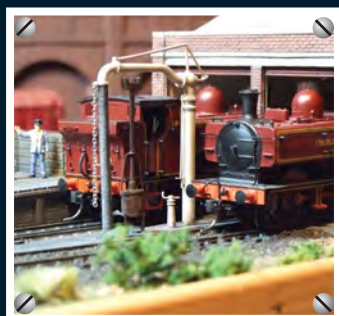
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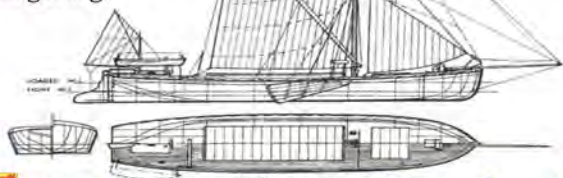
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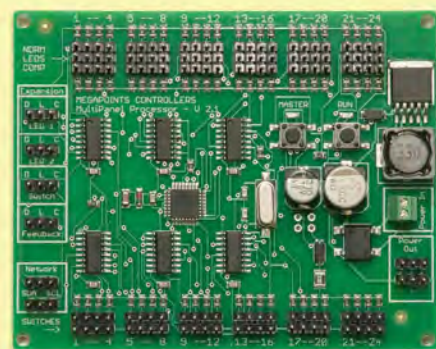
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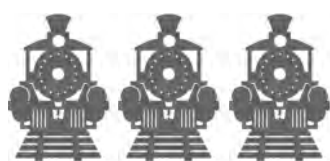
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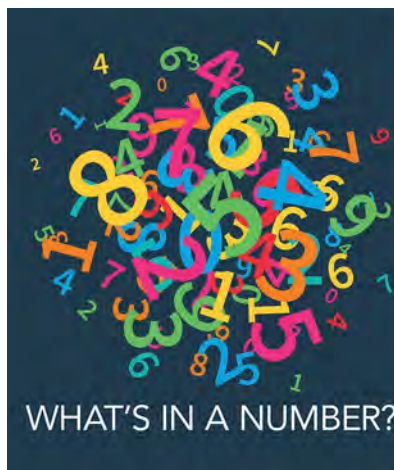
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Diary updated as bookings are confirmed

JAN 12/13 - BOGNOR REGIS Model Railway Exhibition, Felpham Community College Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL** Sat 10 - 5, Sun 10 - 4.30. Plenty of Free Parking.

JAN 19/20 - CALNE Model Railway Exhibition, Calne Leisure Centre, White Horse Way, Calne, Wilts. **SN11 0SP** Free parking, Sat/Sun 10-5 - **Enlarged Show for 2019**

JAN 20 GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard 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.

FEB 16 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5 www.tonbridgemrc.com, Less than 5 minutes walk from Tonbridge Railway Station.

FEB 17 - OLD WARDEN nr BIGGLESWADE Shuttleworth Collection 2019 Scale Model Exhibition, Old Warden Aerodrome, Nr. Biggleswade, Bedfordshire, SG18 9EP. Sun 10-4. www.shuttleworth.org.

FEB 22/23/24 - GLASGOW MODEL RAIL SCOTLAND

Scottish Exhibition & Conference Centre, Glasgow, G3 8YW

Fri 10.30-6, Sat 9.30-6, Sun 9.30-5 www.modelrail-scotland.co.uk

Coming to Glasgow? Why not try Saturday? or Sunday??

The show is less busy - see much more of the layouts

AND a lot easier to get to our stand!

MAR 2 - KETTERING Gauge 'O' Guild Spring Show & Exhibition, Kettering Leisure Village, Thurston Drive, Kettering. **NN15 6PB**. 10-4. ***Plenty of FREE parking***

MAR 2/3 - PRESTON Preston & District Model Railway Ex, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10 - 5pm

MAR 9/10 - KEIGHLEY Model Railway Club 44th Exhibition University Academy Keighley, Green Head Rd, Utley, Keighley, **BD20 6EB**. Sat/Sun 10-4.30. Plenty of FREE Parking.

MAR 16 - ABINGDON ABRAIL 2019 Model Railway Ex, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. Saturday 10 - 5pm.

MAR 16/17 PERTH GREEN Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, **NE32 4AQ** Sat 10-5. Sun 10-4.

APRIL 13 NORWICH M/R Ex, 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, Wyldre 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

New Tools Shop Extension Now Open.

New Printed Mail Order Catalogue to be published soon - reserve your copy now.
Exhibition Invitations always welcomed.

NEXT ISSUE

OLD ELM PARK

Step back to the 1960s and discover the story behind this evocative and compact 'O' gauge shed scene next issue.



IN-DEPTH PREVIEWS!

Bachmann and Oxford Rail 2019 catalogue launches – read our full coverage next issue.

INDUSTRIAL LAYOUT DESIGN



Industrial locomotives are a hot topic for ready-to-run models. Next month we devise a selection of compact industrial railway scenes which put shunting operations at the front of the queue.

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

TYTTON HALL YARD

Boston Model Railway Society's 'OO' exhibition layout models a busy main line railway scene set in the 1980s and 1990s with heavy freight traffic, a coal loading plant, fast passenger trains and more. Read the full story in the March 2019 issue.



THE NEXT ISSUE OF
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is on sale February 7 2019

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DCC Controller Starter Packages

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Most Suited for HO/OO/N Scale Layouts



- 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

DCC02 Prodigy Advance2 Starter Package
Most Suited to HO/OO/N Scale Layouts



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- 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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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.



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.



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.

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.

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

PRICES

Controllers & Handsets

DCC01	Prodigy Express Package	£179.95
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Accessories

DCC11	Prodigy Extension Plate	£44.95
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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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