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- Dapol 'O' gauge Sentinel

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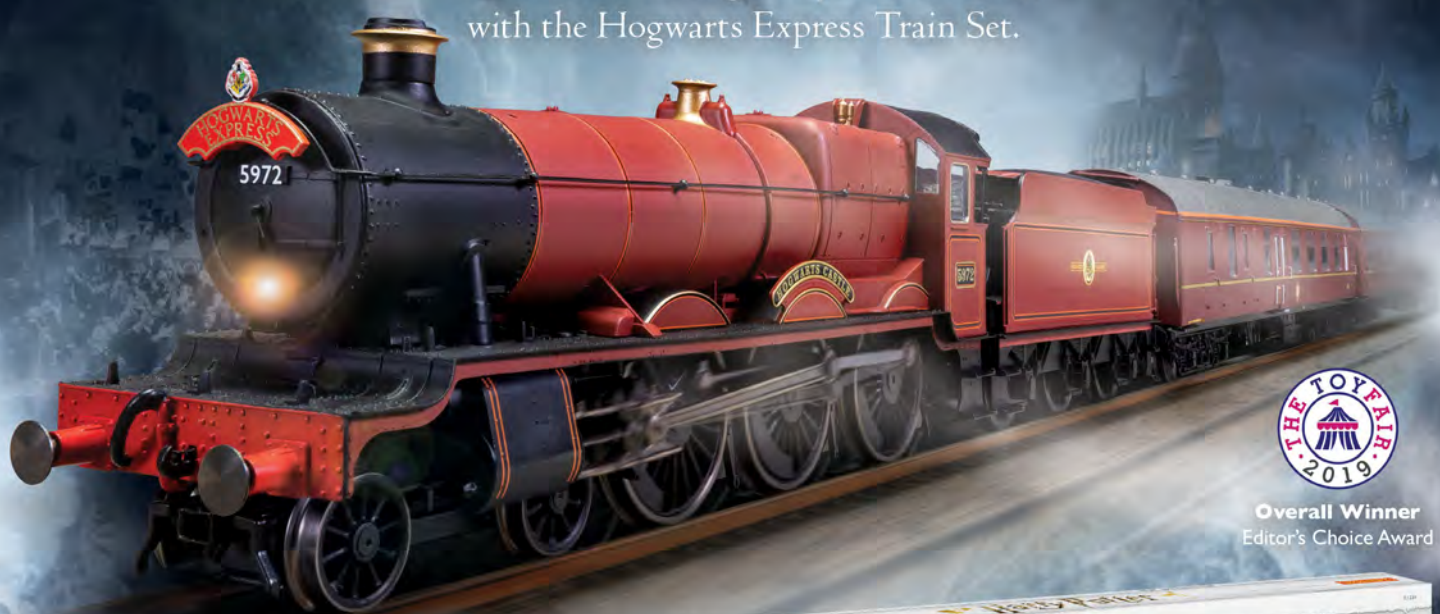
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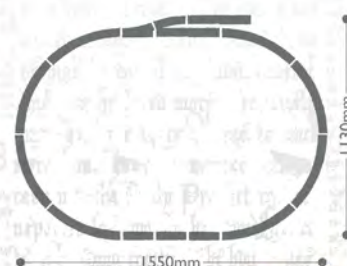
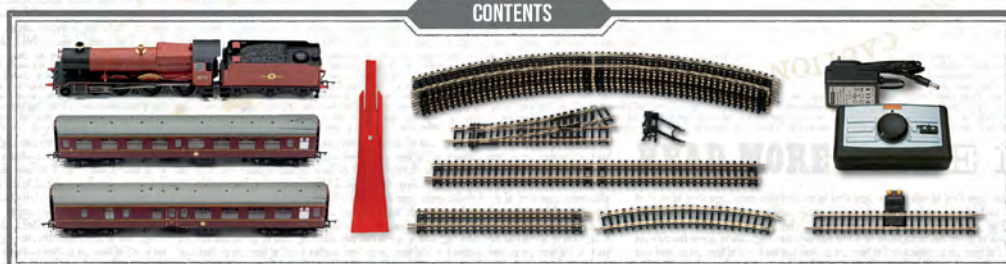
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- \* Hogwarts Express Composite Coach '99716'
- \* Hogwarts Express Brake Coach '99723'
- \* 3rd Radius Oval with Siding, Power Track, Left Hand Point, Buffer Stop
- \* Train Controller

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# HORNBY magazine

February 2020

Editor: Mike Wild

Assistant Editor: Mark Chivers

Senior Designer: Steve Diggle

Sub-editor: Andrew Roden

Managing Editor: Roger Mortimer

Contributors: Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Julia Scarlett, Trevor Jones, Paul Chetter, Lewis Bucknell, David and Alison Barker.

## EDITORIAL ADDRESS

Hornby Magazine, Key Publishing,  
PO Box 100, Stamford, Lincolnshire PE9 1XQ

Tel: 01780 755131

E-mail: hornbymagazine@keypublishing.com

Website: www.hornbymagazine.com

## ADVERTISING

Phone: 01780 755131

Senior Advertising Manager: Katie Moon  
katie.moon@keypublishing.com

Sales Executive: Alison Chater

E-mail: alison.chater@keypublishing.com

Deputy Advertisement Production Manager: Kay Townsin

Email: kay.townsin@keypublishing.com

Advertising Production/Design: Becky Antoniaides

E-mail: rebecca.antoniaides@keypublishing.com

## ADVERTISING ADDRESS

Hornby Magazine, Key Publishing Ltd,  
PO Box 100, Stamford, Lincolnshire PE9 1XQ

## SUBSCRIPTIONS/MAIL ORDER

PO Box 300, Stamford, Lincolnshire PE9 1NA, UK

Telephone: 01780 480404

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## PUBLISHING

Production Manager: Janet Watkins

Head of Design: Steve Donovan

Head of Advertising: Brodie Baxter

Head of Distance Selling: Martin Steele

Head of Circulation: Ann Saundry

Head of Finance: Nigel Cronin

Chief Digital Officer: Vicky Macey

Chief Customer Officer: Gaynor Hemingway-Gibbs

Chief Content & Commercial Officer: Mark Elliott

Group CEO: Adrian Cox

Registered Office: Units 1-4, Gwash Way Industrial Estate,  
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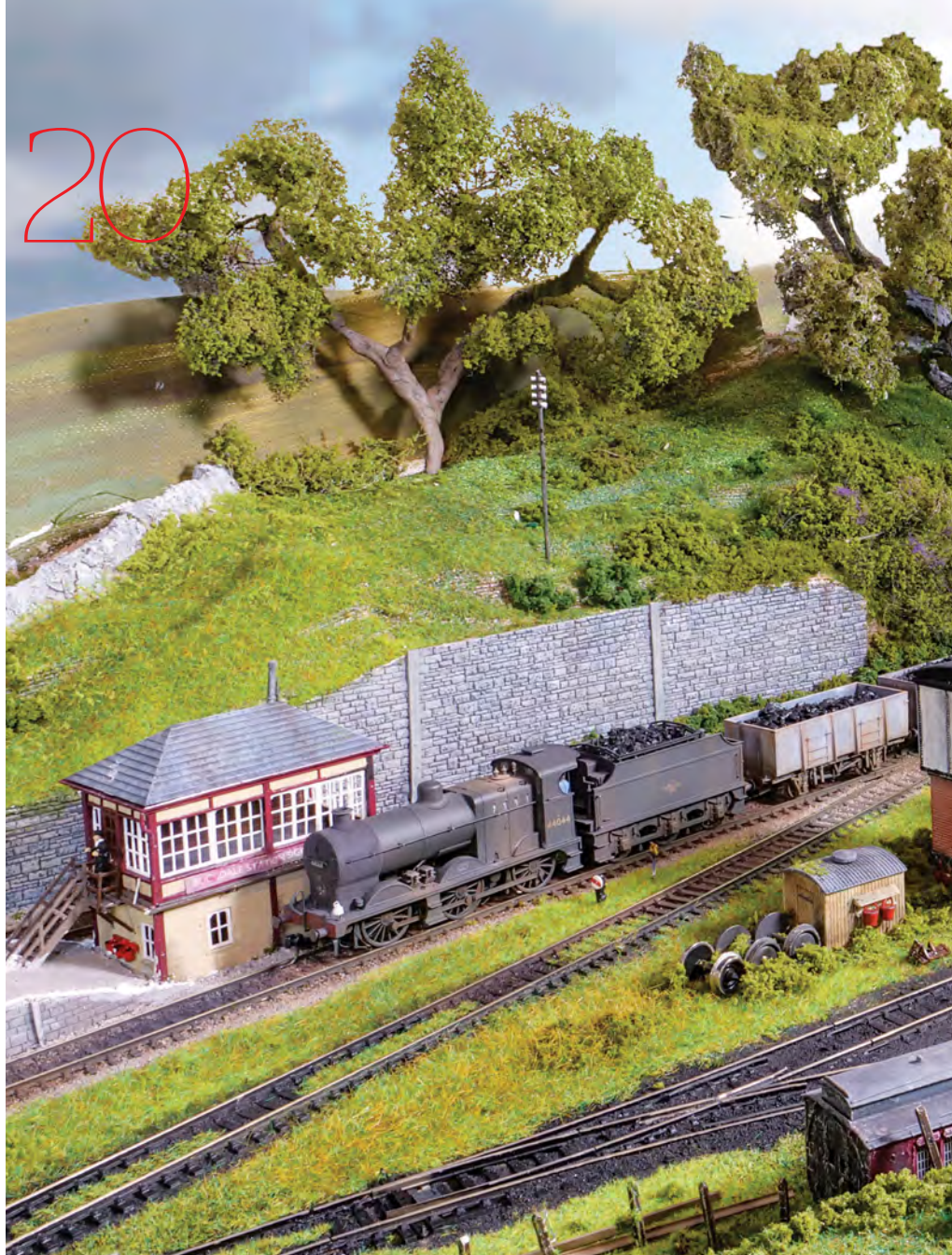
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ISSUE  
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# HORNBY magazine

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Tim Shackleton turns his wide-ranging weathering skills to a collection of 'OO' gauge PCA cement wagons.

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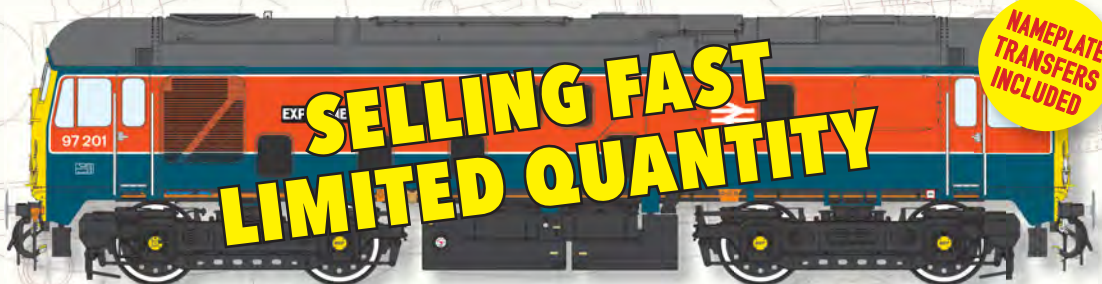
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# Welcome

## THE EDITOR'S PAGE



HAPPY NEW YEAR one and all and welcome to the February 2020 issue of *Hornby Magazine*. This issue is a special one as it marks the launch of Hornby's eagerly awaited 2020 catalogue as well

as the company's 100th anniversary year.

*Hornby Magazine* is marking Hornby's centenary with a series of special features through the year starting with this issue's catalogue launch. In the coming months you can expect features looking back at Hornby's story, exclusive interviews and much more as we mark this momentous moment in Britain's favourite model manufacturer's history.

To many, Hornby is model railways.

Without this household name the hobby would be poorer and the good news is that Hornby is fighting fit and raring to go with its new product launches.

These went public on January 6 and you can read our comprehensive coverage in a special 10 page report on pages 8-17 of this issue. Plus, if you head over to our website or the *Hornby Magazine* YouTube channel you can get an in-depth look at the 2020 range with Richard Watson and myself as we explain and discuss more about the range and showcase its highlights on camera.

There is so much to look forward to in the 2020 catalogue and some truly iconic new locomotives are on their way. The rebirth of *Rocket*, Gresley's 'W1' 4-6-4 and the APT-P are just a handful of personal favourites which are already tempting my wallet and we are sure that they will tempt you too.

Hornby is just part of our exciting story

this month as we also have three significant brand new releases - Hatton's exclusive Class 66 for 'OO' together with Heljan's new Class 50 and Dapol's new Sentinel 'Y3' 4wVBT for 'O' gauge. Plus there are in-depth modelling features, three stunning layouts to inspire your own projects, a little bit of my own history in *Keeping Track* and much more.

We hope you enjoy this packed new issue of *Hornby Magazine* and all the content that we have created for it. 2020 is off to a flying start and we know there is more to come. Stay with us through the year as we bring you all the latest news, reviews and more in future issues.

Happy modelling!

*Mike Wild*

Mike Wild  
Editor, *Hornby Magazine*

## IN YOUR MAGAZINE FEBRUARY 2020

### FIRST LOOK

Read the full story on Hornby's 2020 centenary year catalogue in our detailed 10-page report on pages 8-17 where we reveal all the new items for the year ahead.

### FIRST REVIEW

**72** Hatton's Class 66s were about to arrive as this issue closed for press. We got our hands on two early samples to give you the low-down on what to expect from this new locomotive.

### TRAIN FORMATIONS

**40** The final decade of Southern Region steam is the focus of our latest Train Formations feature as we hone in on traffic at Eastleigh on the London and South Western Railway mainline.

### WE SHOW YOU HOW

**50** The *Hornby Magazine* team took on its biggest challenge yet when we built a new 'O' gauge layout in three weeks to show at the Warley exhibition in 2019. We reveal the full story behind this new project layout.

### WIN HORNBY'S ROCKET

Our latest competition offers a fantastic prize of Hornby's brand new model of Stephenson's *Rocket* for 'OO' gauge. Turn to page 18 to find out how to enter and be in with a chance of winning this 2020 release.

### LAYOUT FEATURES

#### 20 YORKSHIRE DALES MODEL RAILWAY

Lewis Bucknell takes us on a tour of his impressive 32ft x 10ft 'OO' gauge loft layout.

#### 50 SEVEN MILL DEPOT

The *Hornby Magazine* team reveals the story behind its latest project - an 'O' gauge diesel depot.

#### 90 CORNWALLIS YARD

David and Alison Barker take us back to the 1930s on the Great Western Railway with their 'EM' gauge layout.

### PLUS

- PCA cement wagon weathering techniques
- Class 50s in preservation
- Digital sound for narrow gauge steam
- Discover how BR catered for its new diesels

## HORNBY MAGAZINE YEARBOOK 12 OUT NOW!

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# Hornby celebrates its FIRST 100 YEARS

The centenary year for Hornby marks the launch of a special collection of unique products in 2020.

**MARK CHIVERS**

rounds up these not-to-be-missed collectors pieces.

## 2020

MARKS the 100<sup>th</sup> anniversary since the first Hornby clockwork train was launched by Frank Hornby and Meccano. The tinplate 'O' gauge locomotives were offered in a choice of colours with wagons, carriages and track.

To celebrate, Hornby has planned an ambitious range of commemorative models that celebrate milestones from across the years making use of appropriate packaging and logos from the past and its Centenary year logo.

Positioning the range as a lifetime's journey, the models selected aim to represent significant releases from the many brand names associated with the Hornby name through the years, with a range of limited



Left: Hornby Hobbies has worked with renowned author Pat Hammond and Key Publishing to produce a brand-new *Hornby Book of Trains* for 2020. It will feature over 800 images and 488 pages.

editions to celebrate each decade.

For the 1920s, Hornby has commissioned Electric Train Systems (ETS) to produce a series of 'O' gauge tinplate 0-4-0 locomotives. With a clear hark back to Frank Hornby's first clockwork train set, each model will be three-rail electric and available in four colour schemes – London & North Western Railway black (R3814), Midland Railway maroon (R3815), Caledonian Railway blue (R3816) and Great Northern Railway green (R3817). Limited to just 100 examples of each, they will come with a limited-edition certificate and packaged in a stout box with branding from the period. Priced at £524.99 each, they will be spread evenly across the year in January, April, July and November.

In 1938, Hornby Dublo released two locomotives, the Gresley 'A4' 4-6-2 and an 0-6-2T which resembled an 'N2'. Clockwork

and 12volt electric models were released and both locomotives were packaged in a special set, along with LNER articulated carriages. To celebrate, a representative pack has been created containing Hornby's top-of-the-range 'A4' 4498 *Sir Nigel Gresley* in LNER garter blue together with a pair of high-spec LNER teak coaches and a circuit of track (R1252M). Limited to just 1000 examples, the set box will be blue and feature Hornby Dublo's distinctive branding from the period. Priced at £249.99, the set is due to be available in June this year.

With the Second World War disrupting production plans, Hornby Dublo eventually issued its new 'OO' LMS 'Princess Coronation' 4-6-2 in 1948. In celebration, Hornby is planning to issue a very special model of 6231 *Duchess of Atholl* (R3819) featuring an all-new diecast metal



Hornby has commissioned a series of Hornby three-rail electric locomotives in 'O' gauge made by ETS. Each livery is limited to 100 pieces and they replicate the original Hornby tinplate locomotives of 1920.

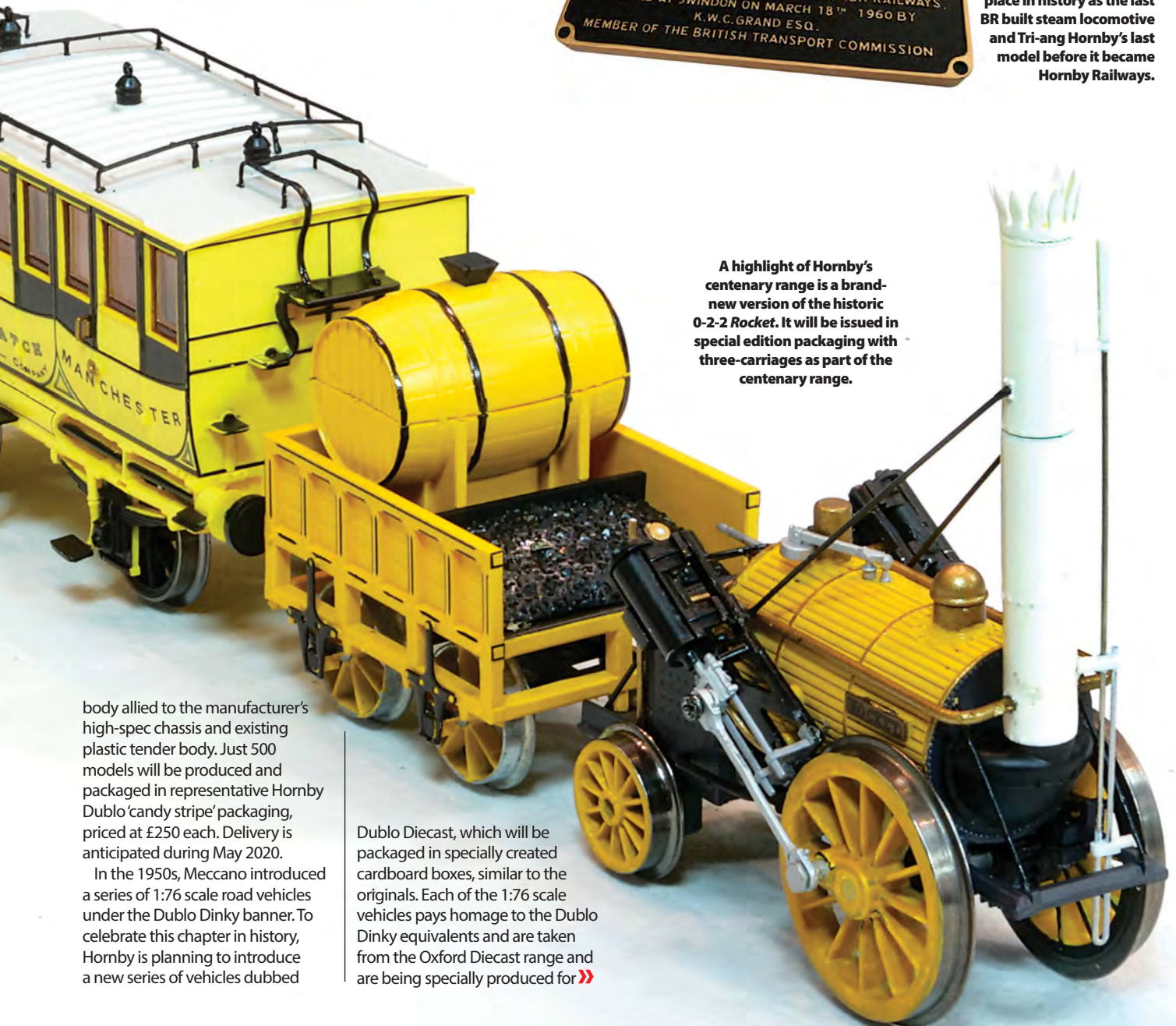




Bulleid 'Merchant Navy' 4-6-2 35028 *Clan Line* will be issued with gold plated metal parts to mark Hornby's 100<sup>th</sup> anniversary.



A special edition of *Evening Star* commemorates its place in history as the last BR built steam locomotive and Tri-ang Hornby's last model before it became Hornby Railways.



A highlight of Hornby's centenary range is a brand-new version of the historic 0-2-2 *Rocket*. It will be issued in special edition packaging with three-carriages as part of the centenary range.

body allied to the manufacturer's high-spec chassis and existing plastic tender body. Just 500 models will be produced and packaged in representative Hornby Dublo 'candy stripe' packaging, priced at £250 each. Delivery is anticipated during May 2020.

In the 1950s, Meccano introduced a series of 1:76 scale road vehicles under the Dublo Dinky banner. To celebrate this chapter in history, Hornby is planning to introduce a new series of vehicles dubbed

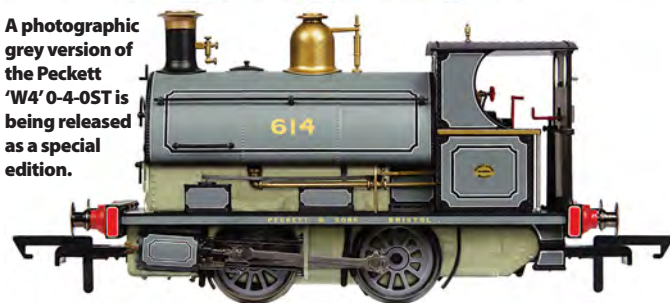
Dublo Diecast, which will be packaged in specially created cardboard boxes, similar to the originals. Each of the 1:76 scale vehicles pays homage to the Dublo Dinky equivalents and are taken from the Oxford Diecast range and are being specially produced for »



The 1990s 'Top Link' era is recalled with this modern day 'Terrier' in classic packaging.



A photographic grey version of the Peckett 'W4' 0-4-0ST is being released as a special edition.



Hornby in bespoke colours/liveries including a MG TC, Morris J Van, Austin K8 van, Fordson tractor, VW T2 van and a Scammell mechanical horse and van trailer. Prices range from £9.99 for all but the Scammell, which retails at £14.99. Delivery is expected during May.

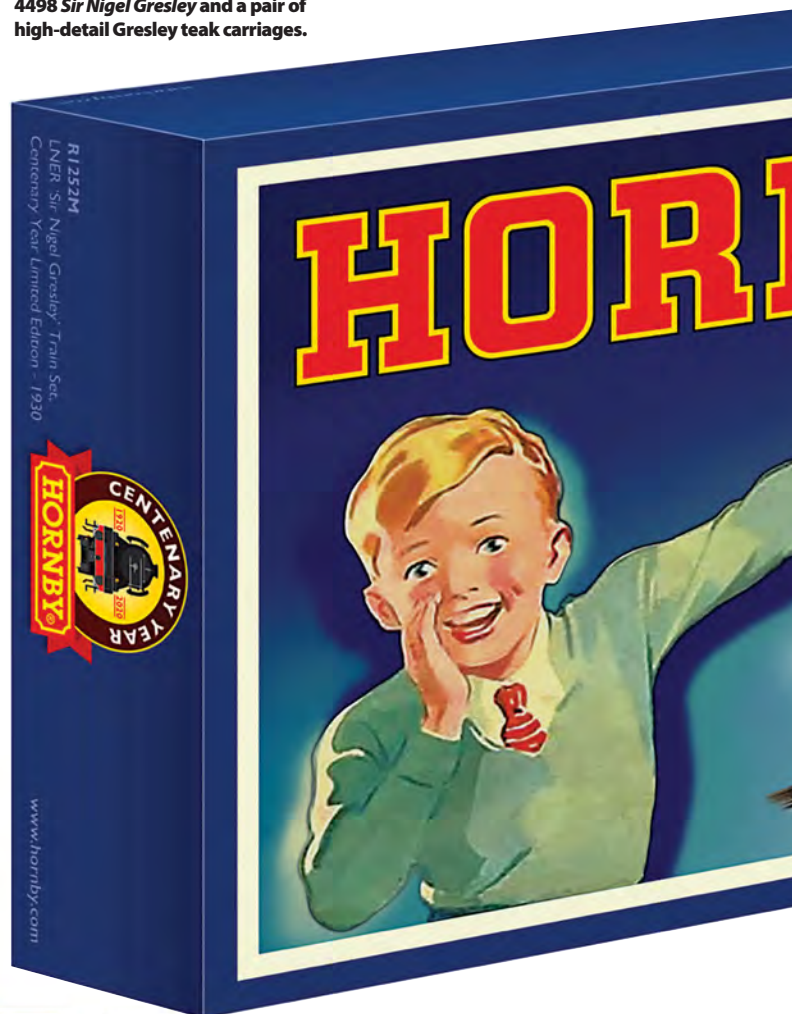
limited-edition model will feature the 0-2-2 locomotive, tender and three carriages – *Despatch*, *Times* and *Experience* – in their distinctive colour scheme. Presented in special Tri-ang branded book style packaging, this all-new model features plenty of separately fitted parts including etched brass details

## TRI-ANG HORNBY

The 1960s were a chequered period for Hornby Dublo, with the collapse of Meccano Ltd. and its subsequent acquisition by Lines Brothers. To commemorate this period in the company's history, a totally new 'OO' gauge model of Stephenson's *Rocket* (R3809) is planned. This diminutive locomotive, celebrating its win at the Rainhill Trials in the 1800s, was a firm favourite in the 1960s and again in the 1980s when it was re-issued. This new



Retro style packaging and products are key to Hornby's 2020 centenary range. Marking the start of Hornby Dublo in 1938 is this train set (Cat No. R1252M) featuring the current Gresley 'A4' as 4498 *Sir Nigel Gresley* and a pair of high-detail Gresley teak carriages.



Left: Unique packaging has been designed for Hornby's 2020 products reviving iconic artwork from its history. The model of 6231 *Duchess of Atholl* will even feature a brand new tooling for the locomotive with a die-cast body.

and is DCC ready. Priced at £189.99, just 1,500 centenary special examples will be produced. Delivery is expected in February.

A high-profile release in the 1970s was Tri-ang Hornby's BR '9F' 2-10-0 92220 *Evening Star* with a Silver Seal motor. Whilst this was the last steam locomotive built for British Railways, it also proved to be the last new tooling for Tri-ang Hornby at the time too. To commemorate this release from the period, Hornby's latest locomotive drive '9F' will be finished in BR lined green with late crests and issued in specially branded Tri-ang Hornby packaging (R3821) and will also feature a special commemorative resin cast plaque and certificate. Just 1,000 models are being produced, priced at £149.99 with delivery anticipated during September.

The 1980s were a period of

consolidation for Hornby under new owners Dunbee Combex Marx, with a remit to reduce costs where possible. One measure was to produce a new model for under £10 – enter the *Smokey Joe* 0-4-0T 'Pug' (R3822). This diminutive model has never been out of the catalogue since its introduction and to celebrate the longest serving locomotive in the range, it receives a modest makeover with added detail parts including metal handrails and a high degree of decoration. Priced at £39.99, 2,000 units will be produced in Hornby's 1980s blue belt packaging, with delivery expected in June.

The 1990s saw Hornby acquire tooling from other manufacturers to add to its repertoire, including Dapol. One of the models that it purchased as part of the deal was the London Brighton & South Coast Railway (LBSCR) 'Terrier' 0-6-0T. Now utilising the very latest version of



The famous black 'Princess' train set issued by Rovex is being recreated using Hornby's latest model of the LMS 'Pacific'.





this model, Hornby plans to release 45 Merton in LBSCR improved engine green (R3823). Given Tri-ang's factory was also once in Merton, this release ticks another box for the centenary celebrations. Packaged with Hornby's Top Link branding from the '90s and limited-edition certificate, the 'Terrier' is priced at £104.99 with delivery expected during August.

### MILLENNIUM MAKEOVER

At the turn of the millennium, there were many changes at Hornby including the movement of production to China. Considered by many to have been the turning point for the company, Hornby's Bulleid rebuilt 'Merchant Navy' 4-6-2 offered a step change in detail and running characteristics. To celebrate, 35028 *Clan Line* (R3824) will appear in 18 carat gold-plated form (handrails/motion/tyres) together with a wooden display plinth, etched

metal plate, length of 18carat gold-plated track and limited-edition certificate. Just 1,000 models will be produced, priced at £224.99, with delivery due during August.

Well and truly into the 2000s, Hornby's diminutive 'OO' gauge Peckett 'B4' 0-4-0ST proved very popular at the time of its release – and still is. In recognition, it will appear as Peckett 614 in lined photographic grey (R3825) together with a brass effect makers plate and limited-edition certificate. Priced at £109.99, 2,000 are being produced with delivery expected during September.

To complete the year's centenary

collection is a striking Rovex-branded train set celebrating 100 years of Hornby (R1251M) which contains Hornby's current 'OO' gauge LMS 'Princess Royal' 4-6-2 46201 *Princess Elizabeth* in BR black together with a pair of LMS carriages, circuit of track and limited-edition certificate.

Finally, a lavishly illustrated 488-page Hornby Book of Trains authored by model railway historian Pat Hammond is due to be published during February, priced at £24.99, looking back over a century of Hornby trains – see advert on page 128.

● See table below for the full list of Hornby 2020 Centenary Collection models.

| HORNBY 2020 CENTENARY COLLECTION                              |                             |                                   |      |         |                                                                      |  |
|---------------------------------------------------------------|-----------------------------|-----------------------------------|------|---------|----------------------------------------------------------------------|--|
| TYPE                                                          | PACKAGING                   | LIVERY                            | ERA  | CAT NO. | NOTES                                                                |  |
| London and North Western Railway 0-4-0 2710                   | Hornby Electric Train       | LNWR black                        | 1920 | R3814   | 'O' gauge three-rail tin-plate, 100 models                           |  |
| Midland Railway 0-4-0 2710                                    | Hornby Electric Train       | MR maroon                         | 1920 | R3815   | 'O' gauge three-rail tin-plate, 100 models                           |  |
| Caledonian Railway 0-4-0 2710                                 | Hornby Electric Train       | CR blue                           | 1920 | R3816   | 'O' gauge three-rail tin-plate, 100 models                           |  |
| Great Northern Railway 0-4-0 2710                             | Hornby Electric Train       | GN green                          | 1920 | R3817   | 'O' gauge three-rail tin-plate, 100 models                           |  |
| LNER Sir Nigel Gresley train set                              | Hornby Dublo                | LNER garter blue                  | 1938 | R1252M  | 'A4' + two LNER teak carriages, 1000 units                           |  |
| LMS 'Princess Coronation' 4-6-2 6231 <i>Duchess of Atholl</i> | Hornby Dublo candy-stripe   | LMS maroon                        | 1948 | R3819   | New die-cast metal body, 500 models                                  |  |
| MGTC                                                          | Dublo Diecast               | Maroon                            | 1957 | R7241   | 1:76 scale, 2000 models                                              |  |
| Morris J Van                                                  | Dublo Diecast               | Grey                              | 1957 | R7242   | 1:76 scale, 2000 models                                              |  |
| Austin K8 van                                                 | Dublo Diecast               | Margate Hotel and Boarding Assoc. | 1957 | R7243   | 1:76 scale, 2000 models                                              |  |
| Fordson tractor                                               | Dublo Diecast               | Red                               | 1957 | R7247   | 1:76 scale, 2000 models                                              |  |
| VW T2 van,                                                    | Dublo Diecast               | Yellow, Hornby Dublo              | 1957 | R7248   | 1:76 scale, 2000 models                                              |  |
| Scammell Mechanical Horse and trailer                         | Dublo Diecast               | Blue, Hornby Trains               | 1957 | R7249   | 1:76 scale, 2000 models                                              |  |
| Stephenson's Rocket train pack                                | Tri-ang Railways            | L&M yellow and black              | 1963 | R3809   | New tooling, 1500 limited Tri-ang packs                              |  |
| BR '9F' 2-10-0 92220 <i>Evening Star</i>                      | Tri-ang Hornby              | BR lined green, late crests       | 1971 | R3821   | Replica resin makers plate, 1000 models                              |  |
| BR '0F' 0-4-0ST, 56025 <i>Smokey Joe</i>                      | Hornby Railways 'blue belt' | Lined black                       | 1983 | R3822   | Extra detail parts, 2000 models                                      |  |
| LBSCR 'Terrier' 0-6-0T 45 Merton                              | Hornby Railways Top Link    | LBSCR improved engine green       | 1998 | R3823   | Original Tri-ang factory located at Merton, 1000 models              |  |
| SR 'Merchant Navy' 4-6-2 35028 <i>Clan Line</i>               | Hornby                      | BR lined green, late crests       | 2000 | R3824   | 18carat gold plated, 1000 models                                     |  |
| Peckett 'W4' 0-4-0ST 614 Peckett & Sons                       | Hornby                      | Lined grey                        | 2016 | R3825   | Brass effect maker's plate, 1000 models                              |  |
| Celebrating 100 years of Hornby train set                     | Rovex                       | BR black, early crests            | 2020 | R1251M  | <i>Princess Elizabeth</i> + two coaches, celebrating first train set |  |
| The Hornby Book of Trains – Centenary Edition by Pat Hammond  | N/A                         | N/A                               | N/A  | R8158   | A celebration of 100 years of Hornby Trains, 488 pages               |  |



# Hornby Plans 'HUSH HUSH' FOR 2020

The Gresley 'W1' 4-6-4 is one of the highlights of Hornby's impressive plans for its centenary year. **MARK CHIVERS** reveals all.



Gresley's 'Hush Hush' 4-6-4 10000 poses for its portrait. It was built with an experimental high-pressure boiler in 1929 and ran for eight years in this condition before being rebuilt. [Railphotoprints.uk](http://Railphotoprints.uk)

**L**ONDON and North Eastern Railway (LNER) prototypes, a missing BR Standard and a historic 0-2-2 headline Hornby's new 'OO' gauge steam motive power roster for its 2020 catalogue range.

Leading the charge for the steam sector this year are the unique LNER 'W1' 4-6-4, Thompson 'A2/2' and 'A2/3' 4-6-2s, BR '2MT' 2-6-0 and Stephenson's celebrated 0-2-2 *Rocket*.

LNER 'W1' 10000 – or 'Hush Hush' – was an experimental design built at Darlington Works in 1929 and was the only 4-6-4 tender locomotive to have operated on the UK mainline. It initially featured a distinctive bulbous looking body casing which subsequently gave way to streamlined 'A4' styling by the mid-1930s when rebuilt at Doncaster Works.

Three versions of the newly-tooled model in original form are planned as 10000 in LNER grey (Cat No. R3840), LNER grey with optional *British Enterprise* etched brass nameplates, which were mooted but never carried by the prototype (R3841) and a 'what-could-have-been' LNER apple green colour scheme (R3842) – the latter model limited to just 500 examples.

In rebuilt form, two versions are planned as 10000 in LNER garter blue with valances (R3843) and 60700 in BR lined green with early crests, without valances (R3844). Each will feature locomotive drive, separately fitted detail parts, 8-pin Digital Command Control (DCC) decoder socket and NEM couplings. Priced at £199.99 each, delivery is expected in December 2020.

Continuing the LNER theme, Hornby is to produce Thompson's



Stereo 3D sample of the new Hornby BR '2MT' 2-6-0.

'A2/2' and 'A2/3' 4-6-2s for 'OO'. The mixed traffic 'A2/2s' comprised six engines rebuilt at Doncaster Works from Gresley 'P2' 2-8-2s in the mid-1940s, while the 'A2/3s' were based on the 'A2/2' design with increased boiler pressure and new additions such as electric lighting and self-cleaning smokeboxes. The first 'A2/3' to emerge from Doncaster was 500 *Edward Thompson*, the 2,000<sup>th</sup> locomotive to be built at the Works.

Hornby's new highly detailed Thompson 'A2/2' 4-6-2 will be offered as 60501 *Cock o' the North* in BR lined green with early crests (R3830) and 60505 *Thane of Fife* in BR lined green with late crests (R3831), while the Thompson 'A2/3' will appear as 500 *Edward Thompson* in LNER green (R3832), 514 *Chamossaire* in LNER green (R3833), 60512 *Steady Aim* in BR lined green with early crests (R3834) and 60523 *Sun Castle* in BR lined green with late crests (R3835). All will be DCC ready, with 8-pin decoder sockets, space for a 28mm diameter digital sound speaker and NEM couplings. Prices are set at £189.99 each, while delivery is anticipated during December 2020.

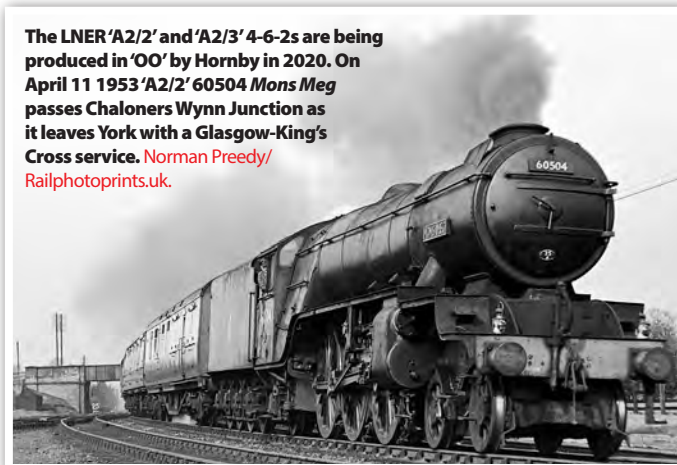
The Riddles-designed BR '2MT' 2-6-0s were built at Darlington Works in the 1950s, with 65 constructed between 1952 and 1956. Partnered to a BR3 tender, these mixed traffic locomotives were intended for light passenger and freight duties.

Three of these newly tooled models are planned initially as 78010 in BR lined black with early crests (R3838), 78047 in BR lined black with late crests (R3836) and 78000 in BR plain green with late crests (R3839). Each will feature locomotive drive, an 8-pin DCC decoder socket and small tension lock couplings in NEM pockets. Prices are set at £179.99, with delivery slated for December 2020.

Hornby's fifth newly tooled 'OO' gauge steam locomotive for 2020 is Stephenson's *Rocket* (R3810), the famous 0-2-2 locomotive built for the Liverpool and Manchester Railway's Rainhill Trials of 1829. During the trials *Rocket* achieved a top speed of 24mph.

This latest 'OO' gauge incarnation features all-new tooling with a highly detailed locomotive and tender, plus three four-wheeled coaches in a special book-style

The LNER 'A2/2' and 'A2/3' 4-6-2s are being produced in 'OO' by Hornby in 2020. On April 11 1953 'A2/2' 60504 *Mons Meg* passes Chaloners Wynn Junction as it leaves York with a Glasgow-King's Cross service. [Norman Preedy/Railphotoprints.uk](http://NormanPreedy/Railphotoprints.uk)

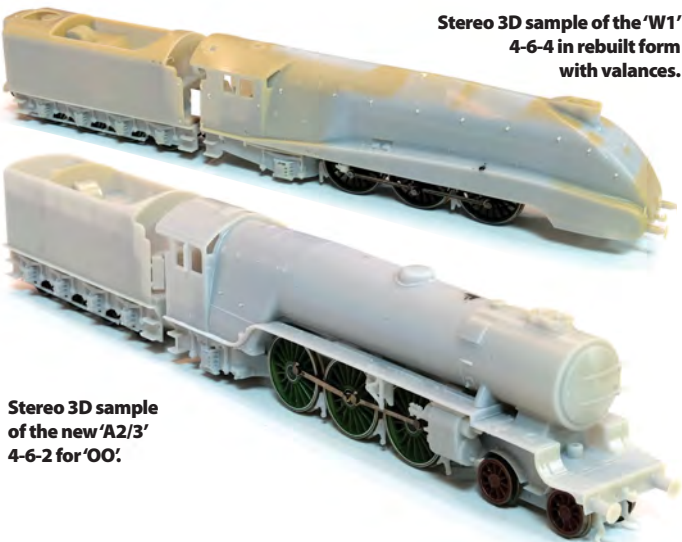






**Above:** This side portrait of the rebuilt 'W1' 4-6-4 10000 at King's Cross shed in 1938 shows the length of its cab over the rear bogie. Hornby is producing the locomotive in both original and rebuilt forms for 'OO' gauge in 2020.  
Railphotoprints.uk

**Right:** Riddles '2MT' 2-6-0 78007 stands at Manchester Central in September 1965 while on station pilot duty. These compact 2-6-0s are being produced for 'OO' by Hornby. Colin Whitfield/Railphotoprints.uk



**Stereo 3D sample of the 'W1' 4-6-4 in rebuilt form with valances.**

**Stereo 3D sample of the new 'A2/3' 4-6-2 for 'OO'.**

presentation pack (R3810). A special Hornby Centenary pack (see separate story) in Tri-ang branded packaging (R3809) with limited edition certificate will also be available. To differentiate between the two versions, the carriages in both packs will be different.

Close inspection of pre-production samples revealed many separately fitted etched metal parts, plus each pack will also include two decorated footplate crew. DCC ready, Hornby's new 'OO' gauge *Rocket* is priced at £179.99 for the standard pack and £189.99 for the Tri-ang branded limited edition pack, with delivery expected during February.

In addition to the newly-tooled models, Hornby's standard 2020 range will be expanded by 19 further steam locomotives from its repertoire including four new versions of its London Brighton & South Coast Railway (LBSCR) 'Terrier' 0-6-0T, an SECR 'H' 0-4-4T, LSWR 'T9' 4-4-0 and SR 'Lord Nelson' 4-6-0 with a Southern theme. Also joining the roster are a further pair of new LMS 'Princess Royal' 4-6-2s, both of which feature firebox flicker. There will be a further streamlined 'Princess Coronation' 4-6-2, a GWR 'Star', more Pecketts in 0-4-0ST and 0-6-0ST form and more.

● See Table 1 for the full list of Hornby 2020 steam locomotives.

**TABLE 1 – HORNBY 2020 'OO' STEAM LOCOMOTIVES**

| CLASS                                    | IDENTITY                               | LIVERY                                           | ERA      | CAT NO.      | NOTES                                  |
|------------------------------------------|----------------------------------------|--------------------------------------------------|----------|--------------|----------------------------------------|
| <b>Stephenson 0-2-2</b>                  | <b>Rocket</b>                          | <b>Liverpool &amp; Manchester Railway yellow</b> | <b>1</b> | <b>R3810</b> | <b>train pack with three carriages</b> |
| GWR 'Star' 4-6-0                         | 4003 <i>Lode Star</i>                  | GWR lined green                                  | 3        | R3864        |                                        |
| LBSCR 'Terrier' 0-6-0T                   | 40 <i>Brighton</i>                     | LBSCR improved engine green                      | 2        | R3845/R3845X |                                        |
| LBSCR 'Terrier' 0-6-0T                   | 735                                    | LSWR lined green                                 | 2        | R3846/R3846X |                                        |
| LBSCR 'Terrier' 0-6-0T                   | W14 <i>Bembridge</i>                   | SR lined olive green                             | 3        | R3847/R3847X |                                        |
| LBSCR 'Terrier' 0-6-0T                   | 13 <i>Carisbrooke</i>                  | British Railways lined malachite green           | 4        | R3848/R3848X |                                        |
| LSWR 'T9' 4-4-0                          | 120                                    | LSWR lined green                                 | 2        | R3863        |                                        |
| SECR 'H' 0-4-4T                          | 1552                                   | Southern Railway black                           | 3        | R3763        |                                        |
| SR 'Lord Nelson' 4-6-0                   | 864 <i>Sir Martin Frobisher</i>        | SR lined malachite green                         | 3        | R3862        |                                        |
| LMS 'Princess Royal' 4-6-2               | 6212 <i>Duchess of Kent</i>            | LMS lined maroon                                 | 3        | R3854/R3854X | firebox flicker                        |
| LMS 'Princess Royal' 4-6-2               | 46211 <i>Queen Maud</i>                | BR lined green, late crests                      | 5        | R3855/R3855X | firebox flicker                        |
| LMS 'Princess Coronation' 4-6-2          | 46257 <i>City of Salford</i>           | BR lined green, late crests                      | 5        | R3856        |                                        |
| LMS 'Princess Coronation' 4-6-2          | 6220 <i>Coronation</i>                 | LMS lined blue                                   | 3        | R3857        |                                        |
| LNER Peppercorn 'A1' 4-6-2               | 60163 <i>Tornado</i>                   | British Railways lined apple green               | 11       | R3828        | The Aberdonian train pack              |
| <b>LNER Thompson 'A2/2' 4-6-2</b>        | <b>60501 <i>Cock o' the North</i></b>  | <b>BR lined green, early crests</b>              | <b>4</b> | <b>R3830</b> |                                        |
| <b>LNER Thompson 'A2/2' 4-6-2</b>        | <b>60505 <i>Thane of Fife</i></b>      | <b>BR lined green, late crests</b>               | <b>5</b> | <b>R3831</b> |                                        |
| <b>LNER Thompson 'A2/3' 4-6-2</b>        | <b>500 <i>Edward Thompson</i></b>      | <b>LNER apple green</b>                          | <b>3</b> | <b>R3832</b> |                                        |
| <b>LNER Thompson 'A2/3' 4-6-2</b>        | <b>514 <i>Chamossaire</i></b>          | <b>LNER apple green</b>                          | <b>3</b> | <b>R3833</b> |                                        |
| <b>LNER Thompson 'A2/3' 4-6-2</b>        | <b>60512 <i>Steady Aim</i></b>         | <b>BR lined green, early crests</b>              | <b>4</b> | <b>R3834</b> |                                        |
| <b>LNER Thompson 'A2/3' 4-6-2</b>        | <b>60523 <i>Sun Castle</i></b>         | <b>BR lined green, late crests</b>               | <b>5</b> | <b>R3835</b> |                                        |
| <b>LNER 'W1' Class 'Hush Hush' 4-6-4</b> | <b>10000</b>                           | <b>LNER grey</b>                                 | <b>3</b> | <b>R3840</b> |                                        |
| <b>LNER 'W1' Class 'Hush Hush' 4-6-4</b> | <b>10000 <i>British Enterprise</i></b> | <b>LNER grey</b>                                 | <b>3</b> | <b>R3841</b> | optional nameplates                    |
| <b>LNER 'W1' Class 'Hush Hush' 4-6-4</b> | <b>10000</b>                           | <b>LNER apple green</b>                          | <b>3</b> | <b>R3842</b> | fictional colour scheme                |
| <b>LNER rebuilt 'W1' 4-6-4</b>           | <b>10000</b>                           | <b>LNER garter blue</b>                          | <b>3</b> | <b>R3843</b> | with valances                          |
| <b>LNER rebuilt 'W1' 4-6-4</b>           | <b>60700</b>                           | <b>BR lined green, early crests</b>              | <b>4</b> | <b>R3844</b> | without valances                       |
| <b>BR '2MT' 2-6-0</b>                    | <b>78010</b>                           | <b>BR lined black, early crests</b>              | <b>4</b> | <b>R3838</b> |                                        |
| <b>BR '2MT' 2-6-0</b>                    | <b>78047</b>                           | <b>BR lined black, late crests</b>               | <b>5</b> | <b>R3836</b> |                                        |
| <b>BR '2MT' 2-6-0</b>                    | <b>78000</b>                           | <b>BR plain green, late crests</b>               | <b>5</b> | <b>R3839</b> |                                        |
| BR 'Britannia' 4-6-2                     | 70013 <i>Oliver Cromwell</i>           | BR lined green, late crests                      | 5        | R3865        |                                        |
| BR '9F' 2-10-0                           | 92212                                  | BR black, late crests                            | 5        | R3941        | 1:1 Collection                         |
| Peckett 'B2' 0-6-0ST                     | 1456/1918                              | Bloxham and Whiston Ironstone Co. Ltd            | 2        | R3765        |                                        |
| Peckett 'B2' 0-6-0ST                     | 1426/1916                              | NCB green                                        | 6        | R3766        |                                        |
| Peckett 'W4' 0-4-0ST                     | 490/1890                               | Crawshaw Brothers green                          | 2        | R3868        |                                        |
| Peckett 'W4' 0-4-0ST                     | 33 <i>Lady Cornelia</i>                | Dowlais Ironworks lined green                    | 2        | R3869        |                                        |

● NOTE: Items in bold are new tooling projects for 2020.



# HORNBY GOES FULL TILT WITH APT



The Class 370 APT is being produced from scratch by Hornby for 'OO' gauge in 2020. On May 24 1984 370003 leaves London Euston with a test working. [Railphotoprints.uk](http://Railphotoprints.uk)

**S**PEED IS THE FOCUS for Hornby's diesel and electric plans in 2020 with all-new 'OO' gauge models of British Rail's Advanced Passenger Train and BR Class 91 Bo-Bo electric locomotives planned.

BR's Prototype Advanced Passenger Train (APT-P) was developed and built in the late 1970s for use on the electrified West Coast Main Line. Designated Class 370, it was intended to cut journey times between London and Glasgow in the 1980s by utilising tilting technology at high speed.

Hornby's new 'OO' gauge model features all-new tooling developed in-house with a prototypical seven-car pack as 370001/370002 and twin Non-Driving Motor (NDM) vehicles at the centre (R3874) and a five-car pack as 370003/370004 with a single NDM (R3873). Hornby's new APT-P will feature prototypical tilt and additional vehicle packs will be available to create longer formations. An extra NDM vehicle

Sc49004 (R3948) together with an APT-U development vehicle 977527 - ex-TS Sc48204 - (R4970) will also be available. Prices are set at £484.99 for the seven-car pack, £394.99 for the five-car pack, £89.99 for the two-car add-on packs and £39.99 for single vehicles. Delivery is currently planned for December 2020.

Keeping with the high-speed theme, Hornby is adding a newly-tooled 'OO' gauge BR Class 91 Bo-Bo electric locomotive to its fleet with four models planned initially. Introduced in 1989 following electrification of the East Coast Main Line, they have spent 30 years in front-line passenger service and are currently being replaced by Hitachi Class 800/801 Azuma InterCity Express Trains.

Models planned include 91002 *Durham Cathedral* in InterCity 'Swallow' livery (R3890), 91117 *Cancer Research UK* in GNER blue (R3893), 91111 *For the Fallen* with VTEC's distinctive commemorative artwork (R3892) and 91118 in



current LNER colours (R3891). Priced at £169.99 each, delivery is expected during December 2020.

For something a little different, Hornby's 'OO' gauge Eurostar will feature promotional artwork applied to set 3005/3006 in 1999 to promote The Beatles' remastered *Yellow Submarine* movie and album. Each of the 18 vehicles displayed different illustrations on each side of the four-car pack (R3829) and the add-on twin-pack of extra saloons (R40001). A four-car train set will also be available (R1253M).

Further high-speed highlights

in the 2020 range include a series of High Speed Train (HST) power cars including a set to commemorate the pair utilised on the final GWR HST service to depart Paddington in May 2019.

Also added to the range is a new LNER Class 800/1 five-car set as 800104 in its Celebrating Scotland variation of the new Azuma livery, while the Class 390 Pendolino makes a welcome return as 390001 in new West Coast Main Line operator Avanti West Coast's colour scheme.

New diesel/electric locomotive additions include classes 08, 31, 50, 60 and a cavalcade of Class 66s (see Table 2 for more details) and more.

● See Table 2 for the full list of Hornby 2020 diesel/electric locomotives.





The East Coast Main Line Class 91s are the subject of a brand-new 'OO' gauge model from Hornby in 2020. On December 15 2019 91102 waits to depart Peterborough for Edinburgh. Mike Wild.



**TABLE 2 – HORNBY 2020 'OO' DIESEL/ELECTRIC LOCOMOTIVES AND MULTIPLE UNITS**

| CLASS                | IDENTITY                                    | LIVERY                                                 | ERA          | CAT NO.      | NOTES                                              |
|----------------------|---------------------------------------------|--------------------------------------------------------|--------------|--------------|----------------------------------------------------|
| Ruston 48DS 0-4-0    | 417892                                      | DVLR green                                             | 8            | R3852        | Enclosed cab                                       |
| Ruston 48DS 0-4-0    | GR5090                                      | GrantRail yellow                                       | 9            | R3853        | Enclosed cab                                       |
| Ruston 48DS 0-4-0    | 235511                                      | Express Dairy blue                                     | 4-6          | R3943        | Open cab                                           |
| Class 08             | 3817                                        | BR blue                                                | 6            | R3898TTS     |                                                    |
| Class 08             | 08645 St Piran                              | GWR black/white cross                                  | 11           | R3900        |                                                    |
| Class 31             | D5627                                       | BR green                                               | 6            | R3917        |                                                    |
| Class 31             | 31147 Floreat Salopia                       | Civil Engineers 'Dutch' yellow and grey                | 8            | R3880        |                                                    |
| Class 43 HST         | 43123/43065 City of Edinburgh               | InterCity Swallow                                      | 8            | R3944        | Buffer-fitted power cars                           |
| Class 43 HST         | 43002 Sir Kenneth Grange/ 43198             | InterCity /GWR green                                   | 11           | R3770        | Formed last GWR HST set from Paddington            |
| Class 43 HST         | 43021/43132                                 | ScotRail InterCity                                     | 11           | R3903        |                                                    |
| Class 43 HST         | 43013 Mark Carne/43014 The Railway Observer | New Measurement Train Network Rail yellow              | 11           | R3769        | Buffer-fitted power cars                           |
| Class 50             | 50007 Hercules                              | GB Railfreight blue and orange                         | 11           | R3882        |                                                    |
| Class 50             | 50049 Defiance                              | GB Railfreight                                         | 11           | R3883        |                                                    |
| Class 56             | 659002                                      | Floyd Zrt. Black                                       | 10           | R3888        |                                                    |
| Class 60             | 60021                                       | Colas Rail Freight orange/yellow/black                 | 10/11        | R3901        |                                                    |
| Class 60             | 60062 Stainless Pioneer                     | DB Cargo cherry red                                    | 11           | R3885        |                                                    |
| Class 60             | 60100 Midland Railway – Butterley           | DB Cargo cherry red                                    | 11           | R3884        |                                                    |
| Class 66             | 66047 Maritime Intermodal Two               | DB Cargo/Maritime blue                                 | 11           | R3887        |                                                    |
| Class 66             | 66109 Teesport Express                      | DB Cargo/PD Ports blue                                 | 11           | R3919        |                                                    |
| Class 66             | 66405                                       | DRS/Malcolm Logistics Services blue                    | 10           | R3886        |                                                    |
| Class 66             | 66434                                       | Malcolm Rail                                           | 10           | R3920        |                                                    |
| Class 66             | 66514                                       | Freightliner green/yellow                              | 9            | R3921        |                                                    |
| Class 66             | 66587 As One, We Can                        | Ocean Network Express (ONE) magenta                    | 11           | R3923        |                                                    |
| Class 66             | 66623                                       | G&W/Freightliner orange and black                      | 11           | R3922        |                                                    |
| Class 66             | 66725 Sunderland                            | GB Railfreight blue/orange                             | 11           | R3902        |                                                    |
| Class 66             | 66727 Andrew Scott CBE                      | GBRf blue                                              | 10           | R3881        |                                                    |
| Class 66             | 66733 Cambridge PSB                         | GB Railfreight blue/orange                             | 11           | R3916        |                                                    |
| Class 66             | 66743                                       | GBRf/Belmond Royal Scotsman maroon                     | 11           | R3950        |                                                    |
| Class 66             | 66746                                       | GBRf/Belmond Royal Scotsman maroon                     | 11           | R3950A       |                                                    |
| Class 66             | 66747 Made in Sheffield                     | GBRf/Newell & Wright (NWT) blue/white                  | 11           | R3940        |                                                    |
| Class 66             | 66780 The Cemex Express                     | GBRf/Cemex white/blue                                  | 11           | R3951        |                                                    |
| Class 90             | 90024                                       | Malcolm Rail                                           | 11           | R3924        |                                                    |
| <b>Class 91</b>      | <b>91002 Durham Cathedral</b>               | <b>InterCity Swallow</b>                               | <b>8</b>     | <b>R3890</b> |                                                    |
| <b>Class 91</b>      | <b>91111 For the Fallen</b>                 | <b>VTEC commemorative artwork</b>                      | <b>10/11</b> | <b>R3892</b> |                                                    |
| <b>Class 91</b>      | <b>91117 Cancer Research UK</b>             | <b>GNER blue</b>                                       | <b>10</b>    | <b>R3893</b> |                                                    |
| <b>Class 91</b>      | <b>91118 The Fusiliers</b>                  | <b>LNER red/white</b>                                  | <b>11</b>    | <b>R3891</b> |                                                    |
| <b>Class 370 APT</b> | <b>370003/370004</b>                        | <b>InterCity Advanced Passenger Train (APT) livery</b> | <b>7</b>     | <b>R3873</b> | <b>five-car pack</b>                               |
| <b>Class 370 APT</b> | <b>370001/370002</b>                        | <b>InterCity Advanced Passenger Train (APT) livery</b> | <b>7</b>     | <b>R3874</b> | <b>seven-car pack</b>                              |
| <b>Class 370 APT</b> | <b>49004</b>                                | <b>InterCity Advanced Passenger Train (APT) livery</b> | <b>7</b>     | <b>R3948</b> | <b>Non-Driving Motor</b>                           |
| Class 373 Eurostar   | 3005/3006                                   | Beatles Yellow Submarine promotional livery            | 9            | R3829        | four-car pack (also available as train set R1253M) |
| Class 390 Pendolino  | 390001                                      | Avanti West Coast                                      | 11           | R3952        |                                                    |
| Class 395            | 39134/39135                                 | South Eastern Javelin blue                             | 11           | R4999        | two-coach MSO pack for 395013                      |
| Class 800/1 Azuma    | 800104 Celebrating Scotland                 | LNER Azuma livery                                      | 11           | R3827        | five-car pack                                      |

● **NOTE: Items in bold are new tooling projects for 2020.**



# LMS 'CORONATION SCOT' COACHES



The sought after LMS 'Coronation' carriages are to be made for 'OO' by Hornby. In 1938 LMS 'Princess Coronation' 4-6-2 6220 *Coronation* hurries north with the down 'Coronation Scot' from Euston to Glasgow Central near Acton Bridge. *Rail Archive Stephenson.*

**M**ORE THAN 80 NEW carriages have been added to Hornby's 'OO' gauge roster for 2020 including a set of all-new London Midland & Scottish Railway (LMS) 'Coronation Scot' stock, a new BR Mk 1 catering vehicle, APT coaches and a tranche of re-liveries on existing tooling including BR Mk 1s, Mk 2D/2Fs and Mk 3s.

Headlining the exciting new announcements is a set of Stanier 'Coronation Scot' carriages which were utilised on the express service between London Euston and Glasgow Central in the 1930s, hauled by a streamlined 'Princess Coronation' 4-6-2. Hornby is developing nine vehicles in the distinctive LMS blue livery with silver lining as Stanier 57ft Corridor Brake Third (BTK) 5812 (R4960), 57ft Corridor Brake First (BFK) 5052 (R4961), 57ft Corridor First (FK) 1069 (R4962), 50ft Restaurant Kitchens



(RK) 30084/30085 (R4963/A), 65ft Restaurant First Open (RFO) 7507 (R4964) and 57ft Restaurant Third Opens (RTO) 8961/8993/8996 (R4965/A/B). Prices are set at £47.99 each, with delivery anticipated during October 2020. Hornby's LMS 'Princess Coronation' 4-6-2 6220 *Coronation* in LMS blue (R3857) is ideally suited.

Also new for 2020 is the BR Mk 1 Restaurant Buffet (RB) in standard and refurbished guises (RB(R)). Built in the 1960s, these operated across the rail network and add a catering vehicle to Hornby's range of BR Mk 1 carriages. Hornby's all new models will appear as BR Mk 1 RBs

W1739/W1743 in BR chocolate and cream (R4971/A) and S1720/S1757 in BR green (R4972/A) together with RB(R)s M1712/M1627 in BR maroon (R4973/A) and IC1617/1981 in BR InterCity colours (R4974/A).

Further highlights include a newly tooled departmental APT former Trailer Second vehicle 977527 (R4970), plus a series of departmental BR Mk 1 vehicles as ballast cleaner train staff coaches DB975802/DB975804/DB975805 (R40006/40007/40008), while a pair of South Eastern Class 395 Motor Standard Opens (R4999) are due in February to complete Javelin 395013 *Hornby Visitor Centre*.

Hornby's Mk 1's also gain BR Research Centre colours for the first time together with a new run in BR green covering SK, CK, BSK, TSO, FO and BG types together with Mk 2F vehicles in ScotRail and Virgin Trains liveries, plus a TSO and two BSO's in Direct Rail Services livery. The venerable Mk 3 also reappears with new rakes of BR InterCity, GWR and LNER vehicles, with a full set of each expected while the intermediate Class 390 Pendolino carriages receive Avanti West Coast's new colour scheme.

Meanwhile, Network Rail's bright yellow colour scheme adorns a host of BR Mk 1, 2D, 2F and Mk 3 carriages including structure gauging vehicles, Plain Line Pattern Recognition vehicles, Generator vans, a Mk 3 Driving Van Trailer and more.

● For more information, visit [www.hornby.com](http://www.hornby.com)





# 2020 goods wagons



With no new wagon tooling this year, highlights include reliveries to more than 60 individual wagons including a series of wagon packs containing 20-ton Corn Products tank wagons (R6959), HAA Merry-Go-Round hopper wagons (R6963), CDA china clay hoppers (R6964) and 27-ton MSV Iron Ore Tipplers with 'Stone' branding (R6965).

The popular Tiphook KFA container flat wagon returns in three variants with 20ft and 40ft Ocean Network Express (ONE) containers (R6956), three mixed 20ft tanktainers (R6957) and three mixed 20ft containers (R6958).



Allied to this, Hornby will also be issuing a series of separate container packs each containing one 20ft and one 40ft container in Freightliner (R60001), Pentalver (R60002), ONE (R60003), PD Ports (R6998) and Malcolm Logistics (R6999) liveries. Each pack is priced at £13.99.

Further reliveries have been applied to a wide selection of four, five, six and seven-plank private

owner wagons, plus GWR shunter's trucks, horse boxes, a six-wheel milk tank and LMS 20-ton brake vans, LSWR 20-ton 'New Vans', GWR 'Toads' and BR 20-ton brake vans. Returning in 2020 is the GWR 'Siphon H' bogie parcels van in GWR and BR liveries.

Finally, two triple packs of Hornby 'retro wagons' will also be added this year celebrating classic colour schemes including Crawford's Biscuits, Seccotine and Colman's Mustard (R6990) and United Dairies, Jacob's Biscuits and Paethorpes (R6991).

● Visit [www.hornby.com](http://www.hornby.com) for more information.

## IN BRIEF



■ Hornby's Skaledale range of 'OO' gauge resin cast buildings receives a boost this year with 19 new products including The Old Smithy (R7264), Alms Houses (R7265), The Old Rectory (R7266), William Warnes Jewellers (R7267), M. Wilks Photographers (R7268), 'The Office' (R7269), Tin Tabernacle (R7270), a modern timber garage (R7271), GWR goods shed (R7282), GWR engine shed (R7283), GWR water tower (R7284) and more. The range is also bolstered with the inclusion of a selection of Oxford Structures products including a GWR station building (OXOS76R001), GWR signalbox (OXOS76R002), St Catherine's church (OXOS76T001) and The Bush Inn public house (OXOS76T002).

● Visit [www.hornby.com](http://www.hornby.com) for the full range.

■ To tie-in with 2020's limited-edition Centenary releases, Hornby is introducing a golden ticket promotion with a special winning ticket included within selected Centenary products through the year. One box per product line will include a Hornby Golden Ticket with a wide selection of prizes ranging from gift vouchers to spend on the Hornby website to a trip for two on the Belmond Pullman.

● Visit [www.hornby.com](http://www.hornby.com) for more details.

■ As part of Hornby's Centenary Year promotions, the manufacturer would like to hear about your favourite memories of the company – perhaps a favourite locomotive, wagon, advert, marketing slogan or accessory. A selection of your stories will be shared in a special edition of Hornby's online Engine Shed series later in the year. Also keep an eye out on social media for a very special centenary year celebration video.

● Visit [www.hornby.com](http://www.hornby.com) for more information.

# Hornby goes STEAMPUNK

With the recent popularity of TV programmes such as the Great Model Railway Challenge encouraging new ideas into the hobby, Hornby is venturing into the science fiction world of Steampunk.

Steampunk combines science fiction, history and steam-powered machinery and Hornby intends to embrace the genre with a range of suitably inspired 'OO' gauge models and accessories issued under the Bassett Lowke brand.

Developed with the help of Steampunk aficionado Laurie Calvert, the range will include specially designed locomotives and buildings embossed with gears and cogs, together with 1:76 scale 3D printed steampunk passengers and a series of 8in collectable 3D printed figures too.

Utilising Hornby's repertoire of 0-4-0T locomotive chassis, each steampunk engine will feature a decorated cast resin body, with examples including *Leander* (BL2001), *Fearless* (BL2002) and *Rogue* (BL2003), plus rolling stock such as Coach 1 (BL4001), Coach 2 (BL4002), Darjeeling crate wagon (BL6001), Hatter Milliner wagon



(BL6002), Dinosaur Hatchery wagon (BL6003) and a Goggle Polisher wagon (BL6004).

Resin cast buildings include Bassett Lowke's Tea and Urn factory (BL8001), Time Travel Holiday Homes (BL8002), The Fogg Checkpoint bridge (BL8003), Wells Halt (BL8004),

The Dinosaur Stud Farm (BL8005) and the Indicator Box (BL8006).

A collection of accessories including gears and cogs plus packs of matt, gloss and metallic acrylic paints will also be available separately.

● Visit [www.hornby.com](http://www.hornby.com) for more information.



# WIN! Hornby's all-new STEPHENSON'S ROCKET

**H**ORNBY is celebrating its 100<sup>th</sup> anniversary year in style and amongst the brand-new items for 2020 is this freshly tooled model of Stephenson's Rocket. The 0-2-2 was built in 1829 and won the Railhill Trials cementing its place in railway history.

Our exclusive competition will make you one of the first to own Hornby's all-new model of Rocket. The first batch is due to arrive in February and our competition is open from

9am on January 8 until 5pm on February 25.

The model is fully detailed and features a 6-pin decoder socket, a crew and more. The pack (Cat No. R3810) also comes with three matching period four-wheel carriages delivering a complete train in one box. Its value is £179.99.

To enter the competition and be in with a chance of winning this superb 'OO' gauge train pack, all you have to do is answer the following simple question by February 25 2020.



## QUESTION

**When was Stephenson's Rocket originally built?**

**A. 1819 B. 1829 C. 1839**

## HOW TO ENTER

• For your chance to win, simply visit [www.hornbymagazine.com](http://www.hornbymagazine.com), click the competition tab on the menu and fill in the entry form. Alternatively, send your name, address, e-mail and answer to: 'Hornby Magazine Rocket Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. UK. The competition is open from 9am on January 8 2020

until February 25 2020 at 17:00 and the winners will be notified no later than March 1 2020. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company. No purchase necessary.



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# *Yorkshire* **DALES** **MODEL RAILWAY**

*The Keighley and Worth Valley and North Yorkshire Moors railways were part of the inspiration for **LEWIS BUCKNELL'S** superb 'OO' gauge loft layout. We visited this brilliant 32ft long model to discover how it all goes together to create an 80ft running line.*

**PHOTOGRAPHY, MIKE WILD**





**T**HREE YEARS AGO, I moved to a new house located right next to a heritage railway. Seeing trains pass beyond the garden fence reminded me that hidden away in storage somewhere, was an old Hornby track-mat style train set I built as a kid. After digging it out, dusting it down and redoing some of the scenery, I posted a video of it on YouTube and then, shortly after, moved abroad to Canada to study for a year. Upon moving back, I decided to embark upon a much larger and more ambitious project in the loft.

Over the past two years, I have been documenting my progress on this layout on YouTube. It has changed and developed considerably since its inception as my skills and knowledge have improved. It was initially a 32ft end-to-end layout in

an 'L' shape with a station at either end; two subsequent extensions have resulted in a full 80ft circuit round the whole loft.

## SETTING

The Yorkshire Dales Model Railway is set in the West Riding of Yorkshire during the mid-1950s and early 1960s. Beyond this, I have tried to keep the setting relatively vague, as the goal was never to model a specific location, but to capture as much of the atmosphere of a former Midland Railway branch line or secondary route as possible. To this end, I envisioned a single-track line lost in a landscape of rolling green hills crisscrossed with dry stone walls, crumbling stone barns, cottages and sleepy, soot-stained stations. Tunnels, bridges, embankments, cuttings and a viaduct were also essential. Much inspiration has been taken from »



**Stanier 'Black Five' 44694 accelerates away from Buckdale with a five-coach rake of BR carmine and cream Mk 1s. This is one of Lewis' favourite scenes on the Yorkshire Dales Model Railway.**





heritage railways in the area, chiefly the Keighley and Worth Valley Railway.

Baseboards are mostly 8ft x 2ft in size made from 9mm plywood which has been placed on softwood beams secured to the loft trusses. Where I have built below track level, I have used open frame construction. In most places, the layout itself is wider than the baseboards, as I extended the scenery over the back using sloping backscenes. The track is all Peco code 100.

I've tried to stick to the principle of 'less is more' wherever possible, to avoid cramming too much in and cluttering baseboards unnecessarily – with so much space it was tempting to create a giant mainline scene with sprawling stations and goods yards. With the line being single track, I couldn't see any need to be running multiple trains simultaneously and opted for a much cheaper and simpler analogue control, using a trusty Gaugemaster Combi controller with a greatly extended lead. This allows me to walk the full length of the loft with the controller in hand. The wiring is straightforward, with the



**Aspinall '1008' 2-4-2T 50705 is prepared for its next duty at Buckdale shed. The depot features kit built structures from the Ratio range.**



**With moorland dominating the background, a 'WD' 2-8-0 ambles across the viaduct with a set of loaded coal wagons heading for Ponden and then Buckdale. The viaduct is a Wills kit built in single-track format.**





**104** A visiting 'J15' 0-6-0 shunts the yard at Buckdale as a 'K1' 2-6-0 prepares to depart from the station. Dry stone walls give the layout a 'Yorkshire' feel.

whole layout powered by a couple of sets of powered rail joiners at either end.

My goal was to instill a sense of purpose to the layout, with trains travelling from A to B for a reason rather than just running around and around or in and out of a storage yard. This has been aided by having two stations, Ponden and Buckdale – both with goods yards and passing loops. Having multiple stations and yards has allowed me to recapture some of the daily routines that once took place every day all over the country, with engines collecting and depositing wagons at each station while passenger trains and parcel trains pass in either direction. I'm sure the track layout at both stations is far from accurate, but again, this has been an exercise in creating a fictional and atmospheric line that I can have fun with rather than something that is as accurate as possible.

To create the landscape, I used whatever I could get my hands on for free. Polystyrene packaging, offcuts of unused insulation foam from a friend, cardboard boxes, cereal packets, scrunched newspaper, chicken wire - you name it, it's in there. Rather than gluing the foam and polystyrene down and then carving it to shape, I cut it into an acceptable form first and then just piled it up loose, saving me a lot of time and effort and making it all reusable. The layout is never going anywhere so having an ultra-strong base for the scenery wasn't necessary. These piles of loose materials were subsequently covered in either papier-Mache or plaster bandage. I tried to create a sense of the landscape rising and falling either side of the track, with the line slicing through the contours. It's easy to over-plan things and design the view to suit the track, but the land was there first – the railway coming later. Once the shell was dry, I painted this using cheap green and brown emulsions to provide a base for further scenic treatment.

For the viaduct and the smaller bridge, I had to insert these into position from underneath, so they are secured to the underside of the plywood strip with screws and glue. They are effectively hanging from the track as opposed to holding it up. The landform was then built up around the base.

## SCENERY

The layout has been an opportunity for me to experiment with as many techniques, materials and methods as possible to find what works for me and what doesn't. I've tried to use the cheapest and most readily available materials wherever possible. For example, the characteristic dry-stone walls are a mixture of cat litter, PVA glue and grey emulsion paint. These went down first, straight onto the painted landform, with the greenery added after to blend them in effectively. The walls shrink a little as they dry and gaps appear, so a »



**105** The cottages by the lineside are the last Metcalfe card buildings to stand on the layout. They have been detailed outside with figures, plants, road vehicles and more.



second go is required to fill these in.

The near 80ft of scenery has required a lot of static grass. For this, I used a homemade applicator available on eBay for around £15, which has worked perfectly for years now. I have exclusively used Peco static grass, and layers were secured with pound-shop hairspray. I've found hairspray to be very useful, although my hair and I have received some quizzical looks from the cashier when purchasing eight tins at a time. Bushes and shrubs are either Woodland Scenics scatter, rubberised horsehair or poly fibre covered in hairspray and coarse turf.

Trees were something I wanted to get right. Some layouts seem to be populated only with small saplings, a fraction of the height of the real things. I wanted mine to tower over the layout in places, adding a real sense of height, particularly to the backscene. Again, I tried every method I could find, with the best by far being long lengths of twisted wire covered in DAS clay, with seafoam superglued to the branches.

I paint these by spraying with car primer, dry brushing the trunks with browns and greys, blast each with hairspray and then sprinkle on light green Woodland Scenics coarse turf. This method has allowed me to create scale trees which provide a backscene themselves, reaching the top of the backboards. To fill the space between these giant trees more seafoam was used together with horsehair and poly fibre to create dense thickets and woodland that blends the scenery convincingly.

I originally installed a length of photographic backscene, but I felt this detracted from the layout and for the money, really didn't add much. Instead, I attempted to hand paint my own using cheap acrylics. It's certainly no John Constable, but with such a hilly setting, building the landscape high beyond the track and lining the edges of the layout with as many large trees and as much vegetation as possible creates a backscene in itself.

Ballast is Woodland Scenics fine grade and is a mixture of browns, greys and »



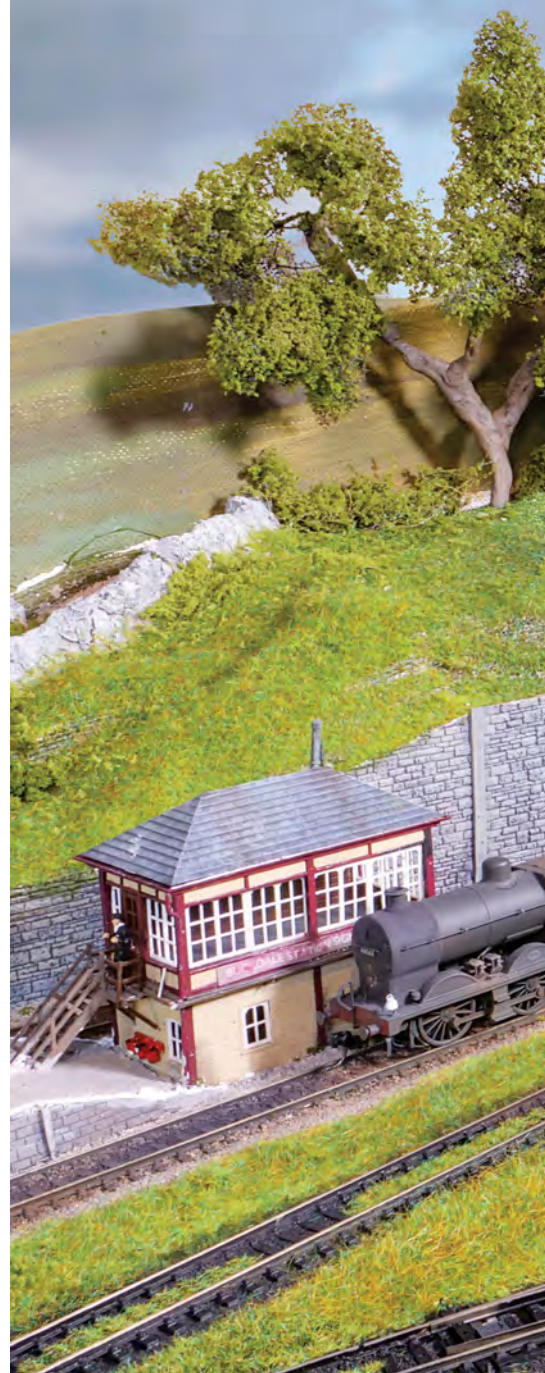
**Right: At Ponden**  
the latest  
scratchbuilt plasticard  
station buildings present a  
backdrop to Thompson 'B1'  
61032 as it arrives to cross  
paths with a BR '9F' 2-10-0  
on the single-track line.



**Below: At Buckdale**  
a Midland '4F' 0-6-0  
coasts into the station with  
a coal train while shed staff  
attend to an L&YR '1008'  
2-4-2T.



**BR 5MT 4-6-0 73030 bursts out of the tunnel which covers the curve on departure from Ponden station. Thick grass and shrubs give the railway a natural feel.**







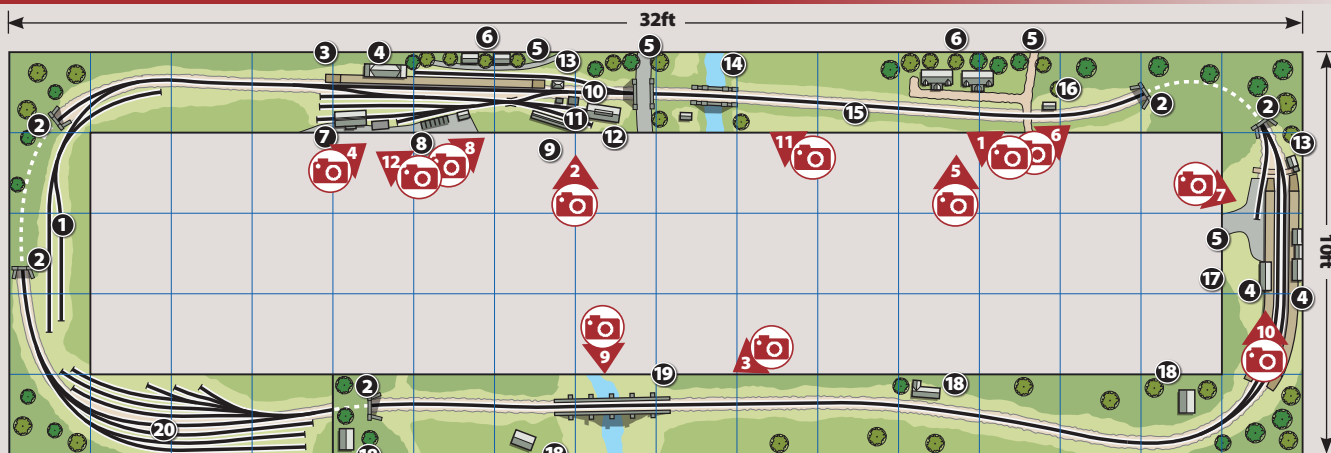




**BR '4MT' 2-6-4T**  
80092 crosses the viaduct with a rake of ex-LNER suburban stock. The locomotive has been weathered as well as receiving a coal load in the bunker, a crew in the cab and discs on the front lamp irons.



## YORKSHIRE DALES MODEL RAILWAY TRACK DIAGRAM (Not to scale)



### KEY

|                    |                |                          |                   |                  |
|--------------------|----------------|--------------------------|-------------------|------------------|
| ① Sidings          | ⑤ Road         | ⑨ Grounded carriage body | ⑬ Signalbox       | ⑰ Ponden station |
| ② Tunnel           | ⑥ Cottages     | ⑩ Water tower            | ⑭ River bridge    | ⑱ Barn           |
| ③ Buckdale station | ⑦ Goods shed   | ⑪ Coal stage             | ⑮ Embankment      | ⑲ Viaduct        |
| ④ Station building | ⑧ Coal staithe | ⑫ Engine shed            | ⑯ Platelayers hut | ⑳ Storage yard   |

beiges. This has been weathered with an airbrush in places. Roads and yard areas are fine sieved sand, secured in place using the same manner as with the ballast – diluted PVA applied via a pipette after the ballast/sand was well soaked with water and a drop of washing up liquid. Once dry, I sprayed this a black/grey with an aerosol to represent the fine cinder ballast often seen in yards.

### BUILDINGS AND STRUCTURES

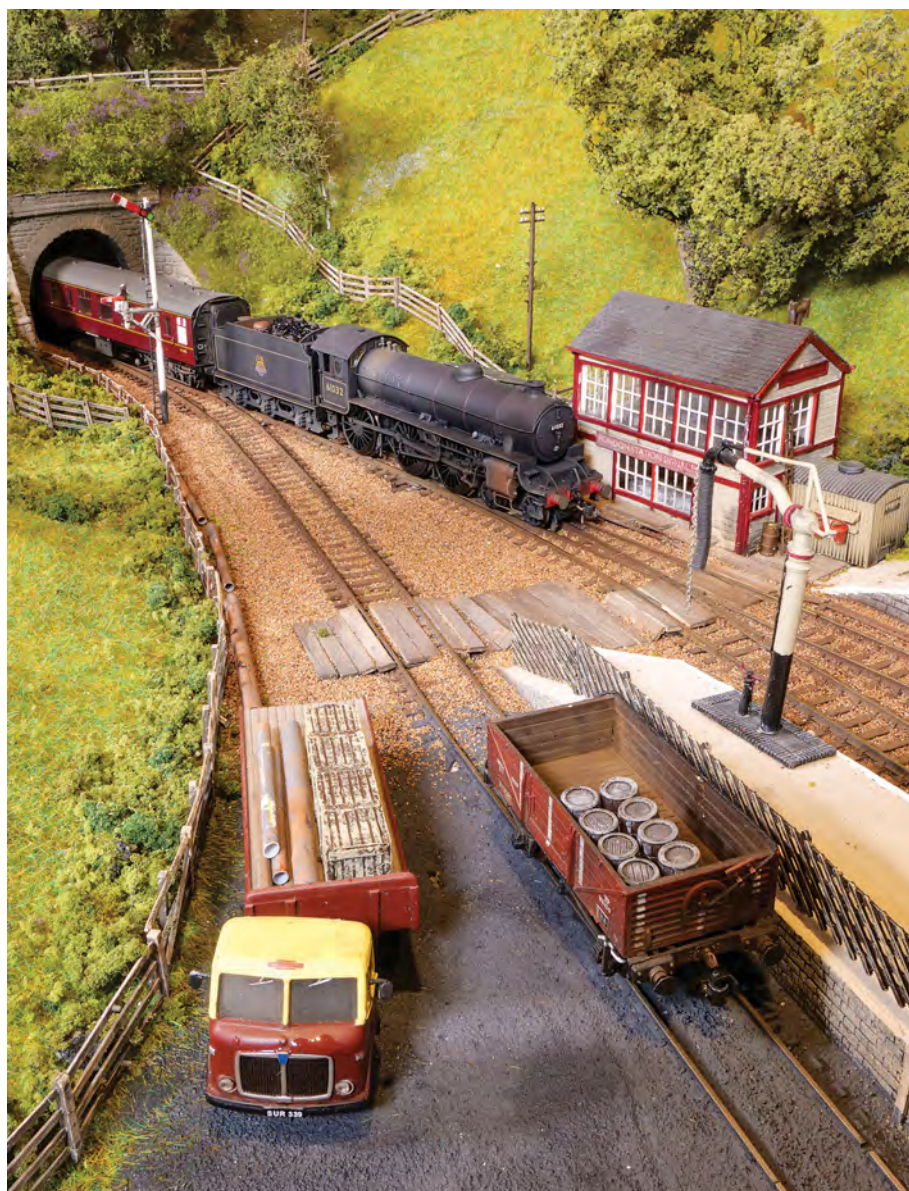
Things have developed and changed since I started the layout as a beginner. Buildings were originally the excellent cardboard Metcalfe kits, which were then replaced with scribed DAS Clay examples. Now most are built from plasticard using Wills stone sheets. Plasticard is now my preferred option.

I constructed the station buildings using various photographs of different stations in the Yorkshire area, taking elements I liked from each. All are painted and weathered with cheap beige and grey emulsions from DIY shop tester pots, in the same manner as the cottages. The only Metcalfe kits to remain are the two railway cottages alongside the occupation crossing – a favourite scene of mine.

The viaduct is the Wills kit, which can be built as a single or double track structure. Opting for single track allowed me to use the excess materials to scratch build some of the characteristic barns on the layout. The others are scribed clay or kits.

Platforms were also originally Metcalfe kits, but are now scratch built from stacked foam board, Wills stone sheet fronting, with a layer of ready mixed filler smoothed on top. I've found that this method has enabled me to build effective and extremely durable platforms of any shape for minimal cost.

At present, all the signals are dummies and are in fixed positions. I would like to upgrade these to hand- »



⑩ A Thompson 'B1' enters Ponden station from the tunnel with a stopping train. The small goods yard has a single siding used by pick-up goods trains to drop off and collect wagon loads of freight.



operated examples in the future, but this isn't a priority at the moment.

## ROLLING STOCK

Locomotives are all ready-to-run models from Hornby, Bachmann and Heljan. A good portion of these classes are correct for the layout setting, with a few intruders unlikely to have been spotted in the West Riding. BR Standards, as well as former London Midland and Scottish and ex-London North Eastern Railway classes feature heavily.

All of these have been weathered by myself, this being one of my favourite parts of the hobby. For this I use an inexpensive airbrush, a couple of Railmatch acrylics and Humbrol weathering powders. Coach rakes currently consist of two Mk 1 sets, a Dapol Stanier push/pull set and a Gresley/Thompson suburban set.

Having now completed much of the scenery, my attention has turned to

enhancing engines and rolling stock further with headlamps, taillamps, crews and the like. I have also recently converted to Kadee couplings which have made an enormous difference to reliability and allowed almost universal close coupling.

## FILMING THE LAYOUT

Most of the layout's construction has been documented on my YouTube channel, with everything from building the landscape, creating the scenery and weathering and stock covered. Not only has this given people an opportunity to follow my progress, but it has allowed me to look back and see how much things have developed over the last two years. The channel has also provided me with a wealth of tips, suggestions and advice from those watching which has been a tremendous help – so thank you to everyone who has provided such great feedback.

The videos I enjoy producing the

most are running sessions, over which I dub real sounds. Attempting to match these up to the engines and movements can be a challenge, but it's rewarding to recreate something now lost and that I was never able to see.

Finally, where can you find the channel? Search for 'Mouldy Raspberry' on YouTube. Why 'Mouldy Raspberry' I hear you ask: well, I never imagined as many people would watch the videos as they do, and so a daft name didn't seem an issue when only a handful of people were subscribed. Frequently being referred to in the comments as 'Mouldy' and 'Mr Raspberry' is far too amusing to warrant a change of name to something more sensible and the channel has now grown to over 4,800 subscribers since it first launched.

I hope you enjoy the Yorkshire Dales Model Railway's debut in print – it's been a brilliant journey for me and one which is far from over. [FELIX](#)

 **A Raven 'Q6' 0-8-0 departs Buckdale over the river bridge heading for Ponden. The grass has been made using Peco static grasses and Woodland Scenics foliage products.**



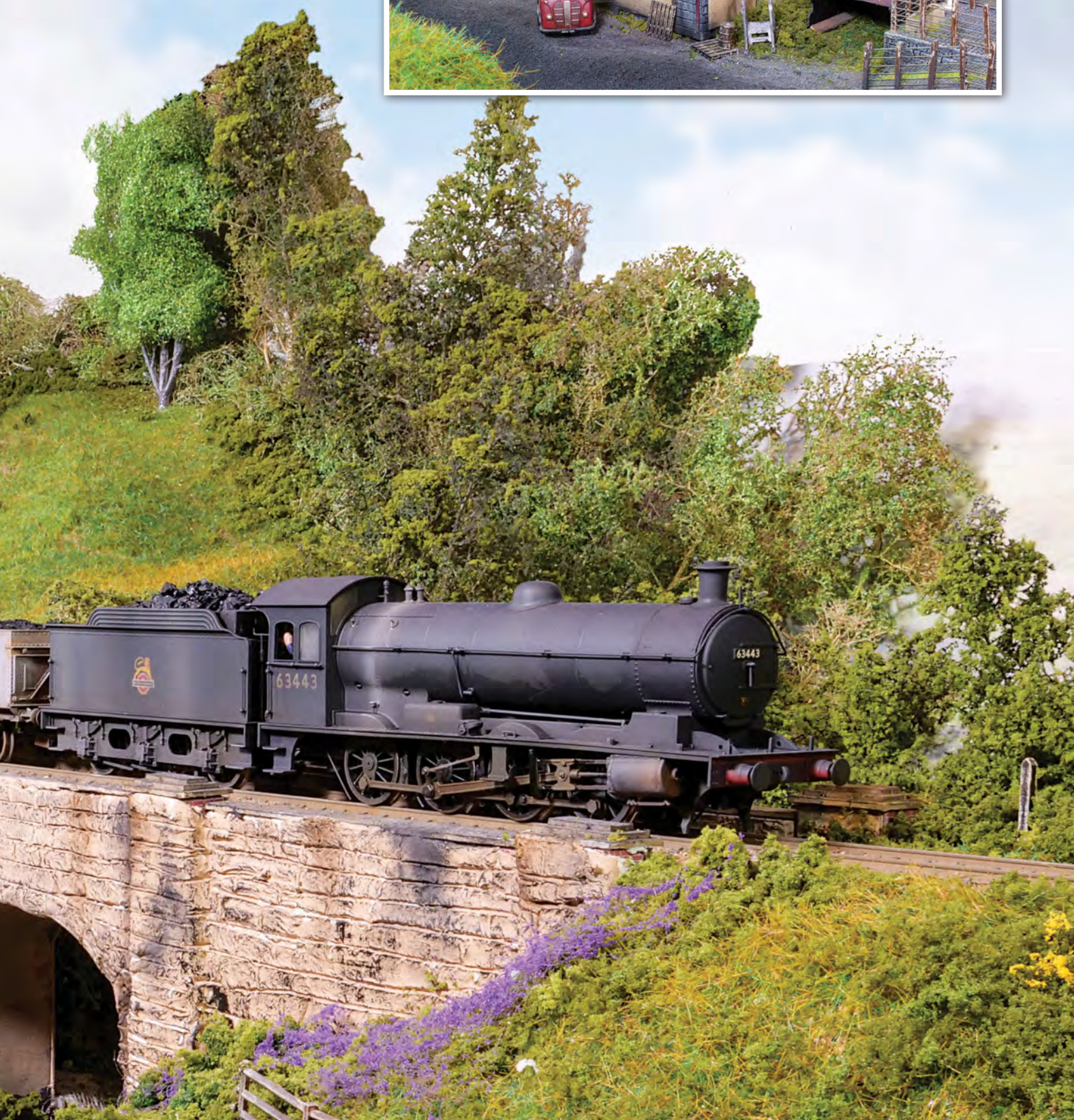


**SEE MORE ONLINE!**

● Visit [www.hornbymagazine.com](http://www.hornbymagazine.com) to watch our tour of the Yorkshire Dales Model Railway including an interview with owner Lewis Bucknell.



**The weather-beaten goods shed at Buckdale is still busy servicing the daily pick-up goods. The building is a Ratio kit.**





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Andy B, via Facebook

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# Squaring the **CIRCLE**

Having looked at Presflos and Cemflos, **TIM SHACKLETON** turns to Blue Circle's present-day fleet of PCAs, now operated by Freightliner in partnership with Lafarge.





**I** WAS PLEASED BY THE RECEPTION THAT *Hornby Magazine* readers gave my feature on weathering Accurascale's exquisite Cemflo wagons in HM146, which followed on from an earlier piece on Blue Circle Presflos in HM104. The article triggered a fair number of enquiries and even a couple of private commissions so your editor and I, knowing how the market works, decided that what the world obviously wanted was more of the same.

Although only one of my wagons would carry any branding, the Blue Circle fleet (taken over by Lafarge in 2001 and subsequently outsourced to Freightliner) offered more opportunity than any other operator.

After finishing the 1960s-era Cemflos I'd moved on to a train of 'modern-era' cement wagons based around vee-tanks and 'Metalair' PCAs. At this point Accurascale

released the French-built PCA 51ton cement tank in 'OO' to be followed by the Realtrack Models version in 'N'. They are only available commercially in the liveries of Rugby Cement, STS and Castle Cement, but they can be reworked to represent a Blue Circle wagon.

I was primarily using the exercise, however, to consolidate the weathering sequence I'd developed with the Cemflos – an initial airbrush-based discoloration and toning down, followed by the application of artists' oils and finally a liberal use of weathering powders to add textures and tonal variety. It's unusual for me to follow exactly the same approach to successive weathering projects but the process worked so well that I then applied much the same methodology to a group of steam locomotives!

This kind of flexibility is important. There are, of course, almost as many different ways

to weather a model as there are products you could use and I like to ring the changes as much as anyone. Some prefer oil paints or enamels, while others swear by acrylics. Some hardly use an airbrush at all and others wouldn't use anything else. Even the differences (and similarities) between various makes of paint, powder and pigment arouse good-natured controversy.

While no one could ever accuse me of ploughing the same old furrow, in all the hundred-odd articles I've written for *Hornby Magazine* since 2011 I still don't think I've covered all the bases. So, if you've noticed there's always plenty of variety as well as continuity in the methods and materials I use – as well as in the external condition in which I finish my models – then you're well on the way to understanding what my approach is about. 

**No two wagons are the same - but neither are any of them strikingly different to one another. The way you learn to appreciate these subtle but telling variations is by studying the prototype. To avoid repetition, hesitation or deviation I normally prefer to work in groups of five or six wagons but in this instance, having got my eye in, I did 27 assorted PCAs in one hit.**





## STEP BY STEP WEATHERING PCAS



**1** Since 1981 APCM (Blue Circle) have operated 12 unbranded 51ton PCAs numbered 10838-10849. These were built in France by CFMF prior to APCM opting for the 'Metalair' concept. They are a close fit to the popular Accurascale PCA, which formed my starting point.



**2** This batch of the large APCM fleet carries no branding, but tampo-printed lettering is easy to remove using gentle abrasion from a fibreglass burnishing brush. I'm wearing disposable gloves for protection – those fibres can easily penetrate the skin and cause irritation.



**3** Brushing away the detritus to create a smooth, unblemished wagon body. Be careful to get rid of all stray fibres or they may spoil the finish of your model.



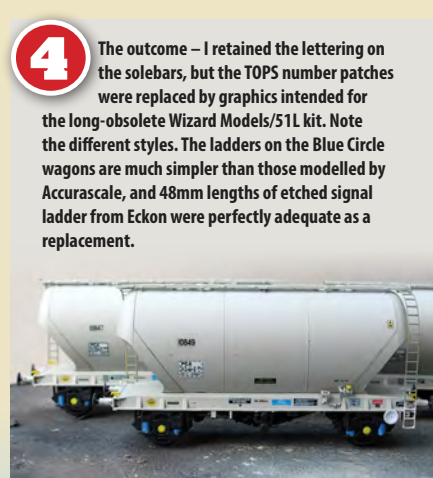
**6** Real-life 'depressed-centre' Presflos are slightly higher than the straight-bodied Metalair version but both the Lima and Dapol/Hornby versions of the vee-tank already ride much too tall in the saddle. The tank bodies appear to share the same mould but the underframes are different, so the solebars and buffers end up a good 2mm higher than they should be, and don't line up with other wagons.



**7** Both makes of vee-tank will benefit from being retro-fitted with Alan Gibson 10.5mm diameter disc brake wheels (Lima ones will need to be on 24.5mm axles) to bring the height down. You can see the difference by comparing rewheelled (left) and unmodified wagons against the guidelines.



**8** The Hornby/Dapol versions still need a further millimetre or so chopping off the suspension units – slice them off level with the solebars and then make a further cut across the top of the V-chevron. The plastic responds well to Loctite PowerFlex when reassembling. The smaller wheels are technically incorrect but can hardly be seen behind the pedestal suspension.



**4** The outcome – I retained the lettering on the solebars, but the TOPS number patches were replaced by graphics intended for the long-obsolete Wizard Models/51L kit. Note the different styles. The ladders on the Blue Circle wagons are much simpler than those modelled by Accurascale, and 48mm lengths of etched signal ladder from Eckon were perfectly adequate as a replacement.



**5** Moving on to the vee-tanks, these 'collector' items can be picked up cheaply and are as good a starting point as any if you want to build up a budget-priced fleet of PCAs. Dozens of different liveries have been produced over the years by Lima, Dapol and Hornby – some authentic, some not – and if you want a plain wagon such as those operated by Blue Circle, then the less decoration there is to remove the better.







**9** If you're working with wagons carrying different liveries to the one you want, they'll probably need base painting once you've got the lettering off. Rather than the predictable pale grey, the next stage with my 'collector' wagons was a deliberately uneven all-over coat of Humbrol 103 Matt Cream enamel with a splash of matt white, which gives a warmer effect underneath subsequent layers of cement dust. Be sure to eliminate all traces of previous lettering.



**10** If you're renumbering your wagons or adding extra graphics, I suggest adding a coat of Testors Dullcote to protect them from possible chemical attack by the solvents used in weathering.



**11** Tiger Rail never had any yellow-painted vee-tanks but I liked the colour and especially its potential for creative weathering. As with all these various PCAs, I gave the bodywork an initial all-over dusting and then got to work with artists' oils. A dab here and there of Mixing White and Naples Yellow is essentially all you need – don't go overboard. A mid-grey is useful here and there.



**12** Referring all the time to prototype photographs, I'm caressing the oil paint into well-blended vertical streaks using broad, flat brushes lightly moistened with white spirit. Gentle downward brushing creates the effect of rainwater washing cement residues down the side of the barrel. Rain, as you can imagine, plays a big part in the weathering of cement wagons.



**13** Once the oil paint has dried, I can mist further 'cement' shades over the wagons using an airbrush. Enamels or acrylics work equally well. As with the prototype, you can see that each wagon is subtly different although the variations are not great.



**14** Dust-coloured weathering powders – I used AK-Interactive North Africa Dust (AK-041) – add a welcome bit of texture but be careful not to overdo the effects. The powder will adhere to tiny irregularities in the surface, or you could sprinkle it over a thin layer of Testors Dullcote. A dab or two of grey around the filler hatches represents the discolouring caused by over-liberal oiling.



This is exactly the kind of train I wanted to replicate – low-g geared Freightliner Class 66 66622 passes Colton Junction, just south of York, with a very mixed rake of PCA cement wagons on the 5.20am Oxwellmains-Hunslet Tilcon on July 25 2014.  
Tim Shackleton.



**15** Different operators' livery colours quickly even out under a coating of cement dust but the key thing is to be careful not to make the weathering of your wagons either too similar or too varied. The exact colour of cement looks very different depending on atmospheric conditions.



**16** Sometimes you see PCAs with very dark-looking crusts – this is because the cement has absorbed moisture following prolonged rainfall. It takes several days to dry out and the more heavily a particular wagon is coated, the longer it needs. For this effect AK081 Dark Earth powder looks reasonable. Among a rake of obviously 'wet' wagons you might see a couple of 'dry' ones that had been parked under the loader when the heavens opened. What you don't see is wet and dry wagons mixed indiscriminately.



**17** Whatever type of PCA you're modelling, all the reference material you'll ever need is available online at sites such as Martyn Read's invaluable [ukrailwaypics.smugmug.com/UKRailRollingstock/P-Tops-codes/PCA-Powder-Carriers](http://ukrailwaypics.smugmug.com/UKRailRollingstock/P-Tops-codes/PCA-Powder-Carriers). Going all the way through the alphabet to ZZV, it's one of my favourite resources for weathering inspiration.





**Above:** Vee tanks have been a familiar sight on cement traffic since 1973, many of them built by BR at Ashford and Shildon. This example, seen at Hope on October 27 2005, is from a batch built in 1979 for Associated Portland Cement Manufacturers Ltd (APCM), better known by its Blue Circle branding. Since 2001 the organisation has been owned by the French company Lafarge SA.  
Mick Bonwick.

**Right:** The last of the twin-axle wagons purchased for Blue Circle traffic were these 51ton tanks designed in association with bulk powder specialist Metalair. They came from a variety of UK builders between 1984 and 1986.  
Mick Bonwick.

**Below/below right:** You can never have too many detail photographs to use as a reference point for weathering, especially top-down shots like these. Copy exactly what you see and you won't go far wrong. Darryl Smith and Mick Bonwick.





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37/0 - British Railways green [full yellow ends]



**37001**

37/0 - British Rail corporate blue



**37602**

37/6 - Direct Rail Services 'compass'



**37605**

37/6 - Direct Rail Services original



**37606**

37/6 - Direct Rail Services 'compass'



**37607**

37/6 - Direct Rail Services original



**37608 - 'Andromeda'**

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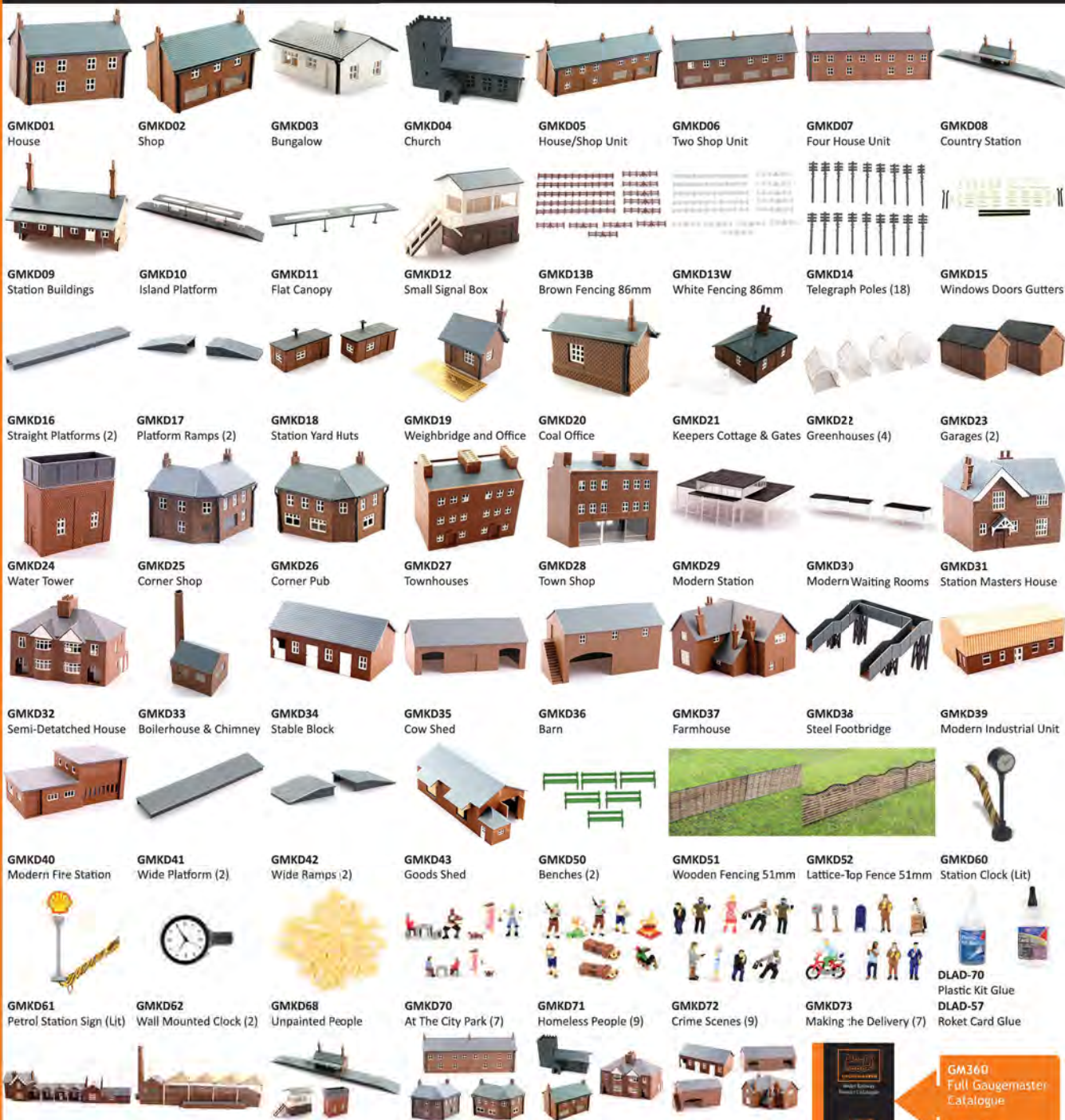
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# RAIL CENTRES: Eastleigh

Situated between Winchester and Southampton on the former LSWR mainline in Hampshire, Eastleigh was amongst the last places to see steam operation on the Southern Region. **MARK CHIVERS** looks back at this railway hotspot and highlights a selection of passenger and freight formations from the final decade of Southern steam.

**P**OPULAR with enthusiasts, Eastleigh remains a busy railway junction on the Waterloo to Weymouth line with routes radiating to Chandlers Ford/Romsey and Fareham/Portsmouth, as well as a seemingly endless stream of passenger and freight trains.

In the 1950s and 1960s, passenger services were an exciting mix of local, secondary and long-distance steam-hauled trains, together with an equally busy schedule of freight trains. Given its close proximity to Southampton Docks, freight and 'Ocean Liner Express' passenger services would pass through on their journeys to/from the port

and nearby marshalling yards formed and staged freight traffic as required, while Eastleigh Works would generate a great deal of visiting motive power and rolling stock. There was freight to and from Southampton docks together with regular pick-up goods services, the well-documented long-distance oil trains that originated from Fawley oil refinery and more.

Much of the traffic at this time was steam-hauled, but the gradual transition to new traction had started to gain momentum, with examples including appearances from Bulleid's 1-Co-Co-1 diesels on the 'Bournemouth Belle' Pullman service, BRCW Type 3 Bo-Bos on

freight trains in the 1960s and in 1967, new 4-REP Electric Multiple Units (EMUs) coupled to 4 or 8-TC trailer unit formations replacing steam motive power on the newly-electrified Bournemouth main line.

For modellers of this period, the main manufacturers provide much of the 'OO' gauge steam motive power and rolling stock, from Hornby's impressive roster of Bulleid 'Merchant Navy', 'West Country' and 'Battle of Britain' 4-6-2s to Dapol's diminutive Adams 'B4' 0-4-0T. For those wishing to model the transition from steam, Heljan produces all three variants of the Class 33 Bo-Bo diesel (33/0, 33/1, 33/2), while Dapol

manufactures 'JA' and 'JB' variants of the Southern Region's venerable Class 73 Bo-Bo Electro-Diesel.

From a multiple unit perspective, KMRC's exclusive Class 491 4-TC four-car units are a must in original BR blue, which could be partnered with a Class 73 or Class 33/1 in lieu of an available 4-REP EMU, which has yet to be produced in model form. KMRC/Bachmann's 'OO' gauge Class 205 2-H Diesel Electric Multiple Unit (DEMU) is ideal too, as they were used on the Southampton Terminus to Alton services, while Bachmann's forthcoming two-car Class 414 2-HAP EMU will also prove useful, as they too made





**Bulleid rebuilt 'Merchant Navy' 4-6-2 35016 Elder Fyffes thunders north through Eastleigh while a Hampshire Class 205 DEMU waits in the platform on May 29 1965. John Chalcraft/Railphotoprints.uk.**



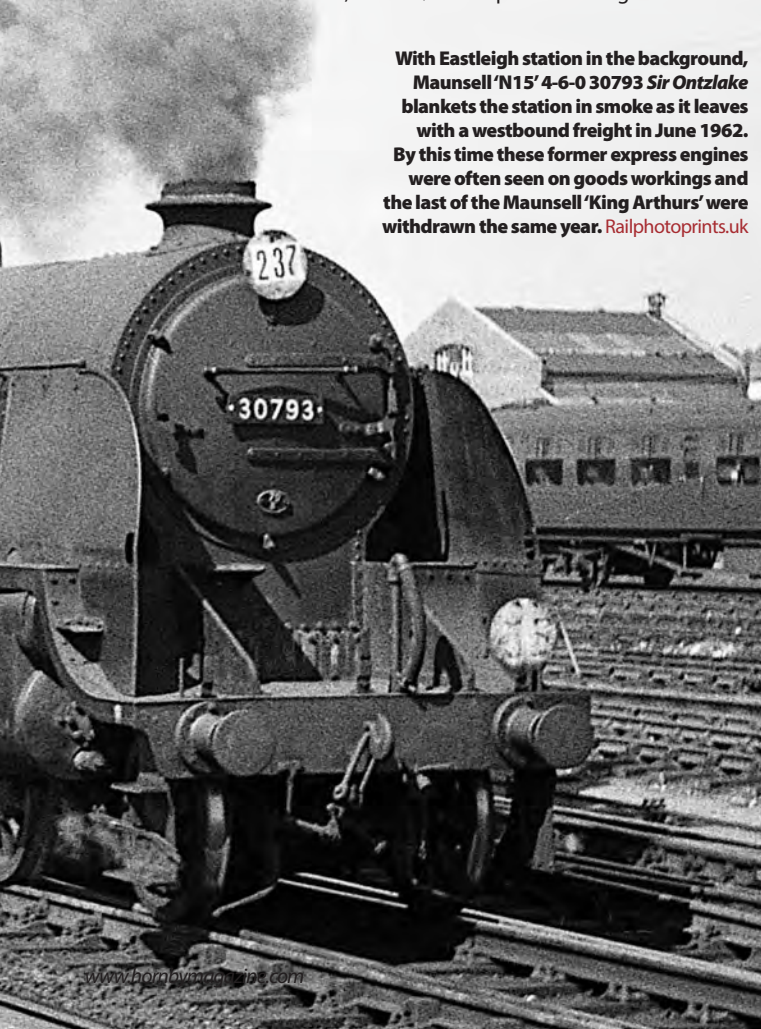
appearances on the South Coast.

As for rolling stock, Bachmann's collection of 'OO' gauge Bulleid and BR Mk 1 carriages are spot-on, while Hornby's range of 59ft Maunsell carriages are equally useful in completing rakes of coaches used during the 1950s and 1960s. Hornby's recently introduced 59ft Bulleid carriages are also handy, while Bachmann continues work on developing its new range of 'OO' 63ft Bulleid vehicles, with the added bonus of a Corridor Brake Composite (BCK). In addition to pure Southern services, many cross-country passenger trains ran to/from the South Coast,

utilising BR Mk 1 and older carriage types, which will add variety and colour to formations.

The following selection aims to offer a snapshot of some typical train formations operating through Eastleigh station in the 1950s and 1960s. In a small number of cases a similar vehicle type may have been substituted (such as catering vehicles) where a specific carriage is currently unavailable in model form. The longest formation runs to eleven passenger vehicles but could be selectively compressed to further suit your needs, while freight trains have been capped at 30 vehicles to keep them manageable. [RailphotoPrints.uk](http://RailphotoPrints.uk)

**With Eastleigh station in the background, Maunsell 'N15' 4-6-0 30793 Sir Ontzlake blankets the station in smoke as it leaves with a westbound freight in June 1962. By this time these former express engines were often seen on goods workings and the last of the Maunsell 'King Arthurs' were withdrawn the same year. Railphotoprints.uk**



## SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK

| TYPE                                              | LIVERY                           | MANUFACTURER |
|---------------------------------------------------|----------------------------------|--------------|
| BR Mk 1 Horse Box                                 | BR green                         | Bachmann/TMC |
| BR Mk 1 BG/BCK/BSK/RB/RMB/CK/FK/FO/SK/TSO         | BR green/BR maroon/blue and grey | Bachmann     |
| BR Mk 1 BG/BSK/BSO/CK/FO/SK/TSO/TSO               | BR green/BR maroon/blue and grey | Hornby       |
| GWR Collett 60ft BSK, SK, CK                      | BR maroon                        | Bachmann     |
| GWR Hawksworth BCK/BSK/CK/SK/BG                   | BR maroon                        | Hornby       |
| LMS Stanier PIII BG/SK                            | BR maroon                        | Hornby       |
| LNER Thompson 63ft SK, BG                         | BR maroon                        | Bachmann     |
| Pullman PBT/PFK/PFP/PTK/PTP (eight/twelve wheel)  | Pullman umber and cream          | Hornby       |
| SR Bulleid 59ft BSK/CK                            | BR green                         | Hornby       |
| SR Bulleid 63ft semi-open BSK/CK/SK/TSO           | BR green                         | Bachmann     |
| SR Maunsell BCK/BSK/CK/FK/RB/SK/TSO/Pull-push set | BR green                         | Hornby       |
| SR Maunsell 58ft rebuilt BC/BT(8)/BT(6)/T         | BR                               | Hornby       |
| SR PMV/CCT                                        | BR green                         | Bachmann     |
| SR Maunsell Bogie Van B                           | BR green                         | Hornby       |
| SR Maunsell Van C                                 | BR green                         | Hornby       |

## SELECTION OF SUITABLE 'OO' GAUGE FREIGHT ROLLING STOCK

| TYPE                                        | LIVERY         | MANUFACTURER |
|---------------------------------------------|----------------|--------------|
| 10ton SR cattle wagon                       | BR bauxite     | Hornby       |
| 12ton GWR fruit van                         | BR bauxite     | Bachmann     |
| 12ton BR fruit van                          | BR bauxite     | Bachmann     |
| 12ton plywood vent van with corrugated ends | BR bauxite     | Bachmann     |
| 12ton BR vent van corrugated ends           | BR bauxite     | Bachmann     |
| 12ton BR vent van planked ends              | BR bauxite     | Bachmann     |
| 12ton BR vent van plywood ends              | BR bauxite     | Bachmann     |
| 12ton SR vent van 2+2 planks                | BR bauxite     | Bachmann     |
| 12ton SR vent van planked                   | BR bauxite     | Bachmann     |
| 12ton SR vent van plywood                   | BR bauxite     | Bachmann     |
| 12ton BR banana van                         | BR bauxite     | Dapol        |
| 13ton high-sided steel open                 | BR bauxite     | Bachmann     |
| 14ton anchor mounted tank wagon             | Shell/BP black | Bachmann     |
| 16ton steel mineral open wagon              | BR grey        | Bachmann     |
| 22ton 'Presflo' wagon                       | Bauxite        | Bachmann     |
| 22ton 'Presflo' wagon Blue Circle           | Bauxite        | Bachmann     |
| 24.5ton HOP24 hopper wagon                  | BR grey        | Accurascale  |
| 30ton bogie bolster C wagon                 | BR grey        | Bachmann     |
| 45ton TTA tank wagon                        | Esso grey      | Bachmann     |
| BR 20ton brake van                          | BR bauxite     | Bachmann     |
| BR 20ton brake van                          | BR bauxite     | Hornby       |
| BR 20ton brake van                          | BR grey        | Bachmann     |
| BR bogie bolster A wagon                    | BR grey        | Hornby       |
| BR bogie bolster E wagon                    | BR bauxite     | Dapol        |
| BR 'lowmac' wagon                           | BR bauxite     | Hornby       |
| BR 'Weltrol' well wagon                     | BR grey        | Bachmann     |
| Class A tank wagon                          | Esso grey      | Heljan       |
| Class B tank wagon                          | Esso black     | Heljan       |
| Conflat A wagon                             | BR bauxite     | Bachmann     |
| LMS 20ton brake van                         | BR bauxite     | Hornby       |
| Midland 20ton brake van                     | BR grey        | Bachmann     |
| SR 24ton 'New Van' goods brake              | BR grey        | Hornby       |
| SR 'Pillbox' brake van                      | BR bauxite     | Bachmann     |
| SR 'Queen Mary' brake van                   | BR bauxite     | Bachmann     |
| Three-plank open wagon                      | BR bauxite     | Bachmann     |
| Five-plank open wagon                       | BR grey        | Bachmann     |
| Five-plank open wagon                       | BR bauxite     | Hornby       |
| Six-plank open wagon                        | BR grey        | Oxford Rail  |
| Seven-plank open wagon                      | BR grey        | Bachmann     |
| Eight-plank open wagon                      | BR grey        | Bachmann     |

## USEFUL LINKS

|                                 |                                                                                  |
|---------------------------------|----------------------------------------------------------------------------------|
| Accurascale                     | <a href="http://www.accurascale.co.uk">www.accurascale.co.uk</a>                 |
| Bachmann                        | <a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>                       |
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| Hornby                          | <a href="http://www.hornby.com">www.hornby.com</a>                               |
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| The Model Centre (TMC)          | <a href="http://www.themodelcentre.com">www.themodelcentre.com</a>               |



## PASSENGER



BR '4MT' 4-6-0, BR lined black with early crests (Hornby), Maunsell BSK, SK, SK, FK, SO, SK, SK, BSK – BR green

● 1958 ● Service: Portsmouth (via Eastleigh)



Bulleid 1-Co-Co-1, BR black with early crests (KMRC), Pullman 12-wheel BPT, PTP, PFK, PFP, PFK, PTP, PTK, PTP, BPT – Pullman umber and cream

● 1958 ● Service: Bournemouth Belle



BR Class 205 2-H two-car Diesel Electric Multiple Unit (DEMU), BR plain green (KMRC/Bachmann)

● 1958 ● Service: Southampton Terminus to Alton



SR 'Lord Nelson' 4-6-0, BR lined green with late crests (Hornby), Maunsell BSK, CK, BSK, Bulleid semi-open BSK, CK, semi-open BSK, SR PMV – BR green

● 1959 ● Service: Eastleigh to Bournemouth Central



SR 'Schools' 4-4-0, BR lined green with late crests (Hornby), Bulleid semi-open BSK, SK, SK, Maunsell SK, Bulleid FK, SK, CK, semi-open BSK – BR green

● 1961 ● Service: Waterloo to Lymington



SR rebuilt 'Merchant Navy' 4-6-2, BR lined green with late crests (Hornby), Bulleid semi-open BSK, CK, semi-open BSK, Maunsell RB, RCO<sup>^</sup>, Bulleid semi-open BSK, SK, CK, SK, semi-open BSK – BR green ● 1961 ● Service: London Waterloo to Bournemouth West Note: <sup>^</sup>substituted with a Maunsell SO



Ivatt '2MT' 2-6-2T, BR lined black with late crests (Bachmann), BR Mk 1 BG\*, GUV\*, Bulleid semi-open BSK, CK, semi-open BSK – BR green, except \*BR maroon

● 1962 ● Service: Southampton local



SR 'Lord Nelson' 4-6-0, BR lined green with late crests (Hornby), Bulleid semi-open BSK, CK, semi-open BSK, semi-open BSK, CK, semi-open BSK, semi-open BSK, CK, semi-open BSK – BR green ● 1962 ● Service: Bournemouth to Eastleigh



LSWR 'B4' 0-4-0T, BR black with late crests (Dapol), BR Mk 1 TSO, TSO, Bulleid semi-open BSK – BR green

● 1963 ● Service: LCGB Railtour to/from Eastleigh Works



SR rebuilt 'Merchant Navy' 4-6-2, BR lined green with late crests (Hornby), Pullman BSP, PSP, PFK, PFP, PFK, PFP, PSK, PSP, PSK, BSP – Pullman umber and cream

● 1964 ● Service: Bournemouth Belle



SR air-smoothed 'West Country' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 BSK, CK, TSO, BSK, BSK, SK, SO, RF, SO, CK, BCK – BR maroon

● 1964 ● Service: The Pines Express



SR air-smoothed 'West Country' 4-6-2, BR lined green with late crests (Hornby), Hawksworth BSK, SK, Collett 60ft CK, Hawksworth SK, BSK – BR maroon

● 1964 ● Service: Special



SR rebuilt 'West Country' 4-6-2, BR lined green with late crests (Hornby), Bulleid semi-open BSK, CK, semi-open BSK, BR Mk 1 BSK, CK, BSK, Bulleid semi-open BSK, CK, semi-open BSK – BR green ● 1965 ● Service: Waterloo to Southampton Docks boat train



BR Class 33, BR green with small yellow panels (Heljan), Bulleid SK, BR Mk 1 BSK, Bulleid CK, BR Mk 1 BSK, Bulleid SK, BR Mk 1 BSK, CK, BSK – BR green

● 1966 ● Service: Bournemouth to Waterloo



BR '4MT' 2-6-4T, BR lined black with late crests (Bachmann), BR Mk 1 BSK\*, CK, BSK – BR green, except \*BR blue and grey

● 1967 ● Service: Eastleigh to Fratton





Near ex-works Maunsell 'Lord Nelson' 4-6-0 30862 Lord Collingwood stands at Eastleigh with the 2.05pm service to Bournemouth Central on September 19 1959. The train is formed of a three-coach set of Maunsell corridor stock, a three-coach set of Bulleid corridor stock and an SR PMV van.







SR rebuilt 'Battle of Britain' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 BG\*, PSP, PSK, PSP, PFP, PFK, PFP, PFK, PSP, PSP, BR Mk 1 BG\*\* - Pullman umber and cream  
 ● 1967 ● Service: 'Bournemouth Belle'



SR rebuilt 'Battle of Britain' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 BSK, Bulleid CK\*, BR Mk 1 BSK - BR blue and grey, except \*BR green  
 ● 1967 ● Service: Eastleigh to Bournemouth



SR rebuilt 'West Country' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 FK, Bulleid semi-open BSK, CK, BSK, SR PMV, BR Mk 1 BG\*, GUV\*, GUV\* - BR green, except \*BR blue and grey  
 ● 1967 ● Service: Bournemouth to Waterloo



BR 'SMT' 4-6-0, BR lined black with late crests (Bachmann), BR Mk 1 FO, FO, RB, FO, FO, BG\* - BR green, except \*BR blue and grey  
 ● 1967 ● Service: Southampton Docks boat train



BR Class 73, BR blue with small yellow panels (Dapol) + two Class 491 4-TCs (Bachmann/Kernow Model Rail Centre) - BR blue with small yellow panels  
 ● 1967 ● Service: Bournemouth to Waterloo

## FREIGHT



LSWR 'O2' 0-4-4T, BR lined black with late crests (KMRC), 12ton plywood vent van, 10ton cattle wagon, 12ton SR plywood vent van, 12ton plywood vent van - BR bauxite ● 1957 ● Service: Shunting



SR 'N15' 4-6-0, BR lined green with early crests (Hornby), nine assorted 12ton vent vans, 13ton high sided open wagon, 16 12ton vent vans, BR 20ton brake van - BR bauxite ● 1957 ● Service: Vans to Southampton Docks



BR Standard '4MT' 2-6-0, BR lined black with late crests (Bachmann), 30+ assorted 12ton ventilated vans, BR 20ton brake van - BR bauxite  
 ● 1960 ● Service: Vans for Southampton Docks



SR 'S15' 4-6-0, BR black with late crests (Hornby), two five-plank open wagons, SR 12ton vent van, two Lowmacs, five-plank open wagon\*, 12ton vent van, five-plank wagon, 12ton vent van, five-plank open wagon, two 12ton vent vans, five-plank open wagon, 12ton vent van, BR 20ton brake van - BR bauxite, except \*BR grey



LMS Ivatt '2MT' 2-6-2T, BR lined black with late crests (Bachmann), two five-plank opens\*, 20 Class B 35ton tankers, two five-plank open wagons\*, BR 20ton brake van\* - Esso black except \*BR bauxite ● 1962 ● Service: Empty tanks to Fawley



BR Class 07, BR green with wasp striped ends (Heljan), 12ton vent van\*, SR PMV, PMV, BR Mk 1 BG\*\*, BG\*\*, SR PMV, SR Bogie Van B - BR green except \*BR bauxite, \*\*BR maroon ● 1964 ● Service: Shunting



BR Class 33/0, BR plain green (Heljan), two five-plank open wagons\*, 25 Class B 35ton tankers, two five-plank open wagons\*, BR 20ton brake van\* - Esso black, except \*BR bauxite ● 1963 ● Service: Empty oil tanks for Fawley



BR '4MT' 2-6-0, BR lined black with late crests (Bachmann), LMS 20ton brake van\*\*, SR PMV\*, SR PMV\*, Lowmac, Lowmac, four bogie bolster wagons\*\*, BR 20ton brake van - BR bauxite except \*BR green and \*\*BR grey ● 1966 ● Service: Mixed freight



BR 'SMT' 4-6-0, BR lined black with late crests (Bachmann), 30 x assorted banana vans, BR 20ton brake van - BR bauxite  
 ● 1967 ● Service: Empties to Southampton Docks



BR Class 33/0, BR green with small yellow panels (Heljan), BR 20ton brake van, 22 Presflo cement hoppers, BR 20ton brake van - BR bauxite  
 ● 1967 ● Service: Cement





except \*BR green and \*\*BR maroon



R maroon



open wagon\*, 12ton vent van, five-plank open

● 1962 ● Service: Pick-up freight



Rebuilt 'West Country' 4-6-2 34095 Brentnor stands in the rear platform at Eastleigh with a westbound parcels service on May 29 1965.  
John Chalcraft/Railphotoprints.uk.

## DESIGNATIONS

|     |                              |
|-----|------------------------------|
| BC  | Brake Composite              |
| BS  | Brake Second                 |
| BT  | Brake Third                  |
| BCK | Corridor Brake Composite     |
| BG  | Gangwayed Brake              |
| BSK | Corridor Brake Second        |
| BTK | Corridor Brake Third         |
| BSO | Brake Open Second            |
| C   | Composite                    |
| CCT | Covered Carriage Truck       |
| CK  | Corridor Composite           |
| FK  | Corridor First               |
| FO  | Open First                   |
| GUV | General Utility Van          |
| BSP | Pullman Brake Parlour Second |
| BTP | Pullman Brake Parlour Third  |
| PFK | Pullman Kitchen First        |
| PPF | Pullman Parlour First        |
| PSK | Pullman Kitchen Second       |
| PSP | Pullman Parlour Second       |
| PTK | Pullman Kitchen Third        |
| PTP | Pullman Parlour Third        |
| RB  | Restaurant Buffet            |
| RMB | Restaurant Miniature Buffet  |
| RU  | Restaurant Unclassed         |
| S   | Second                       |
| SK  | Corridor Second              |
| SO  | Open Second                  |
| T   | Third                        |
| TK  | Corridor Third               |
| TO  | Open Third                   |
| TSO | Tourist Open Second          |



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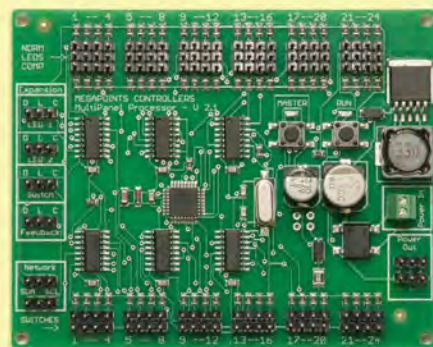
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# Seven Mill DEPOT

*With just three weeks available the Hornby Magazine team set out to build its first 'O' gauge exhibition layout to form part of a multi-scale display at the Warley National Model Railway Exhibition in November 2019. **MIKE WILD** reveals how it was done and explains the story of this compact depot layout.*

**PHOTOGRAPHY, MIKE WILD**



Mark starts the ball rolling with the Skytrex buildings by cleaning up the window openings as the first stage towards building Seven Mill Depot.

**T**HE impossible is possible – and we were determined to prove it. However, at the end of our first work session on November 5 the impossible seemed more impossible. We had just three weeks available to complete construction of our new depot layout to meet the deadline for the Warley National Model Railway Exhibition on November 23/24 2019.

We love a challenge at the Hornby Magazine workshop and our plans for the Warley stand revolved around having four layouts in four different gauges on show. The missing link was

'O' gauge. We had started this project back in February 2019 to fit in with the micro layout theme in HM142. However, this 7mm scale layout had only progressed as far as track pinned down to a baseboard with basic wiring – it lacked point motors, a storage yard, any scenery, buildings, road vehicles accessories and more. Due to various circumstances we hadn't had time to start the project again earlier in the year as we had planned and that meant that after we had attended the Spalding Model Railway Exhibition at the beginning of November it was all hands on deck to get the new layout built and ready for Warley.

The concept of the new layout, now named Seven Mill Depot, was to show how an interesting track plan could be built in 'O' gauge in a relatively small space. The total footprint we allowed for the layout, including storage yard, is just 11ft x 3ft. We reasoned that the finished layout had to be small enough to fit in a spare room in the majority of houses while providing enough interest to keep us occupied during a full weekend at an exhibition.



**Seven Mill Depot bustles with activity as a Class 31 and 45 stand outside the main depot building and a Class 20 prepares to leave the fuel point headshunt. MIG Ammo paints have been used to paint and weather much of this scene.**





SCALE  
7mm:1ftGAUGE  
'O', 32mmSIZE  
11ft x 3ftPERIOD  
1967-1969CONTROL  
DCC, Gaugemaster Prodigy

Having completed the wiring a 'Western' makes its way through the final formation to test the electrics. DCC Concepts point motors have been installed to switch the turnouts.



MIG Ammo's Railway Fast Method paint set was used to colour the rail sides and start the weathering process with the track.



The setting is nominally a late 1960s' diesel depot – one of the smaller designs built specifically to support the new form of traction which was taking over from steam. We've assumed that a station is located nearby, providing the reason for the depot, which sees a steady stream of arriving motive power for fuelling and servicing. Originally we planned on a Western Region theme for the motive power,

but in the end we went with a Midland theme. Nevertheless, with little regionality to the style of the layout it can easily be stocked to suit Western, Southern, Midland or Eastern themes while a simple change of road vehicles would allow it to be moved forward in time to the 1970s, 1980s, 1990s or even 2000s.

The main pair of baseboards are from Model Rail Baseboards. They were

originally designed to suit a 6ft x 4ft 'OO' gauge trainset, but we reconfigured them by rotating each board by 90 degrees to create an 8ft x 3ft scenic area for the 'O' gauge depot. Added to them is a further 3ft x 3ft storage yard board which features a 1ft long scenic area to support the road bridge as the scenic break between the two areas of the model. The storage yard is a traverser design mounted on heavy duty drawer runners and there are three tracks which can hold one large locomotive each or a pair of 0-6-0 shunting engines. In total the full layout can accommodate eight locomotives before it becomes too busy.

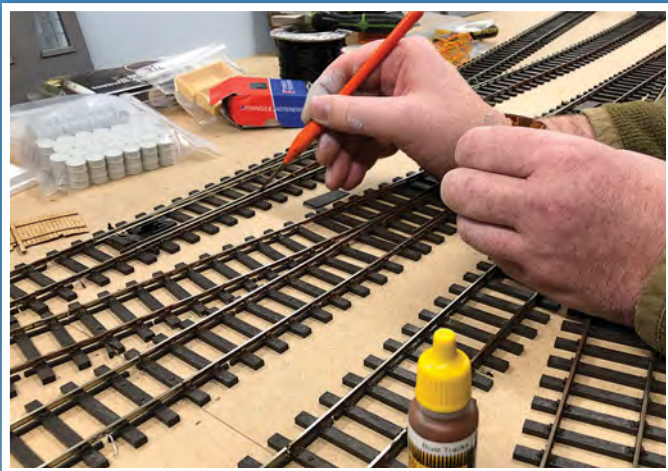
## AGAINST THE CLOCK

Deadlines always help to focus our projects, but this one had the shortest timescale available yet. More to the point, being 'O' gauge, we had our work cut out as there isn't the range of ready-made and painted structures available for this scale like there is in 'OO' or 'N'. This made the task even harder as we needed and wanted the layout to reach the best possible standard.

Prior to the start of the build schedule we'd had a large delivery of cast resin buildings and structures arrive from Skytrex. These offered everything we needed to make an 8ft long low-relief north light warehouse along the back of »







**Mark works through the process of applying paint to the rail sides with MIG Ammo's Rust Tracks colour which will be followed by a second coat of Old Rust to add further depth to the colour.**

the scene, a road bridge for the scenic break, a fuelling point, storage tank and a collection of oil drums and accessories which could be used to populate the layout further. We also had the bare bones of a two road engine shed by sharing the Heljan diesel depot kit between this layout and our test track. Scale Model Scenery added to the kit pile too by supplying its old wooden fencing, whistle signs and a collection of shelving to populate the depot interior.

Our big challenge now was painting everything while also developing the scenery. We split our manpower in two: Mark took on cleaning up the Skytrex castings while I got to work on the electrics, installing point motors and building the new storage yard board. At this stage all the points were lifted so that frog switching could be added for absolute reliability. The point motors are DCC Concepts

Cobalt IP digital motors which make frog switching as simple as adding a single wire between the right output on the point motor base and the frog wire on the point. We also bonded the stock rails to the switch rails electrically and cut the wiring underneath the point as detailed in Peco's instruction sheet.

Very quickly we had a working layout, or at least the scenic boards anyway, and the next task was to begin weathering the track. For this we used two colours from MIG Ammo's Railway Fast Method paint set – Rust Tracks and >>



**After cleaning up all the Skytrex castings they were sprayed with Halfords grey primer to prepare them for the first layers of brick colour.**



**A third baseboard was built from 12mm MDF to create space for a road bridge as a scenic break and a three track traverser storage yard.**







Mocking up the buildings for the backdrop to see how the layout will look.



Mike adds the first layer of brick colour to the Skytrex low-relief north light factory buildings.

The Skytrex bridge kit was dry assembled to check the alignment of the track on the approach to the storage yard.



**A Class 37 stands on the fuel road in the company of a Class B tanker while a Class 40 ticks over in the stabling lines. Peco's code 124 'O' gauge bullhead track has been used throughout this layout.**



## WHAT WE USED

| PRODUCT                                    | MANUFACTURER        | CAT NO.             |
|--------------------------------------------|---------------------|---------------------|
| Light Earth textured paint                 | Green Scene         | Light Earth         |
| Light Tarmac textured paint                | Green Scene         | Light Tarmac        |
| General Muck textured paint                | Green Scene         | General Muck        |
| Straw static grass, medium                 | Green Scene         | Straw Medium        |
| Summer green static grass, medium          | Green Scene         | Summer Green Medium |
| Spring green static grass, long            | Green Scene         | Spring Green Long   |
| Spring green static grass, medium          | Green Scene         | Spring Green Medium |
| Autumn green static grass, medium          | Green Scene         | Autumn Green Medium |
| Autumn green static grass, long            | Green Scene         | Autumn Green Long   |
| Fine blended green turf                    | Woodland Scenics    | T1349               |
| Light Green coarse turf                    | Woodland Scenics    | T1363               |
| Burnt Grass coarse turf                    | Woodland Scenics    | T1362               |
| Blended grey coarse ballast                | Woodland Scenics    | B1395               |
| Blended grey medium ballast                | Woodland Scenics    | B1394               |
| Purple pollen                              | Woodland Scenics    | T4648               |
| Yellow pollen                              | Woodland Scenics    | T4645               |
| Light Green foliage                        | Woodland Scenics    | F51                 |
| Wild Grass foliage                         | Skale Scenics       | R7187               |
| Depot Areas – Sludge Tracks weathering set | MIG Ammo            | AMIG7470            |
| Railway Fast Method paint set              | MIG Ammo            | AMIG7471            |
| Urban Diorama Colours paint set            | MIG Ammo            | AMIG7177            |
| Oil drum set                               | Skytrex             | SMRA61              |
| Oil drums with pumps                       | Skytrex             | SMRA62              |
| Oil drums on brick stands                  | Skytrex             | SMRA63              |
| Diesel fuelling point                      | Skytrex             | 7/239               |
| Fuel storage tank                          | Skytrex             | 7/359               |
| Brick single storey north light factory    | Skytrex             | SMRS37              |
| Brick single bay north light factory       | Skytrex             | SMRS37D             |
| Piles of crates                            | Skytrex             | SMRA13              |
| Single track bridge kit                    | Skytrex             | 7/225B              |
| Sleeper built buffer stops                 | Skytrex             | SMRT2               |
| Railway sleepers                           | Skytrex             | SMRA24              |
| Rail built buffer stops                    | Peco                | SL-740BH            |
| Clip-in buffer stop lights                 | Train-Tech          | BL3                 |
| Old wooden fencing                         | Scale Model Scenery | LX077-O             |
| Laser cut workshop shelving                | Scale Model Scenery | LX034-O             |
| Laser cut whistle signs                    | Scale Model Scenery | LX131-O             |
| Cobalt IP digital point motor              | DCC Concepts        | DCP-CB1DIP          |
| Code 124 large radius curved left point    | Peco                | SL-E787BH           |
| Code 124 left hand point                   | Peco                | SL-E792BH           |
| Code 124 right hand point                  | Peco                | SL-E791BH           |
| Code 124 'Y' point                         | Peco                | SL-E797BH           |
| Code 124 flexible track                    | Peco                | SL-700BH            |
| Individulay bullhead rail chairs           | Peco                | IL-702              |
| Diesel depot kit                           | Heljan              | 9500                |
| Inspection pit, with lights                | KS Laser Designs    | KS19-02-03          |
| GWR concrete lineside hut                  | Intentio            | SKU131              |
| Locomotive jacks                           | Bachmann Scenecraft | 47-042              |
| Coolant trolleys                           | Bachmann Scenecraft | 47-567              |
| Platform tractor units                     | Bachmann Scenecraft | 47-539              |
| 14cm yard lamps                            | Layouts 4U          | O Scale lamppost    |





 The depot interior is a work in progress, but features a pair of KS Laser Designs' inspection pits together with accessories from Bachmann Scenecraft and Skytex. Individual Peco chairs were added to the rails to create the pit tracks.

Old Rust. The first coat was brushed on rapidly followed by a more careful application of the darker Old Rust.

Next, to match the construction style of the main baseboards the third storage yard board was built from 12mm MDF which was cut to create a framework with a solid top board for the first section before the traverser. All of this was glued and pinned together followed by additional braces to support the traverser runners cut from 69mm x 18mm planed timber. The third baseboard was then joined to the rest of the layout allowing track to be laid across into the new storage yard. Meanwhile, work on the low

relief buildings continued. They were primed with Halfords grey primer from an aerosol before the first coats of brick colouring were applied. Our chosen colours were MIG Ammo's Urban Diorama Colours set. Red Primer Light Base was used first as an overall base coat followed by picking out individual bricks with Dark Rust and Earth Brown. After this each was washed over with thinned Stone Grey to represent the mortar course while the Lifecolor BR green was used for the factory doors. It was a real team effort to complete all the detailing elements on these buildings with Mark, Richard and myself all pitching in.

## GROUND COVER

While all this was going on ground cover was starting to take shape too. We had to account for drying times, particularly for the ballast, which meant working in phases around the layout. The first areas to be ballasted were the headshunt and point work at the centre of the layout as the hardstanding around the depot meant that some areas couldn't be completed. Our choice of ballast was Woodland Scenics coarse and medium grade blended grey which gave the right combination of colour and size to our eyes.

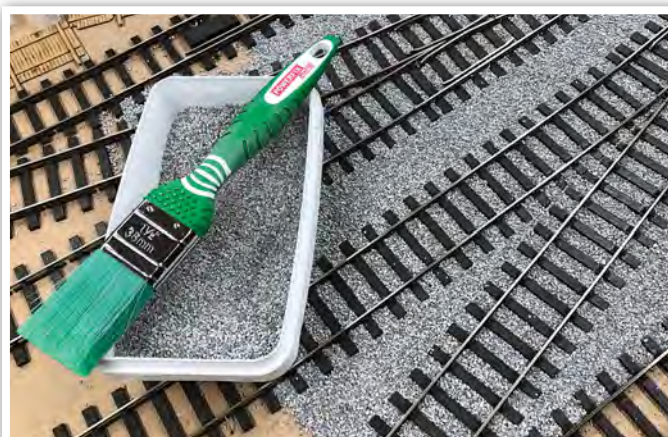
As per smaller scales, the ballast was applied by hand

one pinch at a time and then brushed into place with a 1/2in paint brush before being glued in place with diluted PVA wood glue applied with a syringe. Before adding the glue we misted all areas of ballast with a water spray to assist the glue in flowing into the ballast.

Gradually we were making progress, but even 10 days before the show we had a huge job list left to complete. One of the biggest groundwork tasks was creating the hardstanding around the depot building. KS Laser Designs supplied a pair of its laser cut inspection pit kits which went together quickly and easily. Once these were built holes were cut in



**Making progress with the buildings and the first sections of ballasting.**



**Woodland Scenics blended grey ballast in coarse and medium grade were mixed together to set the track formation in place.**



The three-road traverser can hold three large 'O' gauge diesels. All three tracks are live at all times through the DCC power supply.



the baseboard surface to accept them. However, to add the rails we needed to remove the original sleepers from the Peco bullhead rail track we were using and replace them with individual chairs. More than 120 were threaded onto the two lengths of track over the pits which, due to the lack of a track gauge and time pressures, we then aligned by eye using a Class 08 shunter and a spare sleeper inverted on top of the rails to keep them in line. Heath Robinson at his best!

To expand the hardstanding around the pits we used 2mm MDF bought online which matched the depth of the KS Laser Designs kit base. This was cut to shape and then sprayed with grey primer before being glued in place with PVA wood glue. To finish the depot area off we then filled all the joints with Humbrol filler which was then sanded back for the final look and painted with the same primer base colour.

The biggest step forward in ground cover came through using Green Scenes' excellent textured paints. We used these for the factory yard and all the base colours around the railway

– Light Earth for the grassed areas and General Muck for the factory yard. We also used its Light Tarmac textured paint for the road across the bridge.

These colours instantly transformed the layout and we could see light at the end of the tunnel. Building painting was still continuing, but we could at last move forward with ground cover by adding the first layers of Woodland Scenics fine blended green turf around the freshly ballasted railway. We left space around the edges of the trackbed to allow the Light Earth colour to show through and followed this with successive layers of Green Scene static grass – a combination of spring and autumn shades in 4mm and 6mm lengths – topped off with Woodland Scenics fine and coarse turfs fixed in place on top of the dried static grass with matt varnish.

The final big scenic job was construction of the road bridge. A sheet of 6mm MDF was cut to length and then fixed to two supports at the outer edges of the baseboard set slightly lower than the bridge. This allowed the road to climb up and over the railway giving it



KS Laser Designs laser cut inspection pits were built, cut to length and then set into the baseboard. The openings were marked by drawing around the pit base and cutting out the redundant material with a jigsaw.

a more natural and interesting appearance. The embankment for the road was made by packing the underside with crunched up newspaper which was then held in place with a web of masking tape. PVA and squares of paper were used to make the hard shell for the landscape which was then populated with Light Earth texture paint and successive layers of blended green turf, Woodland Scenics Light Green Foliage, Hornby Skale Scenics Foliage and extra grass detailing with Woodland Scenics fine and coarse turfs to give it an overgrown, unkempt appearance.

## FINAL COUNTDOWN

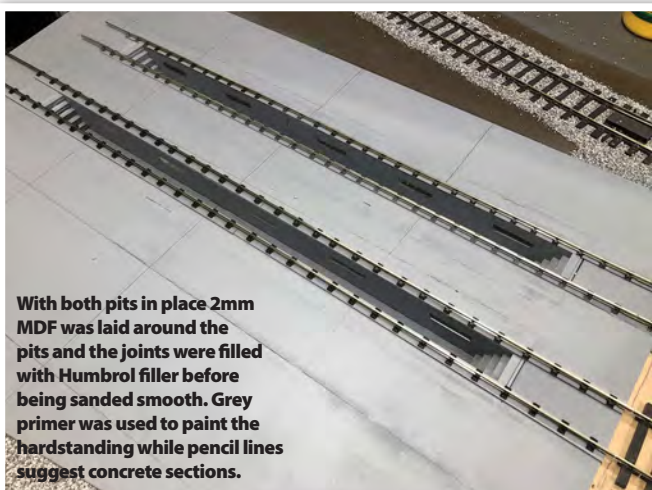
By now we were coming down to the final hours available to build Seven Mill Depot before it had to be loaded into a van for the journey to the Warley show. The Scale Model Scenery old wooden fencing was given a rough coat of Lifecolor Dark Wood Base Colour to give it a worn appearance before it was glued in place in holes in the baseboard. Layouts 4U 14cm high yard lamps were installed strategically around

the layout, the fuelling point was completed and we added Train-Tech's new clip-in 'O' gauge buffer stop lights at the end of each siding with a rail-built buffer stop. The finishing touches were applied to the ground cover next meaning that we could now focus on the presentation and weathering of the layout.

Making a layout exhibition ready is no small task and a lot of hours go into preparing the fascia panels, lighting rig and backboards to ensure that everything is well presented. After cutting all the panels to size, including new pieces to go around the storage yard, Mark had the unenviable task of painting them all grey before they were glued and pinned to the baseboard framework. The results though are well worth it.

At the same time, I was adding the finishing touches to the low relief factory prior to breaking out my airbrush to add a selection of washes to the track formation to tone down its pristine appearance. First was Geoscenics black concentrate, suitably diluted to a 50:50 ratio, which was blown in across the whole track formation. »

With both pits in place 2mm MDF was laid around the pits and the joints were filled with Humbrol filler before being sanded smooth. Grey primer was used to paint the hardstanding while pencil lines suggest concrete sections.



The backdrop is nearly complete and ballasting has advanced to the majority of the layout apart from the fuelling road.



We added a higher concentration of paint where locomotives would stand and worked from the centre of the track outwards. Next were additional layers of MIG Ammo Engine Grime and Fresh Engine Oil from the Depot Area washes set. Once these had dried, we brushed on the Metal Slag powder around the fuelling point to further enhance the layers of grime around this area.

Time had now run out and the layout had to be loaded into the van for the show – grass and paint still drying. One big project still remained though – the Heljan diesel depot building which was still looking rather basic and unfinished.

## ON SHOW

Arrival at the Warley show saw us assemble the selection of four layouts on the stand and then set to work on the finishing touches for the Seven Mill Depot. The depot building was still awaiting attention, but fortunately Andy Hudson from Warley Model Railway Club came to the rescue when he offered to loan us his fully detailed version of the same building to position on the layout. It made a huge difference to the layout's appearance and



The road bridge deck was cut from 6mm MDF while the embankment was formed by packing paper underneath the deck and overlaying it with masking tape. The final surface is scrap paper coated in PVA glue on both sides in multiple layers.



Scale Model Scenery laser cut old wooden fencing painted with Lifecolor Dark Wood Base Colour provides a break between railway and factory land.

completed the scene perfectly.

During the final hours of set up we sprayed up a selection of oil drums, added the fencing to the road bridge, finished weathering the fuelling point and cleaned the layout ready for the Saturday morning debut. It was a huge relief to have got the layout to this stage, but now we had to hope that it would keep our operating team busy throughout an entire weekend on show with nine hours of running on the first day and eight on the second – that's a long time with a shunting layout.

In the run up to the event I'd been working on locomotives for the layout to ensure that we had enough engines available. Not all were weathered, but everything was numbered and sound fitted in time – although the last wasn't completed until the Thursday night of the show weekend. Classes on display covered 08, 15, 20, 25, 31, 37, 45 and 52 with a combination of Zimo and Hornby Twin Track Sound decoders installed to provide some realistic depot atmosphere. All ran superbly and any worries about us losing interest in running the depot during the weekend were quashed when Mark



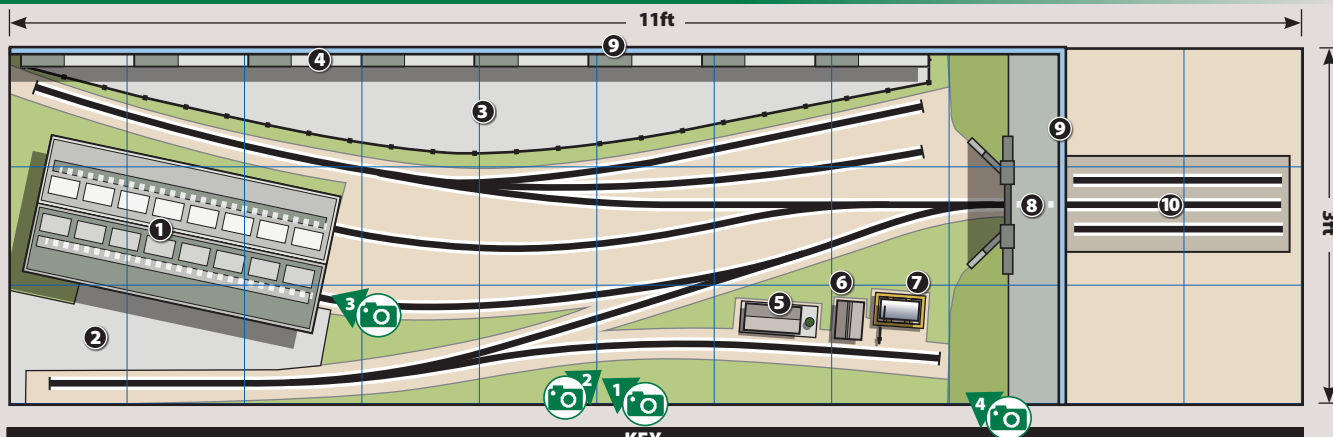
An overview of the scenic area which covers 9ft x 3ft. The trackplan features two headshunts – one for the fuelling point and one for the stabling sidings. These keep operation interesting between movements in and out of the depot building.

### USEFUL LINKS

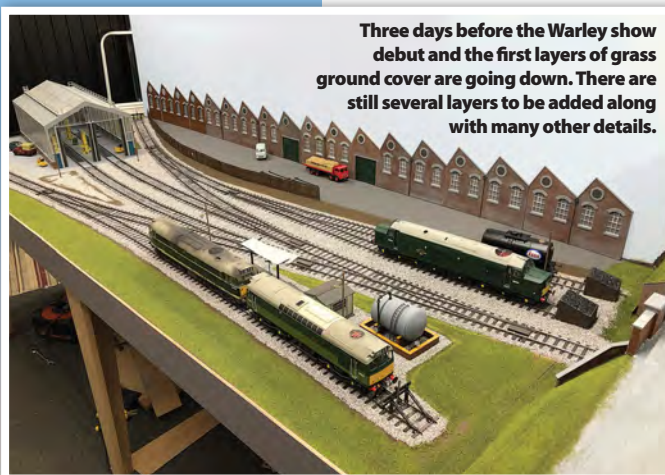
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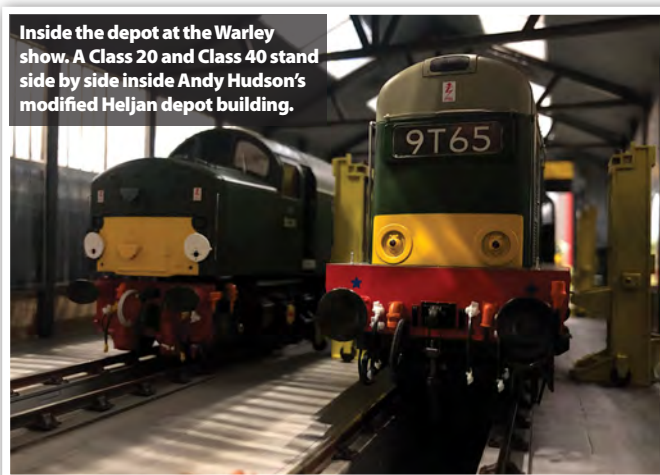
## SEVEN MILL DEPOT TRACK DIAGRAM (Not to scale)



- | KEY              |                      |                  |                     |                         |
|------------------|----------------------|------------------|---------------------|-------------------------|
| ① Two-road depot | ③ Factory yard       | ⑤ Fuelling point | ⑦ Fuel storage tank | ⑨ 2ft high backscene    |
| ② Hardstanding   | ④ Low-relief factory | ⑥ Concrete hut   | ⑧ Road bridge       | ⑩ Three track traverser |



Three days before the Warley show debut and the first layers of grass ground cover are going down. There are still several layers to be added along with many other details.



Inside the depot at the Warley show. A Class 20 and Class 40 stand side by side inside Andy Hudson's modified Heljan depot building.



realised at 3pm on the Sunday that he hadn't left the layout for a minute since the show opened to the public at 9.15am that day. That's dedication!

Sunday evening came almost too quickly as I'd only managed a short time at the controls of Seven Mill Depot, but that is far from the end of its story.

### NEXT STEPS

To prepare the layout for this feature we got to work on the missing details on our return to the *Hornby Magazine* workshop by finishing the paintwork and weathering the depot building. This included airbrushing all the window frames by creating a mask from a business card as well as giving the personnel doors a proper coat of paint and weathering the whole structure lightly to suggest a relatively new build. We still plan to add a corrugated roof to the building in the fullness of time together with interior framework and more detail on the ground around the pits. The latter look far too clean. Also on the job list is wiring up the

yard lamps and fitting LEDs to the pits to illuminate that area.

Seven Mill Depot is currently set up in the *Hornby Magazine* workshop for display and photography, but it has already served the purpose of testing methods that we want to take forward into the larger test

track layout in the future. It will be going back out to model railway exhibitions again in the future, but if you missed it at Warley then tune in to our YouTube channel where you can see video footage of the finished layout running with sound fitted stock. [Heljan](#)



Our own Heljan depot was weathered on our return from the Warley show, but still needs further detailing inside and potentially new covering on the roof.





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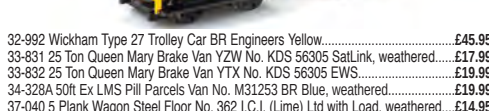
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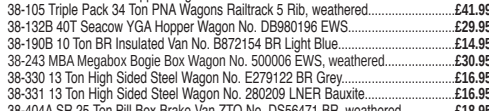
38-404A SR 25 Ton Pill Box Brake Van ZTO No. DS56471 BR, weathered.....£18.95

38-245A MOA Low-Sided Bogie Box Wagon No. 500336 EWS, weathered.....£36.95

## BACHMANN OO - COACHES / AUTO TRAILERS

38-990 20 Ton Brake Van & SR Pill Box Twin Pack NSE "Return to Old Oak Common".....£36.95

39-002 Twin Pack BR Mk2a BFK HST Barrier Vehicles BR Blue.....£54.99



39-025E BR Mk1 SK Second Corridor Coach No. M25704 BR Blue & Grey.....£27.99

39-026E Mk1 SK Second Corridor Coach No. M24911 BR Maroon.....£27.95

39-041 Class 450 4 Car Desiro EMU Set 450 127 South West Trains, weathered.....£269.95

39-050D BR Mk1 Open Coach SO No. M4243 BR Blue & Grey.....£29.99

39-052E BR Mk1 SO Second Open Coach No. M3741 BR Crimson & Cream.....£29.99

39-066A BR Mk1 TSO Tourist Second Open Coach No. 4854 Regional Railways, withdr.....£36.99

39-075C BR Mk1 BSK Second Corridor Coach No. M35322 BR Blue & Grey.....£24.95

39-100C BR Mk1 RU Restaurant Car No. E1974 BR Blue & Grey.....£27.99

39-103C BR Mk1 RU Restaurant Car No. E1925 BR Maroon.....£33.99

39-105 BR Mk1 RU Restaurant Car No. W1900 BR Crimson & Cream.....£33.99

39-125C BR Mk1 CK Composite Corridor Coach No. M16153 BR Blue & Grey.....£27.95

39-126C BR Mk1 CK Composite Corridor Coach No. M15916 BR Maroon.....£27.99

39-127B BR Mk1 CK Composite Corridor Coach No. E15055 BR Crimson & Cream.....£27.99

39-150D BR Mk1 FK First Corridor Coach No. E13241 BR Blue & Grey.....£27.99

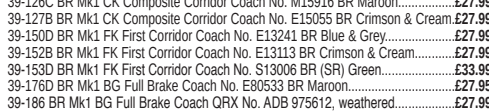
39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.....£27.99

39-153D BR Mk1 FK First Corridor Coach No. S13006 BR (SR) Green.....£33.99

39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.....£27.95

39-186 BR Mk1 BG Full Brake Coach QRX No. ADB 975612, weathered.....£27.99

39-187 BR Mk1 BG Full Brake Coach NCV No. 95310 BR Blue.....£27.99



39-025E BR Mk1 SK Second Corridor Coach No. M25704 BR Blue & Grey.....£27.99

39-026E Mk1 SK Second Corridor Coach No. M24911 BR Maroon.....£27.95

39-041 Class 450 4 Car Desiro EMU Set 450 127 South West Trains, weathered.....£269.95

39-050D BR Mk1 Open Coach SO No. M4243 BR Blue & Grey.....£29.99

39-052E BR Mk1 SO Second Open Coach No. M3741 BR Crimson & Cream.....£29.99

39-066A BR Mk1 TSO Tourist Second Open Coach No. 4854 Regional Railways, withdr.....£36.99

39-075C BR Mk1 BSK Second Corridor Coach No. M35322 BR Blue & Grey.....£24.95

39-100C BR Mk1 RU Restaurant Car No. E1974 BR Blue & Grey.....£27.99

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39-105 BR Mk1 RU Restaurant Car No. W1900 BR Crimson & Cream.....£33.99

39-125C BR Mk1 CK Composite Corridor Coach No. M16153 BR Blue & Grey.....£27.95

39-126C BR Mk1 CK Composite Corridor Coach No. M15916 BR Maroon.....£27.99

39-127B BR Mk1 CK Composite Corridor Coach No. E15055 BR Crimson & Cream.....£27.99

39-150D BR Mk1 FK First Corridor Coach No. E13241 BR Blue & Grey.....£27.99

39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.....£27.99

39-153D BR Mk1 FK First Corridor Coach No. S13006 BR (SR) Green.....£33.99

39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.....£27.95

39-186 BR Mk1 BG Full Brake Coach QRX No. ADB 975612, weathered.....£27.99

39-187 BR Mk1 BG Full Brake Coach NCV No. 95310 BR Blue.....£27.99

39-228D BR Mk1 BCK Brake Composite Corridor Coach S21275 BR (SR) Green.....£34.99

39-240 BR Mk1 FO First Open Coach No. M3001 BR Crimson & Cream.....£32.99

39-241 BR Mk1 FO First Open Coach No. M3001 BR Maroon.....£33.99

39-292 BR Mk1 FP Pullman First Parlour "Pearl" Umber & Cream working internal lights.....£53.99



39-310C BR Mk1 SP Pullman Second Parlour Coach No. 350 Umber & Cream.....£37.99



39-312 BR Mk1 SP Pullman Second Parlour Coach No. E352E BR Blue & Grey.....£36.99



39-361A BR Mk2a TSO Tourist Second Open Coach No. E5406 BR Blue & Grey.....£29.99

39-363A BR Mk2a TSO Tourist Second Open Coach No. 5354 Network SouthEast.....£29.99

39-364 BR Mk2a TSO Tourist Second Open Coach No. 5278 Regional Railways, withdr.....£47.99

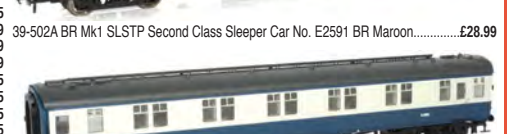
39-410A BR Mk2a BFK Brake First Corridor Coach No. W17069 BR Blue & Grey.....£28.99

39-412A BR Mk2a BFK Brake First Corridor Coach No. 17097 Network SouthEast.....£27.99

39-413 BR Mk2a BFK Brake First Corridor Coach No. 35516 Regional Railways, withdr.....£47.99



39-502A BR Mk1 SLSTP Second Class Sleeper Car No. E2591 BR Maroon.....£28.99



39-503A BR Mk1 SLSTP Second Class Sleeper Car No. E2681 BR Blue & Grey.....£28.99

39-529 Ex-Southern CCT Covered Carriage Truck No. ABD975276 BR.....£23.99

39-578 BR Auto Trailer No. W234 BR Crimson & Cream.....£49.99

39-579 BR Auto Trailer No. W236W BR Unlined Maroon.....£49.99

39-580 BR Auto Trailer No. W231W GWR Chocolate & Cream as preserved.....£49.99

39-777A LMS 50ft Inspection Coach No. M45030M BR Blue & Grey.....£39.99

## BACHMANN OO - COACH PACKS

39-003 Mk1 Coach Pack BR Blue & Grey with NSE branding, weathered.....£69.99

39-004 Mk1 Coach Pack BR Blue & Grey with ScotRail branding, weathered.....£69.99



39-005 Highlander Coach Pack.....£97.99



44-004 Provender Store.....£26.99

44-005 Dutch Barn.....£19.99

44-055 Site Office.....£19.99

44-517 Brute Trolley.....£5.95

44-573 Platform Monitors & Camera.....£12.49

## BACHMANN OO - SCENECRAFT



## GRAHAM FARISH N - STEAM LOCOMOTIVES

372-030 Castle Class Steam Loco No. 5044 "Earl of Dunraven" GWR Lined Green.....£99.99

372-031 Castle Class Steam Locomotive No. 5041 "Tiverton Castle" BR Green E/E.....£99.99

372-629 Ivatt Class 2MT 2-6-0 Steam Locomotive No. 46460 BR Black E/E, weathered.....£99.99

## GRAHAM FARISH N - WAGONS / VANS

373-976B 46T POA Mineral Wagon No. TRL5320 ARC, weathered.....£12.99

377-379 20 Ton Toad Brake Van BR Departmental Yellow.....£16.99

377-957 13 Ton High Sided Steel Wagon No. E279122 BR Grey w/smooth sides.....£11.99

377-976A 12 Ton Eastern Ventilated Van Planked Ends E236010 BR Early Bauxite.....£13.99

## GRAHAM FARISH N - COACHES

374-191 BR Mk1 BSK Brake Second Corridor Coach QVA No. ADB977109 BR.....£28.99

374-925A BR Mk1 SLSTP Sleeping Second Coach No. E2591 BR Maroon.....£26.99



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Heljan launches 'O' gauge

# CLASS 50

## FIRST REVIEW

The fleet of 50 English Electric Class 50s attracted a cult following in their final years of service and have always been popular as ready-to-run models. Heljan has delivered the first 'O' gauge version of the sought-after diesel-electric – **MIKE WILD** takes a closer look.



**T**HE THUMPING EXHAUST of the English Electric 16 CSVT engine is part of what makes the Class

50 so attractive. The fleet of 50 locomotives was built in 1967 and 1968 at English Electric's Vulcan Foundry and produced 2,700hp from their 246litre V16 turbocharged engine. This gave them the ability to reach 100mph in service hauling express trains.

On introduction the Class 50s were put to work on the West Coast Main Line (WCML) north of Crewe where they often ran in multiple hauling heavy trains over the challenging banks of Shap and Beattock to Glasgow. They were originally numbered D400-D449, although the D prefix was removed from 1968 with the withdrawal of the final steam locomotives in August of that year. Throughout their first 10 years the Class 50s were leased from English Electric by British Railways during which time the class was transferred south to work on the Western Region following electrification of the WCML from Crewe to Glasgow.

Once on the Western, the '50s' suffered from reliability issues which saw BR, now the owner of the 50 locomotives, refurbish the class at Doncaster Works between 1979 and 1983. Modifications included changes to the air intake, simplification of their electrics and modernisation of the front end to feature a central high intensity headlight – perhaps the most distinctive feature of the refurbished locomotives from platform level. Also gone was the cut-out in the roof.

The first refurbished locomotives were turned out in standard BR blue, but from 50023 in 1980 the class was repainted in BR's new 'large >>



Left: The fan drive is motorised.

Below: Heljan's 'O' gauge Class 50 captures the stance of these impressive machines extremely well.





## TECHNICAL DETAILS

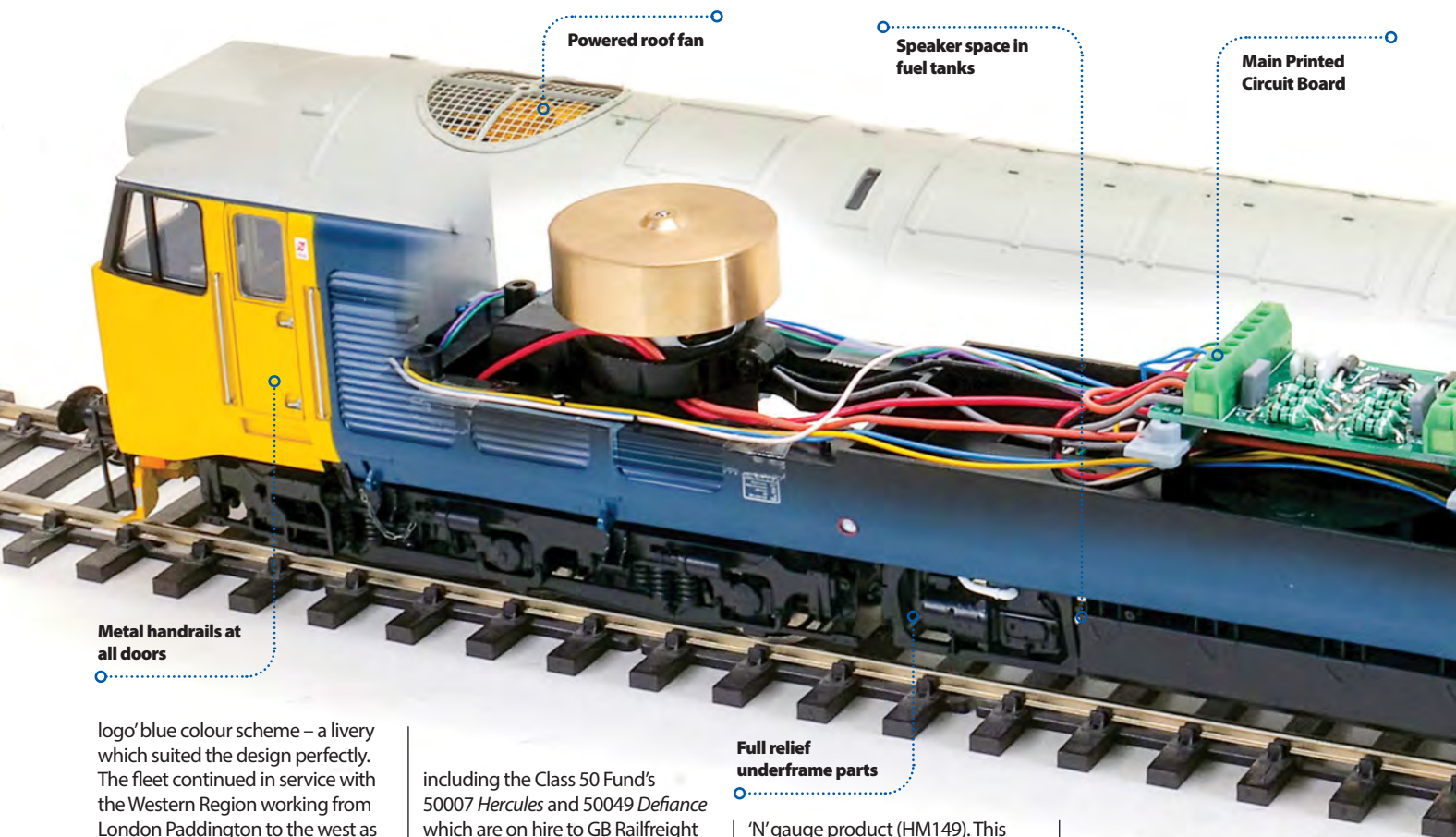
|                                  |                                      |
|----------------------------------|--------------------------------------|
| Manufacturer:                    | www.heljan.dk                        |
| Cat No:                          | 4021 (reviewed)                      |
| Description:                     | Class 50 Co-Co, BR 'large logo' blue |
| Gauge:                           | 'O'/32mm                             |
| Scale:                           | 7mm:1ft                              |
| Length:                          | 478mm                                |
| Price:                           | £699                                 |
| Couplings:                       | Sprung screw link couplings          |
| DCC:                             | DCC compatible – colour coded wiring |
| Speaker:                         | 42mm diameter in fuel tanks          |
| Exterior lights:                 | Directional head and tail lights     |
| Interior lights:                 | None                                 |
| Minimum curve radius (designed): | 6ft                                  |
| Minimum curve radius (tested):   | 4ft 6in                              |
| Motor type:                      | Two, five-pole                       |
| Flywheel:                        | One per motor                        |
| Wheel arrangement:               | Co-Co                                |
| Purpose:                         | Express passenger                    |
| Haulage capacity (expected):     | Ten+                                 |
| Haulage capacity (actual):       | 11 (maximum tested)                  |



| Class 50           | X   |
|--------------------|-----|
| Weight tonnes      | 117 |
| Brake force tonnes | 59  |
| ETH Index          | 61  |
| RA                 | 6   |
| Max speed mph      | 100 |







Metal handrails at all doors

Powered roof fan

Speaker space in fuel tanks

Main Printed Circuit Board

Full relief underframe parts

logo' blue colour scheme – a livery which suited the design perfectly. The fleet continued in service with the Western Region working from London Paddington to the west as well as on the London Waterloo-Exeter route. In their final years this became the primary place to see the fleet in service with the last being withdrawn in 1994.

Happily, the Class 50 story is far from over. 18 have been preserved and several are mainline certified

including the Class 50 Fund's 50007 *Hercules* and 50049 *Defiance* which are on hire to GB Railfreight and painted in its 'house' colours of orange and blue. For more on the story of the Class 50s after refurbishment and in preservation see Reality Check on pages 64-67.

## THE MODEL

Heljan's all-new 'O' gauge model of the Class 50 models the refurbished locomotives post-1979 and completes the set of scale models to go alongside Hornby's high-fidelity model for 'OO' and Dapol's recently released

'N' gauge product (HM149). This version though is considerably bigger weighing in at 1.5kg and measuring 478mm over buffers. It's a big machine and it looks fantastic.

It is being released in BR blue (Cat No. 4020), BR 'large logo' blue (4021), original Network SouthEast (4022) and revised Network SouthEast (4023) without numbers as well as 50007 *Sir Edward Elgar* in GWR lined green (4024), 50149 *Defiance* in BR Railfreight General triple grey (4025) and as 50049 *Defiance* in GB Railfreight orange and blue (4028). In addition, Hatton's has commissioned two limited editions modelling 50008 *Thunderer* in 'Laira blue' (4026) and 50015 *Valiant* in 'Dutch' grey and yellow (4027). These colour schemes were carried by the two locomotives while hauling railtours in the early 1990s.

Our sample models the popular 'large logo' blue scheme. Like most Heljan 'O' gauge models the locomotive is un-numbered leaving the owner free to choose which identity their model takes. Transfers aren't included, but there are many options on the market including packs produced by Fox Transfers. Etched nameplates are also available from Shawplan to give a finishing touch.

What you get in the box is the big, powerful Class 50 mounted on a wooden plinth for transport, an instruction sheet and a pack of optional details. The latter includes replacement jumper cables and radio panels for

the cab roof as well as a pair of miniature snowploughs. The latter look superb once fitted, but it is worth noting that screws aren't included to mount the 'ploughs' and that the moulding sprues are left attached which means a little touching up of the edges is required once fitted. Small points.

The overall look and shape of the Class 50 is however superbly reproduced in 7mm:1ft scale. The cab fronts have that important slim and tall look while the lower tumblehome looks just right to our eye. The cab windows have an accurate angle while the lower panel has that 'open-mouth-shocked' look of the refurbished locomotives with the step cut-out in the lower third. Just above this is the high intensity light which is surrounded by the multiple working jumper cables and connections.

Completing the front end is a fully appointed bufferbeam with pipes, working screw link coupling, sprung buffers, fine moulded plastic steps and a full complement of separately fitted grabrails. Windscreen wipers are separately fitted while close inspection reveals a pair of tiny grabrails above the front windows.

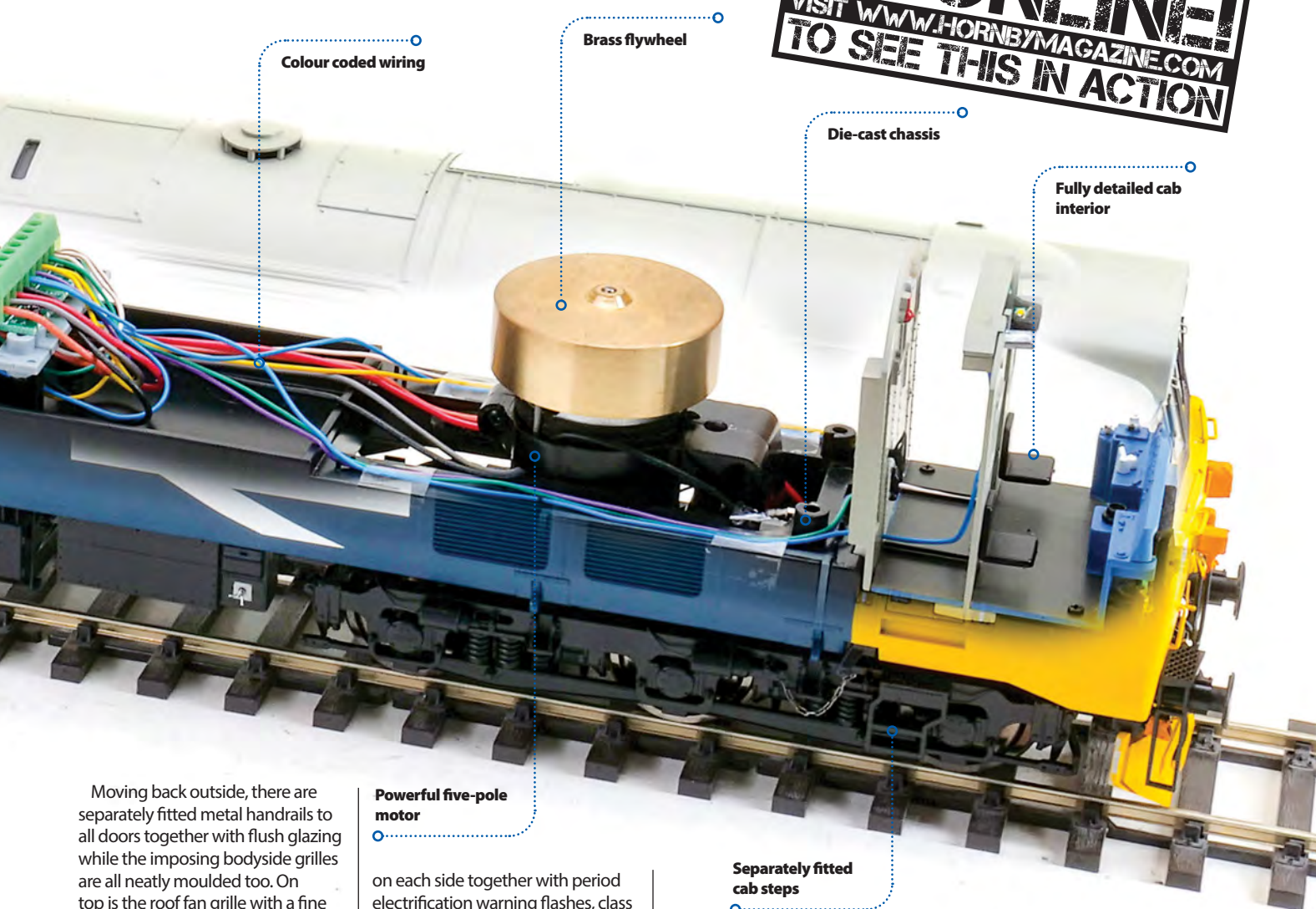
The cab interior has a full depth control desk which includes modelling of the regulator and brake handles as well as the grille in the centre. There are also two seats while the bulkhead is modelled with glazing leading to the entrance via the cab doors behind.



The cab front is superbly detailed, right down to the step tread below the headlight.



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Moving back outside, there are separately fitted metal handrails to all doors together with flush glazing while the imposing bodyside grilles are all neatly moulded too. On top is the roof fan grille with a fine etched mesh covering the working yellow fan below. All four exhaust ports are modelled together with access panels to the engine bay.

The central part of the body is smoothly finished with just a small grille and window on each side while after the double arrow are the second pair of engine bay grilles.

Below the frames Heljan has done an excellent job of replicating the Class 50 underframe with finely produced bogie side frames (even featuring brake actuator chains), full relief see-through underframe components, fuel tank, battery boxes, air tanks and more.

The finishing touch to all of this is Heljan's outstanding application of BR's 'large logo' colour scheme. The yellow ends of our sample had excellent definition and looked accurate below the black cab window frames. The BR blue body colour appeared correct to our eyes while the roof grey is a perfect match to the prototype. Printed detail includes a BR double arrow logo in white (with no show through) at the No. 2 end

#### Powerful five-pole motor

on each side together with period electrification warning flashes, class data panels and danger notices next to the main air intake grilles.

### PERFORMANCE

The Class 50 follows Heljan's high-power twin motor arrangement which has become a signature of its 'O' gauge diesels. The motors are mounted vertically into the bogies and have a large brass flywheel on top. This configuration provides the maximum amount of space inside the locomotive for future sound installation.

At the centre inside the chassis is the main Printed Circuit Board (PCB) which now features colour coded wiring to match DCC decoders for motor and lighting circuits. This will make it simpler to convert the Class 50 to DCC than some previous Heljan 'O' gauge models, but it will still require a large-scale decoder to handle the current drawn by the twin motor setup. The ESU LokSound V5 XL or LokPilot V5 XL are suitable as is Zimo's MX699KS sound decoder. We did also note that our sample was wired common negative rather than common

#### Separately fitted cab steps

positive as is usual for DCC wiring.

There is space for a speaker in the chassis – our measurements showed that the enclosure is a 42mm diameter circular type, though there is a further 14mm deep area below that which can accommodate a rectangular speaker up to 58mm x 48mm. As another alternative, the spare space inside the body could be used to mount a speaker.

A new addition to the chassis for the Class 50 is manual switches to allow the tail lights and high intensity lights to be switched off. These are easily accessed by turning the model upside down which means both analogue and digital users can replicate a locomotive at the head of a train by switching off the rear lights.

On the track our initial tests were with analogue control which showed the Class 50 to be an exceptionally smooth runner and also capable of negotiating second radius Peco set track curves. Even running on analogue we

found the lighting to be flicker free and consistent at all speeds.

Following conversion to digital control we subjected the Class 50 to load tests which was increased to a total of 11 vehicles which it hauled with ease around our level test track on 5ft radius curves.

### OVERALL

The Class 50 is a powerful new addition to the Heljan 'O' gauge diesel line-up and one which has been hotly anticipated since its announcement in 2017. Now it is here those who have been waiting will be very pleased to receive the finished product. It is a superb looking model and with the upgraded PCB inside it will be simpler to upgrade to digital and sound operation.

With its wide choice of liveries and huge following Heljan's '50' will suit a wide range of layouts from the 1970s to the present day and is a great showpiece for the next products to come from the manufacturer for 'O'. (MW)



# CLASS 50 Afterlife

*BR's Class 50 diesels are some of the most popular locomotives ever built, and this has been reflected in the number preserved, which currently stands at just over a third of those constructed, as **EVAN GREEN-HUGHES** discovers.*

The Class 50 Alliance's GBRf liveried Class 50s 50049 *Defiance* and 50007 *Hercules* thunder through Chevin, Belper, working 1Z30 – the 5.55am Bristol Temple Meads to Newcastle on November 30 2019. This pair of locomotives are popular and regular performers on mainline charters as well as stock movements. [Rob Reedman](#).





**I**N MARCH 1994 the final and packed Class 50-operated railtour ran from London Waterloo to Penzance and back but few present would have dreamed that a quarter of a century later preserved '50s' would still be seen regularly out on the mainline, not only on charter work but also in daily general traffic. There were even fewer who would have dreamed that 18 of the 50 locomotives built would still be in existence, with most in working order, 25 years later.

The Class 50 had, after all, not been one of BR's most numerous or reliable designs and arguably should never have been built at all. By the time of their construction in 1967 the Brush/Sulzer Class 47 had already been established as the standard Type 4 locomotive but was proving less reliable than hoped. As a consequence, a deal was struck with English Electric for an uprated version of the DP2 prototype, but housed in a different bodyshell, which was to be used initially to provide accelerated express services on the northern part of the West Coast Main Line. Unfortunately, the resulting and much modified locomotives proved to be anything but reliable, costing English Electric a considerable amount of money in warranty claims, and as a result only 50 were ever built.

After ten years and with electrification spreading northwards the fleet of 50 '50s' were transferred to the Western Region and then, between 1979 and 1984, they were extensively rebuilt to improve their reliability, in which form

they ran until withdrawal between 1987 and 1994. There is more on the history and early life of this class in HM123.

### **PRESERVATION BECKONS**

Withdrawal of the class from the mainline was not to prove the end, though, for by this time enthusiasts had developed a deep affection for what had become known as 'Hoovers', a nickname acquired due to the loud sucking noise emitted by the cooling fans fitted during their modifications in the late 1970s.



The preserved Class 50s have carried a number of liveries including revised Network SouthEast, as shown by 50027 *Lion* at Grosmont on the North Yorkshire Moors Railway in May 2004. This locomotive is now based at the Mid-Hants Railway. Mike Wild.



Several preservation schemes were launched, some of which were to prove more successful than others, with one of the earliest being The Fifty Fund (later to become part of the Class 50 Alliance) which was launched in 1989. Within three years this organisation was able to raise enough money to buy two locomotives - 50035 *Ark Royal* and 50044 *Exeter* - as well as a large number of spares. These two locomotives were joined by 50031 *Hood*, which had been bought by two allied supporters, and they were initially housed at St Leonard's depot in Hastings before moving to a permanent home at the Severn Valley Railway.

Meanwhile 50002 *Superb* had been purchased for use on the South Devon Railway where it was to be the first of its class to operate a train on a private line while others were to find their way elsewhere, with 50007 *Sir Edward Elgar* taken to the Midland Railway Centre, 50015 *Valiant* ending up at the East Lancashire Railway, 50017 *Royal Oak* at the West Somerset, 50019 *Ramillies* at the Tunbridge Wells and Eridge (later to Mid Norfolk), 50027 *Lion* at the Mid Hants and 50042 *Triumph* at the Bodmin and Wenford Railway. 50049 *Defiance* went initially to the West Somerset Railway in the care of the Class 50 Society but this later moved to the Severn Valley and its owning group amalgamated with that of the Fifty Fund.

### **AMBITIOUS FAILURE**

Some preservation attempts were less successful, however, with one of the most spectacular failures being that of 'Operation Collingwood' which purchased 50001, 50023, 50029, 50030 50040 and 50045 with the intention of setting up a charity to train apprentices in engineering skills. Only 50029 *Renown* and 50030 *Repulse* were in complete condition with the rest heavily stripped and in some cases stored in scrapyards.

When the scheme failed to attract the backing required, 50001, 50023 and 50045 were eventually cut up while 50040 went to Coventry Railway Centre where it hung around until 2008 before being put out of >>



its misery. The two complete examples were purchased for preservation and taken to Peak Rail, although they have since spent many years in store as non-runners.

**A NATIONAL ICON?**

Rather surprisingly in view of the number of locomotives already saved the National Railway Museum decided that it ought to have one for its collection too, with the engine selected being 50033 *Glorious*. Following its last working on a charter from York to Scarborough it was taken into the museum, and during its time there was also seen at some heritage railways, including the North Yorkshire Moors. However, in 2004, it was transferred

to the STEAM museum in Swindon where it fell out of favour, being then transferred to Tyseley Museum, where it was stored outdoors. Its condition deteriorated before it was rescued by members of the Class 50 Alliance, who arranged for its transfer to the Severn Valley, where it has been restored to working order on a three-year loan basis. One engine that has had a life after BR, though really should not be considered to be preserved, is 50008 *Thunderer*. After being taken out of service in June 1992 it was purchased by pop producer Pete Waterman who then sold it to Sea Containers Ltd for commercial use. It was then stored for many years in Crewe, being intended for export, but eventually in 2006 was sold to a private individual associated with freight operator DCR who took it to Washwood Heath in Birmingham and restored it to working order. Since then it has earned its living on the spot-hire market and has been seen all over the network performing a variety of functions, from delivering new rolling stock, to pulling engineering trains and working excursions.

| FACTS AND FIGURES           |                                    |
|-----------------------------|------------------------------------|
| Introduced:                 | 1967-1968                          |
| Number built:               | 50                                 |
| Numbers:                    | D400-D449                          |
|                             | 50001-50050<br>(D400 became 50050) |
| Withdrawn:                  | 1987-1994                          |
| Wheel arrangement:          | Co-Co                              |
| Engine:                     | English Electric 16CSVT            |
| Cylinders:                  | 16                                 |
| Horsepower:                 | 2,700hp at 850rpm                  |
| Main generator:             | EE840/8B                           |
| Traction motors:            | Six EE538/5A                       |
| Train heating:              | Electric – EE915/1B generator      |
| Brakes (locomotive):        | Air                                |
| Brakes (train):             | Vacuum and air                     |
| Route availability:         | 6                                  |
| Maximum tractive effort:    | 48,500lbs                          |
| Continuous tractive effort: | 33,000lbs                          |
| Length:                     | 68ft 6in                           |
| Width over cabs:            | 8ft 10in                           |
| Weight:                     | 115tons                            |
| Wheel diameter:             | 3ft 7in                            |
| Maximum speed:              | 100mph                             |
| Fuel capacity:              | 1,540gallons                       |







**Left:** D444 *Exeter* and 50049 *Defiance* depart Bristol Temple Meads on October 18 2008 working a Manchester-Minehead special. D444 was painted in non-original BR two-tone green for a period from 2007, but has since been returned to near original condition externally and after an engine failure uses a matching power unit from Portuguese 'Class 50' 1807. John Chalcraft/Railphotoprints.uk.

**Above:** Two of the surviving Class 50s are privately owned and used for spot hire work. On January 14 2017 50008 *Thunderer* stands at Derby with a rail grinder behind. Rob Reedman.

Scheduled Class 50 services returned in 1999 when 50031 *Hood* and 50044 were used on Valley line services in South Wales to cover a stock shortage. On August 28 1999 50031 *Hood* departs Ystrad Mynach with the 12.15pm Bargoed-Cardiff with 50044 at the rear. Railphotoprints.uk.

| PRESERVED CLASS 50S      |                                                          |
|--------------------------|----------------------------------------------------------|
| IDENTITY                 | LOCATION/NOTES                                           |
| 50002 <i>Superb</i>      | South Devon Railway, undergoing restoration              |
| 50007 <i>Hercules</i>    | Severn Valley Railway, mainline operational, GBRf livery |
| 50008 <i>Thunderer</i>   | Privately owned, mainline operational for spot hire work |
| 50015 <i>Valiant</i>     | East Lancashire Railway, operational                     |
| 50017 <i>Royal Oak</i>   | Great Central Railway, operational                       |
| 50019 <i>Ramillies</i>   | Mid Norfolk Railway, undergoing restoration              |
| 50021 <i>Rodney</i>      | Eastleigh Works, undergoing restoration                  |
| 50026 <i>Indomitable</i> | Eastleigh Works, undergoing restoration                  |
| 50027 <i>Lion</i>        | Mid Hants Railway, operational                           |
| 50029 <i>Renown</i>      | Peak Rail, awaiting restoration                          |
| 50030 <i>Repulse</i>     | Peak Rail, awaiting restoration                          |
| 50031 <i>Hood</i>        | Severn Valley Railway, operational, InterCity livery     |
| 50033 <i>Glorious</i>    | Severn Valley Railway, operational                       |
| 50035 <i>Ark Royal</i>   | Severn Valley Railway, operational                       |
| 50042 <i>Triumph</i>     | Bodmin and Wenford Railway, operational                  |
| 50044 <i>Exeter</i>      | Severn Valley Railway, mainline operational              |
| 50049 <i>Defiance</i>    | Severn Valley Railway, mainline operational, GBRf livery |
| 50050 <i>Fearless</i>    | Privately owned, mainline operational for spot hire work |

## MAINLINE REVIVAL

However, 50008 is not the only Class 50 which can still be seen on the network for the class has a long history of mainline appearances since those 'final' days. In 1997 50002 *Superb* operated a train from Birmingham to Plymouth, blazing a trail that has been followed by several locomotives since, in some cases resulting in engines appearing in non-standard liveries. One of these was 50017 *Royal Oak* which, after initial restoration at the West Somerset Railway, was hired out and painted in LMS red livery, lined in gold, for a period when it was intended to work the 'Northern Belle' luxury train. Such is the complicated nature of the 'preservation' of the Class 50s that this engine then spent some years stored at Tyseley before passing back into private ownership via the Plym Valley Railway and then to the Great Central Railway where it is currently preserved.

One mainline duty that no one could ever have imagined occurred in 2005 when 50031 *Hood* and 50049 *Defiance* spent a period out on hire to Arriva

Trains Wales where they were used for a regular scheduled Monday to Friday Cardiff to Fishguard service as well as for *ad hoc* stock movements. These trains proved to be incredibly popular with enthusiasts and lasted for just 12 months before alternative stock became available. Following this period the locomotive's owner, the Class 50 Alliance, fitted 50044 *Exeter* with the necessary equipment to enable it to return to the mainline and this subsequently made its debut in October 2008 when it was used for a railtour from Manchester Piccadilly to Minehead.

Ten years later, at the Severn Valley Railway, and 24 years since the last engine was withdrawn from mainline service, a remarkable 11 examples of the class were assembled for the Class 50 Jubilee Gala, consisting of no less than a fifth of all the examples built and a quite remarkable achievement in itself.

The story of the Class 50 was to take one more incredible twist in 2018 when The Class 50 Alliance reached an agreement with freight operator GBRf for two of its locomotives to be made available for use on a spot-hire basis, with particular emphasis on railtours and stock movements. 50007 *Hercules* and 50049 *Defiance* duly completed many duties celebrating the 50<sup>th</sup> anniversary of the introduction of the class and as part of this were able to return to Glasgow on passenger duties for the first time for many years.

To the great surprise of many enthusiasts this deal has now seen the two veteran locomotives turned out in full GBRf livery, which was carried out to celebrate the close working relationship which has grown between the two organisations, and this pair are now amongst the most photographed locomotives out on the network.

The story of the Class 50 has been one of remarkable highs and lows, which has seen many examples of the class in private hands for almost as long as they were in mainline service. With recent mainline work and changes of livery there seems no chance that interest in these locomotives will ever wane, and examples are sure to be with us in working order for many years to come. 



# WEATHERED FINISH

## for RailRoad Crosti

● Price: £124.99 ● Cat No: R3756 ● Site: [www.hornby.com](http://www.hornby.com)  
 ● Era: 4/5 ● DCC: DCC ready, 8-pin socket

**H**ORNBY'S POPULAR RailRoad collection model of the BR Crosti-boilered '9F' 2-10-0 is back, and this time it has been released with a heavily weathered finish.

The Crosti '9Fs' were introduced in 1955. Ten were built with Franco-Crosti boilers which had a second pre-heater boiler underneath the main boiler.

Their most distinctive feature was the side exhaust – the conventional chimney being used during lighting up only. From 1959 the locomotives were rebuilt in conventional form, but still retained their distinctive appearance without smoke deflectors.

Hornby's new version models 92028 in BR black with early crests on the tender. It carries a 15A Wellingborough shedcode on the smokebox door while the finishing touch to its paint scheme is a weathered look. This is mainly confined to the lower half of the

model and consists of an airbrushed 'road dirt' colour over the wheels, motion, underframe and lower half of the tender body. For weathering aficionados, it will provide a good basis for further customisation.

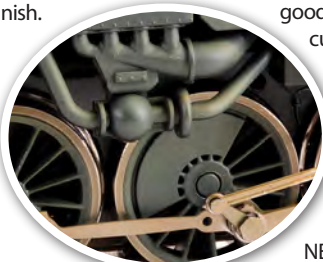
Externally 92028 is identical to previous versions and features a well-appointed body, sprung buffers, NEM coupling

pockets, turned metal safety valves and a glazed cab.

The cab interior is detailed but not painted while this particular model comes with a smoke deflector for the side exhaust.

The mechanism is mounted in the locomotive and there is an 8-pin DCC decoder socket in the tender together with provision for mounting a 28mm round speaker for those intending upgrading it with sound. As with past releases, the 2-10-0 chassis in our sample proved to be smooth running and capable of

hauling a 40-wagon goods train. The Crosti '9F' has been popular since it was first released in 2015 (HM100) and this new version is sure to continue that trend. (MW)



### 'OO' & 'O' GAUGE

## Train-Tech SC4 semaphore signal controller

● Price: £40 ● Cat No: SC4 ● Site: [www.train-tech.com](http://www.train-tech.com) ● Era: All

Train-Tech has produced a brand-new accessory decoder designed specifically to work with Dapol's new servo powered semaphore signals for 'OO' and 'O' gauge (HM151). The SC4 matches the outward appearance of Train-Tech's previous SC3 design, but the electronics have been fully reworked to match the operating requirements of the latest Dapol signals.

Each SC4 can operate two servo powered signals independently making it ideal for use with the new Dapol bracket signals in

'OO' as well operating pairs of 'O' gauge home signals. The Train-Tech decoder works with both.

Connection is straightforward. It uses the red and black power wires from the Dapol control box as well as the three-wire switch cable supplied with the signal. The toggle switch needs to be cut from the orange, yellow and brown three wire cable to allow it to be connected to the SC4 together with the power wires. A separate

pair of wires will be needed to take power from a DCC power bus (or track feed) to

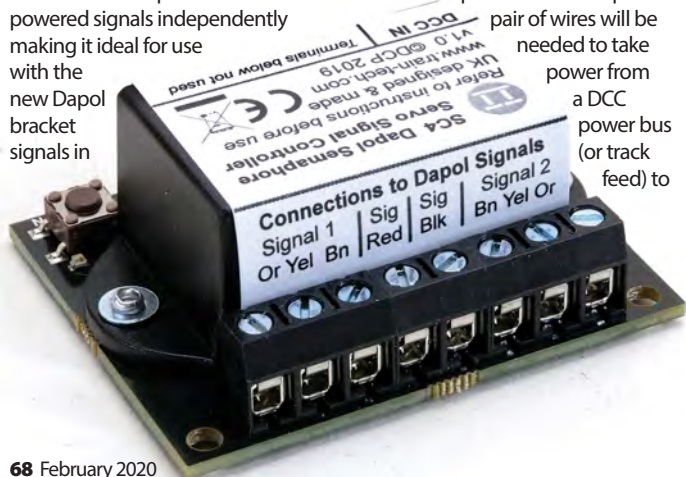


the SC4's power feed. The whole process takes less than five minutes to complete and there are clear instructions with the decoder.

Once connected, operation is simple. The new accessory decoder uses Train-Tech's tried and tested one-touch addressing function – press the button on the side of the decoder circuit board, select the address you want it to be on your DCC handset, change it and it's set. Operation once connected

matches the performance of the Dapol signals with a direct analogue feed and the SC4 has the added bonus of providing a regulated voltage too – essential for safe use of these signals.

Train-Tech's SC4 is about its capabilities and flawless operation of the electronics as well as the super simple setup process. A great addition and the only way to control your new Dapol bracket signals with digital control. (MW)







#### 'OO' GAUGE

The RailRoad Crosti '9F' has been released with a heavily weathered finish as 92028.

#### 'OO' GAUGE

## Carillion colours for road-rail Land Rover

● Price: £7.45 ● Cat No: OR76ROR007 ● Site: [www.oxfordrail.com](http://www.oxfordrail.com) ● Era: 11

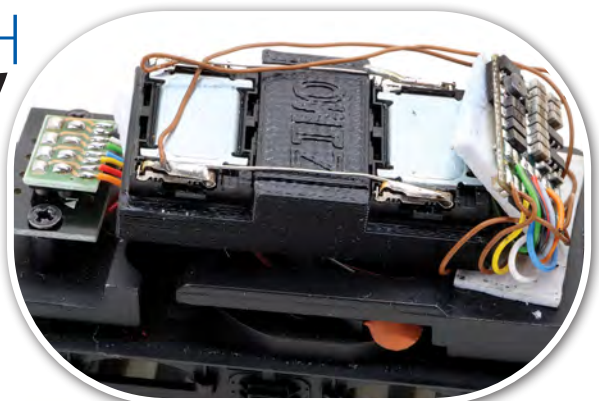
Carillion branding is amongst the latest liveries to be applied to the Oxford Rail road-rail Land Rover Defender for 'OO' gauge. This attractive little model uses an Oxford Diecast tooling for the vehicle which has been upgraded to feature posable rail wheels which can be folded down to mount the Defender on the track, like the real thing. A set of ramps is included with the model too making this a great addition to a trackside scene or on a closed section of railway. (MW)





'OO' GAUGE

# Locoman Sounds releases D&H 'BLACK FIVE' DECODER



● Price: from £85 ● Cat No: Black Five ● Site: [www.locomansounds.com](http://www.locomansounds.com)  
● Era: 3-11 ● DCC: 6-pin, 8-pin and 21-pin



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**T**HE UK supplier for Doehler & Haass (D&H) digital sound decoders has produced a new sound file for the Stanier 'Black Five' 4-6-0. The sound file is available on 6-pin, 8-pin and 21-pin type decoders suitable for use with Hornby 'OO' gauge models of the long-lived mixed-traffic 4-6-0.

For review Locoman Sounds supplied a pre-fitted current Hornby 'Black Five' containing an 8-pin D&H decoder and a

40mm x 20mm Zimo twin cube speaker. The sound file has 18 sound functions together with the option to operate lights where fitted through Function 0 (F0), live volume control through F21 and F22 and more.

Immediately on turning the sound on it was clear how good the recordings for these sound decoders are. They have a rounded sound which replicates the exhaust of a steam locomotive superbly in 'OO' gauge while the exhaust

beats were perfectly synchronised with the wheel revolutions. The sound profile also features fine speed control while notching the throttle back one speed step will take it to coasting sounds and one speed step up will take it back to exhaust sounds. There are also nice graduations between exhaust and coasting sounds – another important element of a steam locomotive.

Beyond these quality driving sounds, Locoman has created a

suite of useful ancillary functions including standard and 'fancy' whistles, all of which replicate the distinctive Stanier 'hooter', drain cocks, active brakes, coal shovelling, flange squeal, injector, carriage doors, a guard's whistle, coupling and watering sounds.

All in all, the new Locoman Sounds D&H 'Black Five' offers a comprehensive and driveable package which will give fresh life to any 'OO' gauge model. An excellent choice. (MW)

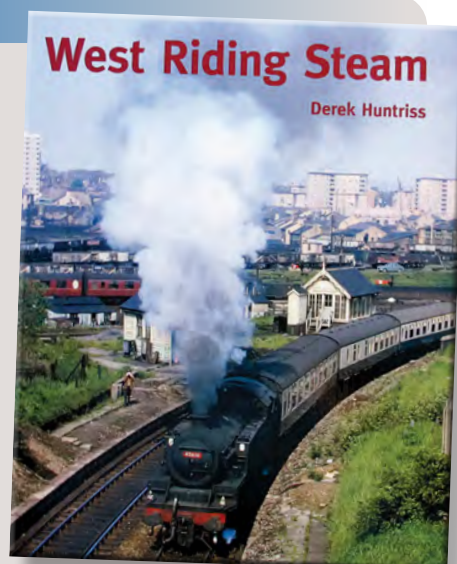
## RECOMMENDED READING

# WEST RIDING STEAM

● Author: Derek Huntriss (editor) ● Publisher: [www.mnabooks.com](http://www.mnabooks.com) ● Title: West Riding Steam  
● ISBN: 978-1-9160733-0-2 ● Price: £22.50 ● Spec: 128pp, hardback, stitched

**T**HE West Riding of Yorkshire was one of steam's last strongholds, holding out almost until the end of 1967. This collection of colour photographs shows some of the incredible variety of steam workings – and settings – that the area could boast in that final decade. Though the book features many images by the late Gerry Dixon – surely the best and most shamefully under-represented of all the 'New Approach' cameramen who diversified into colour – the photographs for the most part are highly conventional in style.

Colour reproduction is excellent, the captions are well informed and the contents are well balanced – in terms of documentary value, there is far more to this book than grubby 'Black Fives', 'WDs' and '9Fs'. Only readers hoping for a Colin Gifford-style visual treatment will be disappointed – colour film stock of the 1960s was, by today's standards, incredibly slow and virtually all the photographs in this book were taken on nice sunny days in summer. Grit, grime and grain – the abiding characteristics of last-days-of-steam photography in this part of the world – are conspicuous by their absence. (TS)





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# Hatton's ALL-NEW '66s' ROLL IN!

The EMD Class 66 is now the most common diesel locomotive on freight traffic in the UK and Hatton's has gone to great lengths to develop a brand-new 'OO' gauge ready-to-run model of the popular prototype. **MIKE WILD** gets up close and personal with two versions.



**FIRST  
REVIEW**

It was 1998 or 1999 when I first saw a Class 66. I was at Peak Forest in Derbyshire taking in the limestone workings at the quarries when all of a sudden 66001 rumbled into view at the head of a rake of VAA box vans. Back then there was no Realtimetrains: all we had to hand was a copy of *Freightmaster* as a guide to regular workings and a keen ear to hear the next train approaching.

Fast forward 20 years, and on December 15 I was at Peterborough station to capture some of the last HST workings for LNER on the East Coast Main Line. I could plan ahead using my phone and I knew what to expect at the head of freight trains, even when the working notice didn't provide that much information. While I was there no less than five DB Cargo Class 66s ran through – two pairs on Railhead Treatment Trains and one at the head of an aggregate train. It was in stark contrast to two decades before when the '66s' were in the minority and running alongside classes 37, 56, 58 and 60 and showed the progress of time.

Equally fascinating is the journey of the Class 66 in miniature. Lima was the first to produce a 'OO' gauge ready-to-run model at the end of the 1990s which was soon followed by the modern-era Bachmann product in the early 2000s. In 2004 Hornby took over the former Lima empire which included its Class 66 and it continued to be available alongside the Bachmann offering. However, those two models are set to be put into the shadows by this all-new version in the Hatton's Originals series.

It was a bold move when Hatton's revealed it would be working on a new generation Class 66 model for 'OO' gauge. A crowded market

awaited, but nevertheless there was clearly scope for a new version to bring this current freight locomotive bang up to date. Hatton's set its stall out with the offer of 32 different versions in its first production run which would cover a wide variety of liveries and locomotive variations. More recently it added an extra five colour schemes to its list and, as we closed for press at end of December, the first full-production models were due to be making their way to customers just in time for Christmas.

For review we received two samples of the new model – 66088 in de-branded EWS maroon and gold with DB Cargo logos and the popular GBRf operated 66789 British Rail 1948-1997 in BR 'large

logo' blue. Suffice to say, with another 35 colour choices, there is much more to the Hatton's Class 66 range than just these two engines – original EWS, Freightliner, corporate and unique GBRf locomotives, DRS, Colas Rail and more are all on the way.

## THE MODEL

The specification drawn up for Hatton's Class 66 is a mouthwatering prospect, but actually seeing these locomotives up close puts a completely different perspective







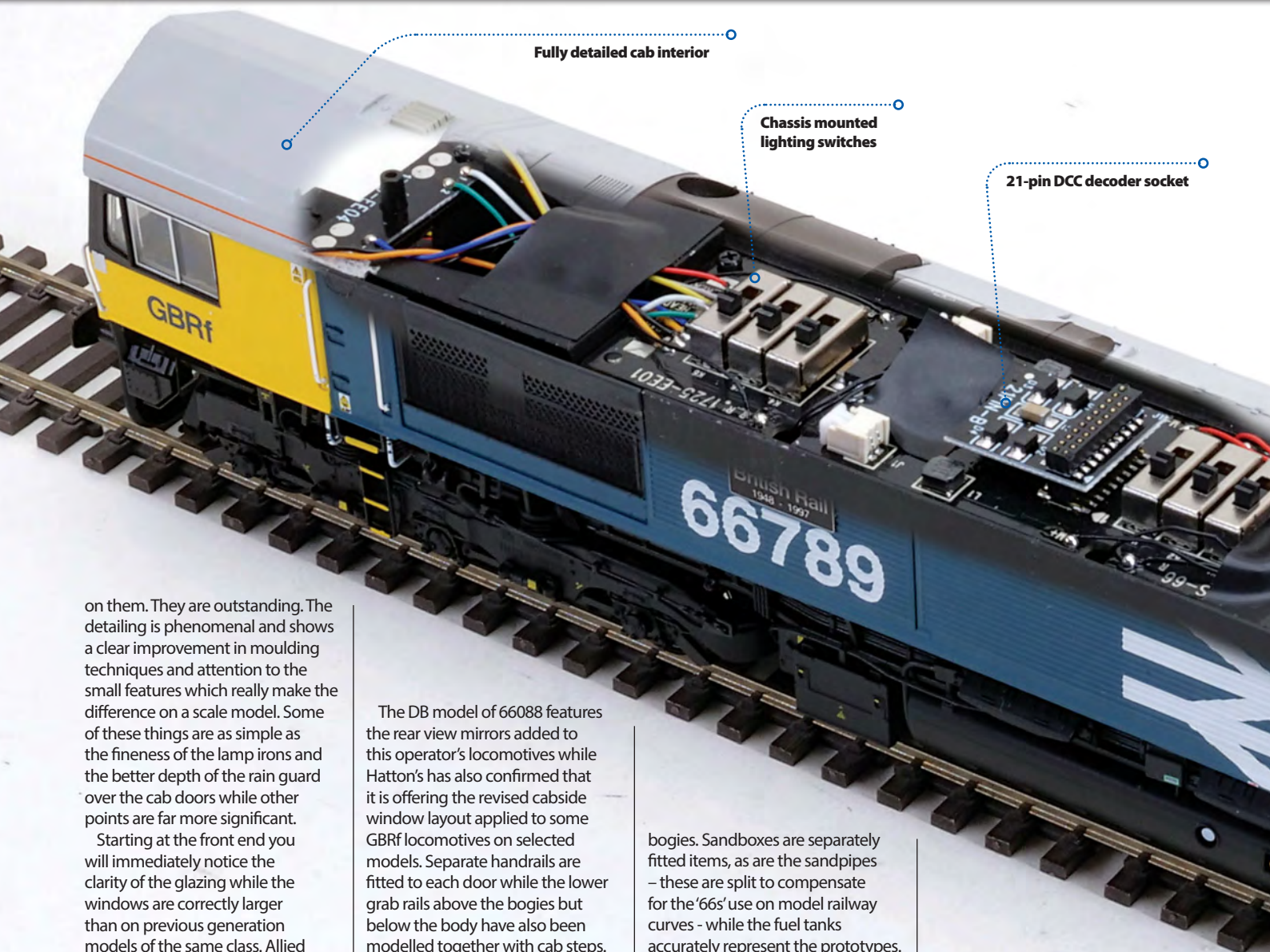
Hatton's new Class 66 is undoubtedly the finest 4mm scale model of these popular locomotives.

## TECHNICAL DETAILS

|                                         |                                                           |
|-----------------------------------------|-----------------------------------------------------------|
| <b>Manufacturer:</b>                    | <a href="http://www.hattons.co.uk">www.hattons.co.uk</a>  |
| <b>Cat No:</b>                          | H4-66-005 and H4-66-031 (tested)                          |
| <b>Description:</b>                     | Class 66 Co-Co heavy freight locomotive                   |
| <b>Gauge:</b>                           | 'OO'/16.5mm                                               |
| <b>Scale:</b>                           | 4mm:1ft                                                   |
| <b>Length:</b>                          | 281mm                                                     |
| <b>Price:</b>                           | £150 – DCC ready<br>£165 – DCC fitted<br>£265 – DCC sound |
| <b>Couplings:</b>                       | Small tension locks in NEM pockets                        |
| <b>DCC:</b>                             | DCC ready, 21-pin socket                                  |
| <b>Speaker:</b>                         | 65mm x 28mm                                               |
| <b>Exterior lights:</b>                 | Directional head and taillights                           |
| <b>Interior lights:</b>                 | Cab lights                                                |
| <b>Minimum curve radius (designed):</b> | Second                                                    |
| <b>Minimum curve radius (tested):</b>   | Second                                                    |
| <b>Motor type:</b>                      | Five-pole                                                 |
| <b>Flywheel:</b>                        | Two                                                       |
| <b>Wheel arrangement:</b>               | Co-Co                                                     |
| <b>Purpose:</b>                         | Heavy freight                                             |
| <b>Haulage capacity (expected):</b>     | Ten+ carriages                                            |
| <b>Haulage capacity (actual):</b>       | 20 (maximum tested)                                       |







on them. They are outstanding. The detailing is phenomenal and shows a clear improvement in moulding techniques and attention to the small features which really make the difference on a scale model. Some of these things are as simple as the fineness of the lamp irons and the better depth of the rain guard over the cab doors while other points are far more significant.

Starting at the front end you will immediately notice the clarity of the glazing while the windows are correctly larger than on previous generation models of the same class. Allied to this, Hatton's has really gone to town on the cab interiors which feature a neatly detailed desk, full relief seats plus fabric printing on the seats and partition wall elements right down to the pattern of the bulkhead panel.

The DB model of 66088 features the rear view mirrors added to this operator's locomotives while Hatton's has also confirmed that it is offering the revised cabside window layout applied to some GBRf locomotives on selected models. Separate handrails are fitted to each door while the lower grab rails above the bogies but below the body have also been modelled together with cab steps.

All of the grilles are etched metal and see-through while below the main body the exposed pipework has been modelled to the highest standard including pipes hanging down from the chassis to the

bogies. Sandboxes are separately fitted items, as are the sandpipes – these are split to compensate for the '66s' use on model railway curves – while the fuel tanks accurately represent the prototypes.

The bogies are impressively finished and even feature rotating axleboxes – a prominent feature of the real locomotives. You will also find separate mouldings for the brake actuators and guard irons. Also at this level you will find sprung metal buffers, factory fitted brake pipes at one end, NEM coupling pockets with a small tension lock coupling fitted to one end and a dummy buckeye swung to one side, as per the prototype when not in use.

Also worth noting is the silencer. This is much beefier than on previous models of the class and more realistic too. It has the character of the prototype and features a gunmetal paint finish.

Mention of paint brings us on to the outstanding level of decoration on the Hatton's Class 66. Both were immaculately presented in their chosen liveries with fantastic application of the base colours overlaid with neatly printed numbers and logos. Impressively, the step treads were all picked out in yellow while a plethora of warnings and labels finish off the

decoration, even down to cab door warnings on the DB version. 66789 also had factory fitted etched metal nameplates which look superb on top of the ribbed bodyside. The only point we did note with decoration was that a couple of handrails lost their paint during handling.

## PERFORMANCE

On the track any model of the Class 66 needs to perform and Hatton's version certainly doesn't disappoint on that score. They weigh an impressive 1kg each and their heavy die-cast chassis inside gives them superb traction. As always, we started with light engine running in followed by a load test.

A 40-wagon train of modern era goods wagons was an easy load for our samples while the GBRf model of 66789 happily rumbled round with 10 Freightliner flats on the drawbar and would easily have hauled much more. Our final test was with a rake of Mk 1 carriages – the full load reaching 20 coaches which both ran happily at the head of without any signs of slipping on level track.





*"It was a bold move when Hatton's revealed it would be working on a new Class 66."*

MIKE WILD

The unique 'large logo' blue colour scheme of 66789 suits the heavy freight locomotive well.



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65mm x 28mm speaker space

Hatton's has considered operation with its model for both analogue and digital layout owners. A comprehensive manual is included which goes through all the lighting functions and how they can be used. It has also had its own ESU LokSound 5 sound decoder profile created to allow factory sound fitted versions to be bought. We haven't been able to test this yet but hope to do so in a future issue.

Three banks of switches are built into the model which can be used in combination for analogue and digital users – for the latter covering the use of both four and six-function decoders connected to its 21-pin socket. Two sets of switches are inside the locomotive with a third mounted underneath which can be used to turn the taillights off

manually. The instruction manual shows which arrangement of switches need to be set to allow accurate lighting for day and night running, the only negative being that in all cases the body needs to be removed for access. This needs to be done very carefully as a number of components hang off the body including fine pipes and the lower handrails which makes this a tricky task, particularly on reassembly.

For digital sound a large 65mm x 28mm space is allocated in the chassis above the bogie at the No. 1 end of the locomotive. This is large enough to accommodate an EM2

speaker which can be powered by an ESU or Zimo sound decoder. Our tests were carried out with analogue control and a Hatton's 21-pin four-function decoder which ruled out operation of the cab interior lights.

## OVERALL

Hatton's all-new Class 66 is a significant upgrade over the previous models from Bachmann and Hornby and clearly shows just how much moulding techniques

and our demands as modellers have changed over the past two decades. The work that has gone into producing this 'OO' gauge ready-to-run product is evident throughout and this is an outstanding new addition to the Hatton's portfolio which deserves to do well. (MW)



**FIRST  
REVIEW**

# Dapol's DELIGHTFUL SENTINEL 4wVBT

The quirky Sentinel four-wheel vertical boiler tank engines are the subject of Dapol's latest 'O' gauge locomotive. **MIKE WILD** inspects this compact shunting engine which is a perfect starter model for the scale.

**T**HINKING BIG IN 'O' gauge can be difficult. Few of us really have the space to build a big mainline layout – you really need 16ft x 10ft as a minimum as we have shown with our test track. However, small locomotives mean that you don't need as much space as that and Dapol's new Sentinel four-wheel vertical boiler tank engine (4wVBT) could just be the perfect starting point for anyone looking to upscale to 'O' gauge.

The Sentinel 4wVBs were built in the 1920s with the LNER taking delivery of several batches between 1925 and 1931 to different designs. These included the 'Y1' and 'Y3' classes which were differentiated by the latter featuring double gears from the centre engine. They were designed for shunting use and their mechanism took its inspiration from Sentinel's steam road lorries and was quite unlike a conventional steam locomotive.

They featured a small vertical boiler in the cab which produced steam to power a chain driven gear set underneath the locomotive. These locomotives proved invaluable in lightly laid goods yards as their gear drive reduced their impact on the track.

Withdrawals started in the 1940s with the last being removed from revenue service towards the end of the 1950s. Several went into departmental use and continued in operation into the 1960s. In preservation one 'Y1' and one 'Y3' survive at the Middleton and Buckinghamshire railway centre's respectively.

## THE MODEL

Dapol's new 'O' gauge model touched down during mid-December and offers the 'Y1'/'Y3' in

GWR, LMS, LNER, BR and industrial colour schemes. For review we received a sample of 68164 in BR black with early crests. This 'Y3' was built in September 1930 as works number 8317. On entry to traffic with the LNER it became 8164 and at nationalisation in 1948 it became 68164. It was withdrawn in September 1957 from the LNER shed at Wrexham (6E).

In model form, 68164 is in its final guise and Dapol has included a 6E shedplate on the cab front as well as Sentinel builder plates, neatly printed early BR crests and crisp locomotive numbers. Externally the livery is otherwise quite plain but inside the cab is fabulously detailed with a full set of boiler fittings, driving controls and handbrake all picked out in suitable colours.

The external dimensions and appearance of the 'Y3' are superb, offering an accurate rendition of the unusual design from its grilles around the lower body to its cab windows, lamp irons, partially open cab roof vent, coal space, water filler and more. There are also separately fitted handrails and the doors can be positioned open or closed as required. All buffers are sprung while the three-link couplings are mounted on springs.

The chassis is superbly detailed with excellent attention to the chain drives, sandboxes, cab steps, guard irons and centre engine casing.

## PERFORMANCE

Our sample of 68164 ran smoothly and quietly and features a suitable gear ratio which gives it an ability to run at low speeds. Like 'OO' four-wheel locomotives, clean wheels and rails will be essential for the best performance of this little engine – it is only 145mm long – and if you plan on going down the digital or

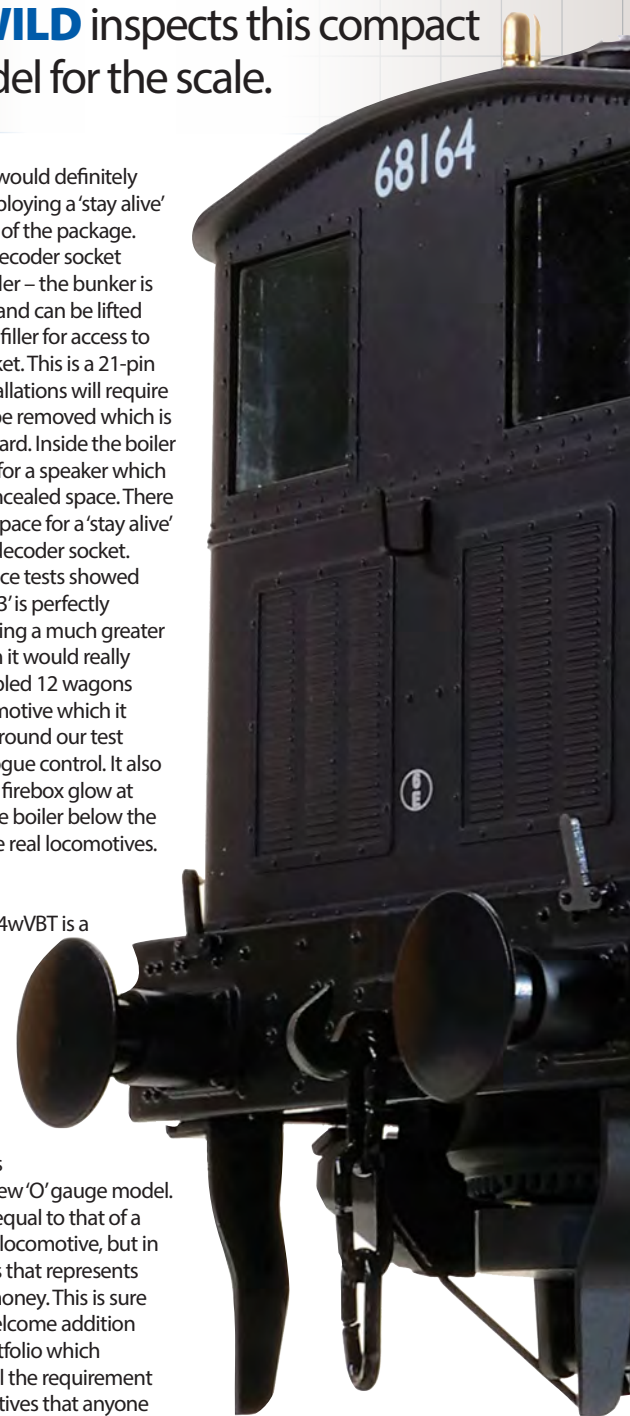
sound route we would definitely recommend employing a 'stay alive' capacitor as part of the package.

Access to the decoder socket couldn't be simpler – the bunker is a friction fit part and can be lifted out by the water filler for access to the decoder socket. This is a 21-pin type. Sound installations will require the full body to be removed which is also straightforward. Inside the boiler are connections for a speaker which offer a neatly concealed space. There is also plenty of space for a 'stay alive' pack below the decoder socket.

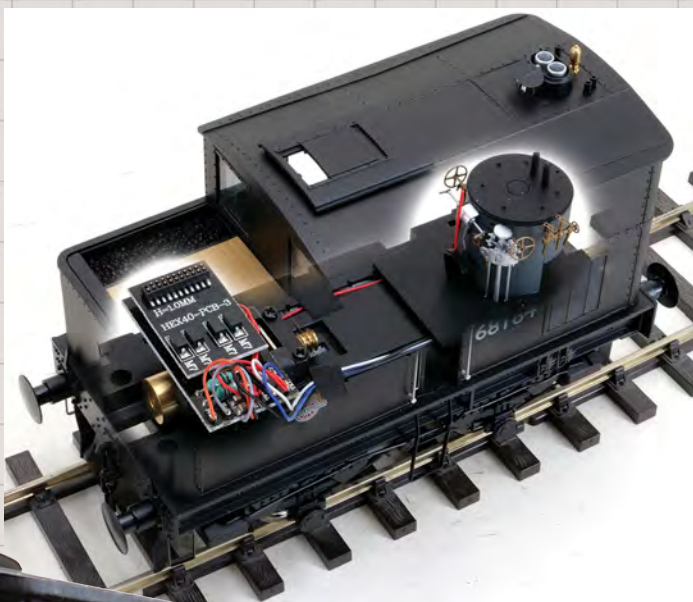
Our performance tests showed that the Dapol 'Y3' is perfectly capable of handling a much greater train weight than it would really need to. We coupled 12 wagons behind the locomotive which it happily hauled around our test track using analogue control. It also has a rather neat firebox glow at the bottom of the boiler below the body, just like the real locomotives.

## OVERALL

The Sentinel 'Y3' 4wVBT is a locomotive like to no other. Its appearance is sure to attract attention wherever it goes and Dapol has done a superb job in all respects in creating this new 'O' gauge model. Its price point is equal to that of a large 'OO' gauge locomotive, but in 7mm scale terms that represents good value for money. This is sure to be another welcome addition to the Dapol portfolio which continues to fulfil the requirement for small locomotives that anyone can use in the larger scale. (MW)







#### TECHNICAL DETAILS

|                                         |                                                           |
|-----------------------------------------|-----------------------------------------------------------|
| <b>Manufacturer:</b>                    | <a href="http://www.dapol.co.uk">www.dapol.co.uk</a>      |
| <b>Cat No:</b>                          | 7S-005-005 (tested)                                       |
| <b>Description:</b>                     | Sentinel 'Y3' 4wVBT                                       |
| <b>Gauge:</b>                           | O'/32mm                                                   |
| <b>Scale:</b>                           | 7mm:1ft                                                   |
| <b>Length:</b>                          | 145mm                                                     |
| <b>Price:</b>                           | £175 – DCC ready<br>£205 – DCC fitted<br>£350 – DCC sound |
| <b>Couplings:</b>                       | Three-link couplings                                      |
| <b>DCC:</b>                             | DCC ready, 21-pin socket                                  |
| <b>Speaker:</b>                         | 23mm round                                                |
| <b>Exterior lights:</b>                 | Firebox glow                                              |
| <b>Interior lights:</b>                 | None                                                      |
| <b>Minimum curve radius (designed):</b> | Second                                                    |
| <b>Minimum curve radius (tested):</b>   | Second                                                    |
| <b>Motor type:</b>                      | Five-pole                                                 |
| <b>Flywheel:</b>                        | One                                                       |
| <b>Wheel arrangement:</b>               | 4wVBT                                                     |
| <b>Purpose:</b>                         | Shunting                                                  |
| <b>Haulage capacity (expected):</b>     | Ten wagons                                                |
| <b>Haulage capacity (actual):</b>       | 12 (maximum tested)                                       |



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STEP  
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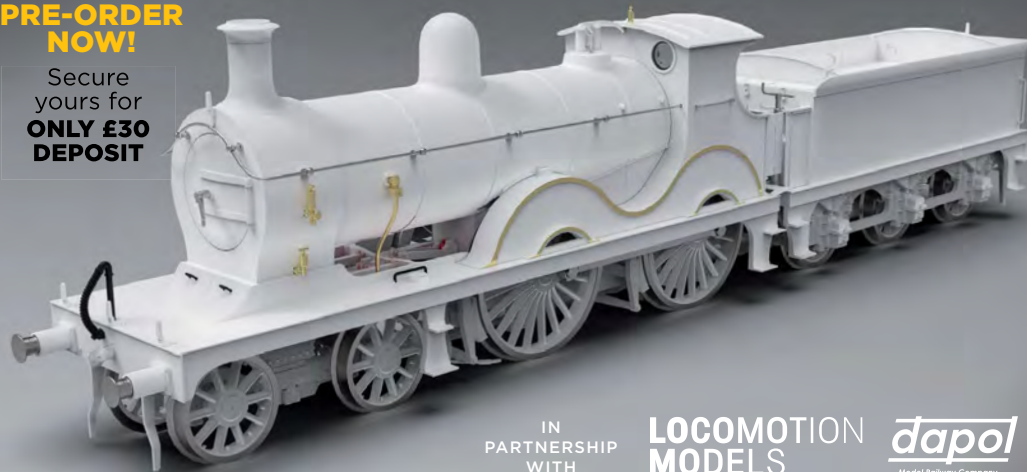
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|                                           | 10m   | 100m   |
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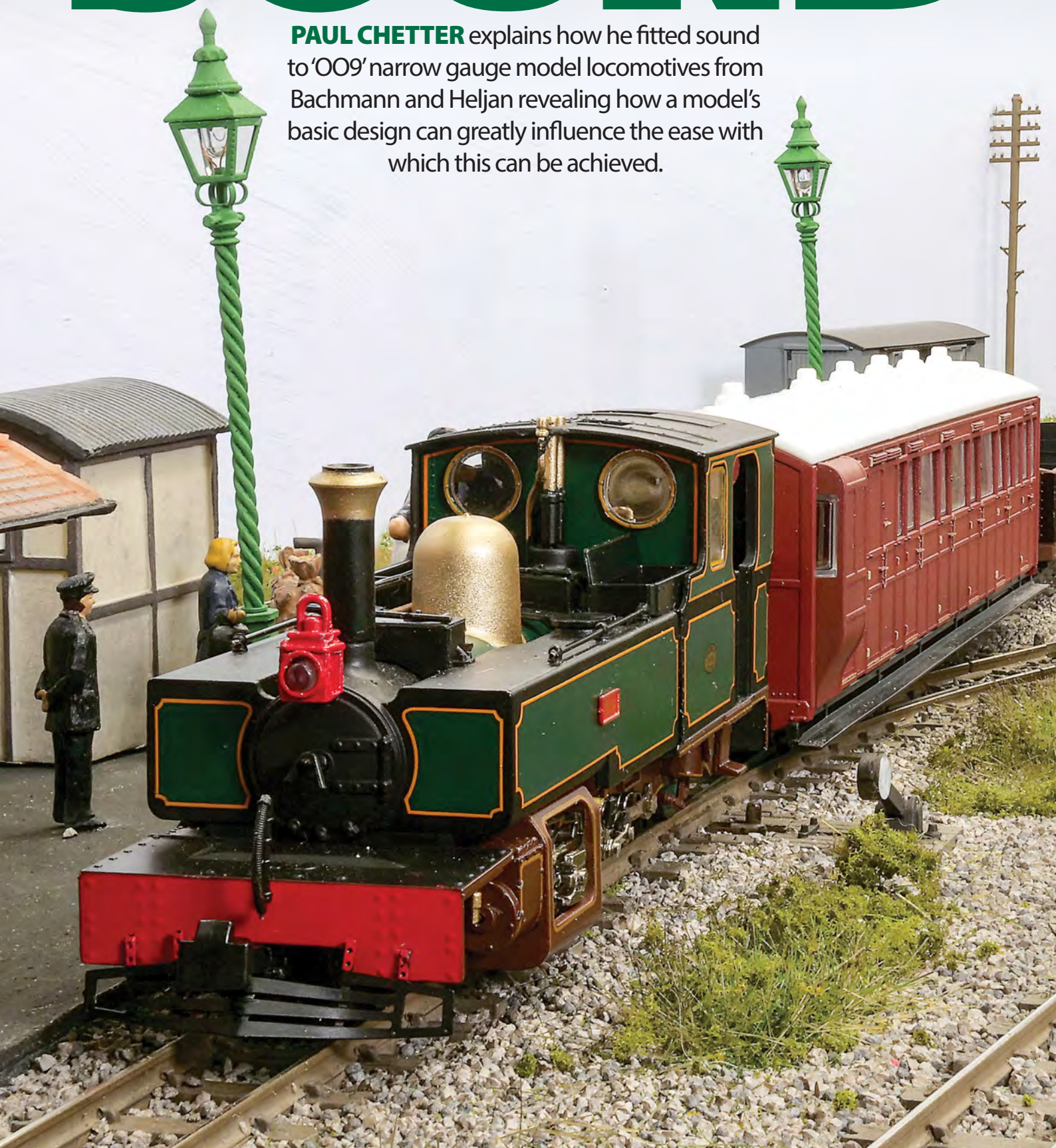
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# Narrow gauge **SOUND**

**PAUL CHETTER** explains how he fitted sound to 'OO9' narrow gauge model locomotives from Bachmann and Heljan revealing how a model's basic design can greatly influence the ease with which this can be achieved.





**U**NTIL RECENTLY SOUND and narrow gauge locomotives weren't generally associated with one another. However, changes to the 'OO9' scene and the arrival of new ready-to-run models from Bachmann and Heljan mean that it is just as possible to take advantage of sound in this scale as it is in 'N' gauge.

For this feature we are looking at two distinctive different models – the Bachmann Baldwin 4-6-0T which has been designed with sound in mind and the Heljan Manning Wardle 2-6-2T which features a decoder socket but no specific space for a speaker. These two approaches give rise to some surprising results, as the Bachmann 4-6-0T has a compact speaker which can be upgraded while the 'big' Heljan tank engine has a number of spaces that can be conveniently used for stay alive capacitors.

Starting with the Heljan Lynton and Barnstaple Railway Manning Wardle 2-6-2T, there have been

several modifications to the design since it was first introduced including the chassis weight design and the types of screws used to fit the bogies. In order to fit the required components, basic soldering skills will be required. Please note that removal of some Heljan fitted parts and modification to the internal body surfaces to complete this installation will probably adversely affect any warranty on the model.

The 6-pin DCC connector used in the 2-6-2T restricts the size of decoder which can be fitted. In each variation of this model there is insufficient space to fit a 6-pin sound decoder, but there are ways around this by deploying more suitable technology. The Zimo MX659N18 decoder has a compact Next18 connector and is the smallest mainstream DCC sound decoder available. It was, literally, made for these restricted space installations.

Knowing this, I was able to see a clear pathway to sound installation. A replacement Next18

adaptor has been fitted to the model to allow a Zimo MX659N18 decoder to be clipped into place. Superficially, the adaptor looks symmetrical, but there is a correct orientation to be followed so the connections are assigned in the proper order. These are provided with the board and, in the case of the Heljan tank engine, only require connection of the motor and pick up wires from the locomotive. There are also spaces to connect speaker and stay alive wires.

With the later modified chassis I also found that the Next18 decoder would fit across the model instead of the more usual central longitudinal orientation and that there was also room for on-board standby power in the form of stay alive capacitors. These operate by building up a charge when on track power then releasing this power when required by the decoder until track power is restored when the capacitors recharge in preparation for the next power loss event.

Zimo's larger decoders have onboard circuitry to manage this charge and discharge cycle, but the miniature and sub-miniature types do not have this. In this case, some external circuitry is required to act as an interface between decoder and capacitor. The requirements are modest enough for DIY assembly – a diode, a resistor and a voltage regulator in a circuit illustrated in the Zimo decoder manual.

To simplify this task, Zimo has produced a small ready-made device, the SACC16, which has all the necessary components in a compact format for this purpose. Virtually any type of capacitor which can physically fit inside the model may be attached to this interface, either directly to its solder pads or remotely located and linked by wires. It's a very flexible way of using all available spaces within a model for maximum energy storage. I've illustrated the use of this in the Heljan Manning Wardle.

I connected six individual 220uF tantalum capacitors to the SACC16, two directly to the board and a further two pairs, one pair located under each of the coal bunkers. They were all wired in parallel to add their capacitance values together, giving a total of 1,320uF, fairly modest but enough to produce a visible turn of the driving wheels. All were insulated before being fixed in place with soft glue.

I located the cube speaker in the cab. Not ideal, perhaps, but in such a small model, almost inevitable. A crew added on reassembly goes a long way to help to hide the speaker.

I noted during the conversion dry-run that some material would need to be removed from inside the top of the boiler to provide clearance for the side fitted tantalums and the decoder. I did this with a mini grinding wheel, testing the fit regularly. The model was then ready to be reassembled in the reverse order to that which I used during disassembly.

By comparison the process of installing sound in the Bachmann 4-6-0T is very straightforward. At its simplest the front portion of the body needs to be removed to allow a Zimo MX659N18 decoder to be clipped into the Next18 socket and the model will operate straightaway using the factory fitted speaker. For greater depth of sound the speaker can be replaced with the same type but featuring a larger enclosure, though this does then protrude into the cab area. The compromise is well worth it in our view though.

The following step by step guide explains the process of sound installation for both locomotives in more detail. [Heljan](#)



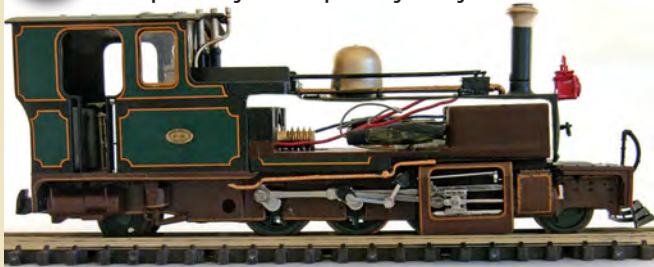
**The Heljan Manning Wardle 2-6-2T and Bachmann Baldwin 4-6-0T sound superb with their new sound decoders installed. The Heljan model is more complex by virtue of the fact that it has more space to work with. This allows stay alive capacitors to be built into the latest version as well as a new decoder socket and speaker.**



## STEP BY STEP INSTALLING DCC SOUND AND STAY ALIVE IN A HELJAN L&B 2-6-2T

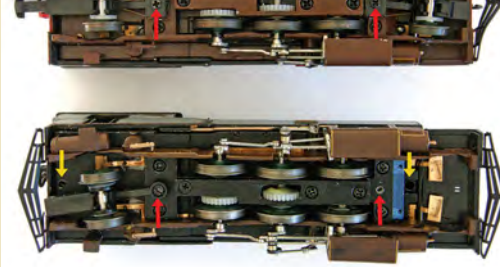
**1**

The Heljan Manning Wardle 2-6-2T has a limited amount of space for a decoder and speaker, but it is possible. This cutaway shows the latest version of the chassis which has an exposed worm gear and no separate weight casting inside the boiler.



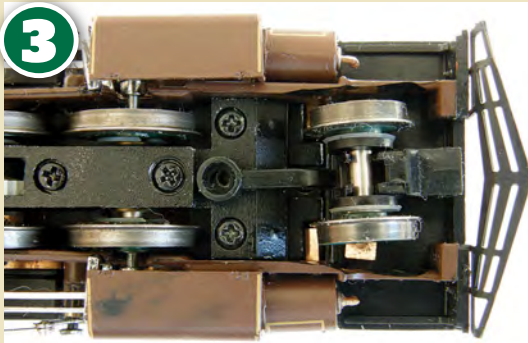
**2**

The general underside view of version 1 (lower) and version 2 (upper) models. Red arrows indicate the bogie retaining screws and yellow arrows the body retaining screws. The rear body retaining screw can be accessed by moving the bogie assembly aside.



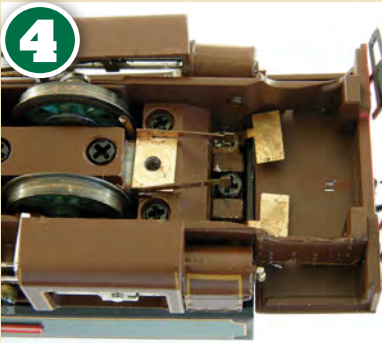
**3**

This picture shows the front pony truck of the first release. You must remove the bogie retaining screw (as shown). When the pony truck is removed, the front body retaining screw will be revealed which should also be released.



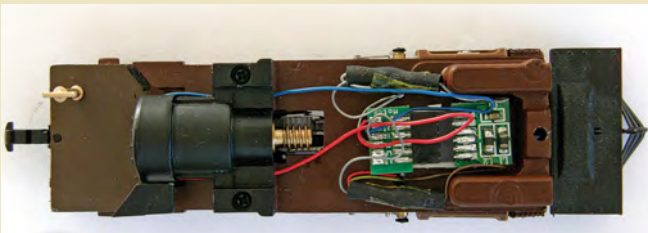
**4**

Sideways springing for the pony trucks was introduced with the second release. The fitting is more complex as the retaining screw now passes through the bogie, a spreader plate (note its orientation during disassembly) and a twin copper coloured spring device. Unfortunately, this must be removed before the front body retaining screw can be accessed and removed. In both versions, separate sprung pick-up pads are positioned to rub against the bogie wheels for electrical supply.



**5**

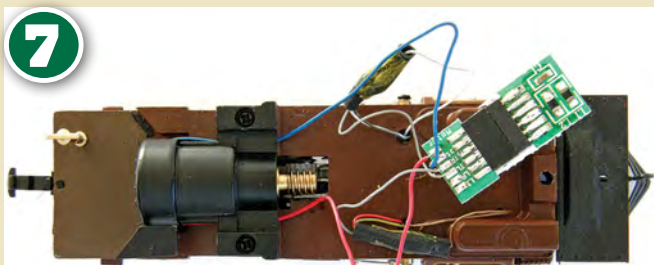
With the complete body removed, the general layout of the first version of the 2-6-2T can be seen. The DCC socket is placed longitudinally and held in place with double-sided tape. To continue with an original version chassis, please move forward to Step 25.



**6**

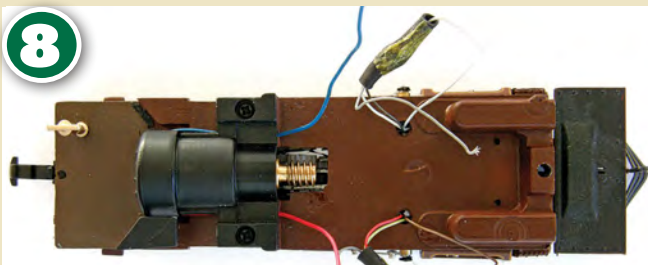
In contrast, a similar view of the second iteration shows how much additional space has been created. The backhead/motor housing metal casting is now smaller. It no longer covers the worm drive and the side extensions have been modified, creating a space below each coal bunker which can be used during the installation.

**7**



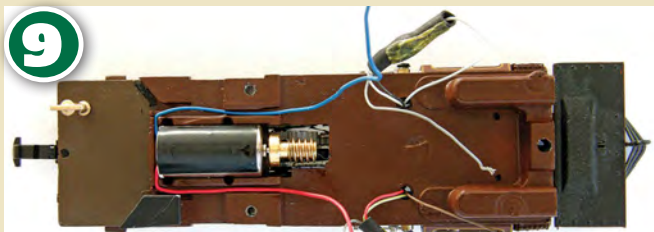
The 6-pin DCC socket and blanking plate was gently prised away from the chassis.

**8**



Next the two grey pick-up wires were disconnected followed by the blue and red motor connections.

**9**



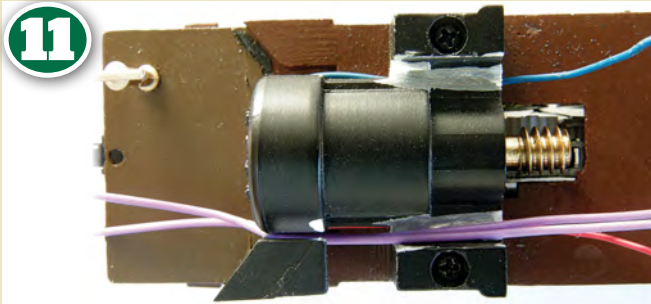
The close-fitting nature of the body to chassis in this area means that in order to allow wires to pass a channel must be made. I used a flat circular grinding disc in a minidrill to form a channel along the side of the backhead casting as shown. To retain as much structural integrity as possible, be careful not to remove too much material.

**10**

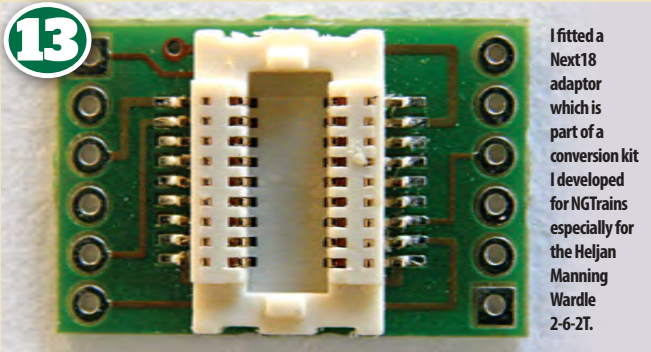
To form channels for wires to pass beyond the backhead without contaminating the chassis with debris I removed the casting which holds the motor in place by undoing its two crosshead retaining screws.





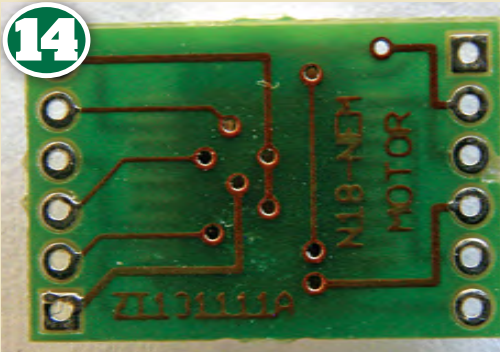
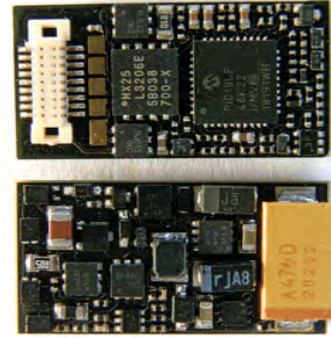


**11** A channel was made on each side of the casting – one to accommodate the purple speaker wires and the second to allow stay alive wires to reach through.

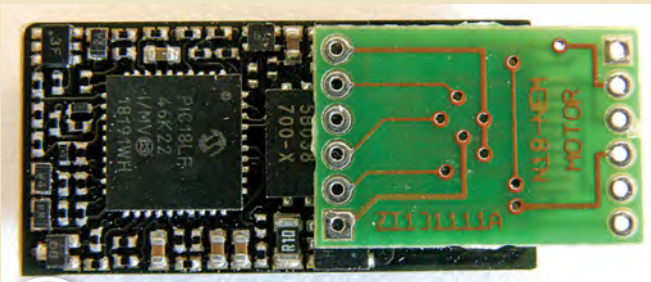


**13** I fitted a Next18 adaptor which is part of a conversion kit I developed for NGTrains especially for the Heljan Manning Wardle 2-6-2T.

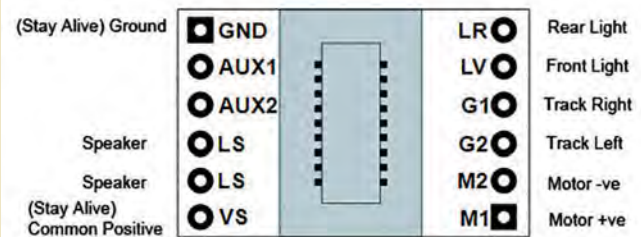
**12** With preparatory work completed, installing the decoder is next. This picture shows each face of the Zimo MX659N18 decoder, top side below right and reverse side with the Next18 plug (white) to the upper right. It's very compact, measuring just 9.5mm wide and 20mm long. In the older chassis design it can run along the length of the model while in the newer style it can fit across the width of the chassis owing to the extra space available.



**14** Its installation becomes clearer on the reverse. At one end the notation 'MOTOR' can be seen – this is where the two blue and red wires from the 2-6-2T motor are soldered.

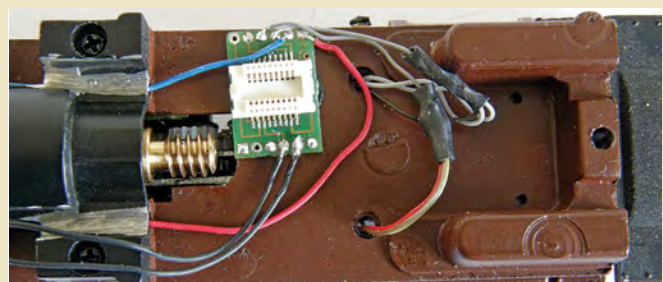
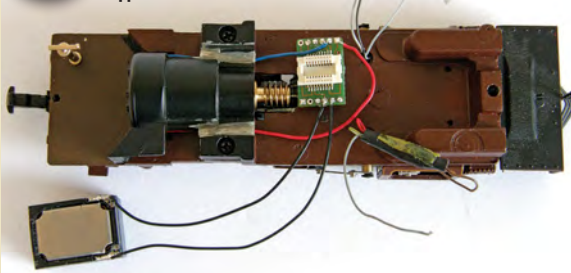


**15** The motor end protrudes beyond the decoder when it is dipped against the Next18 plug on the Zimo chip.

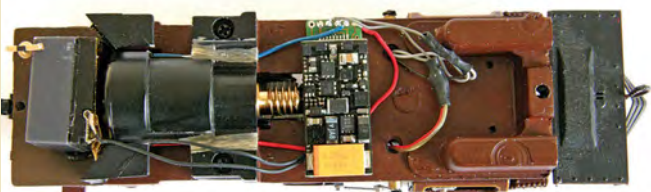


**16** This diagram shows the correct wiring. For this installation we will be using all but the front and rear lights and Aux 1 and 2 connections.

**17** The black wires from the speaker are connected first followed by the blue and red motor connections, as per the diagram in Step 16. The track wiring 'knots' have been stripped down to reduce their bulk.

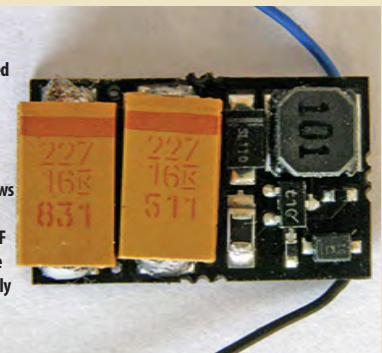


**18** Pick-up wiring has been re-connected in a more compact way and insulated with shrink wrap tubing before single track wires were soldered to the Next18 adaptor.



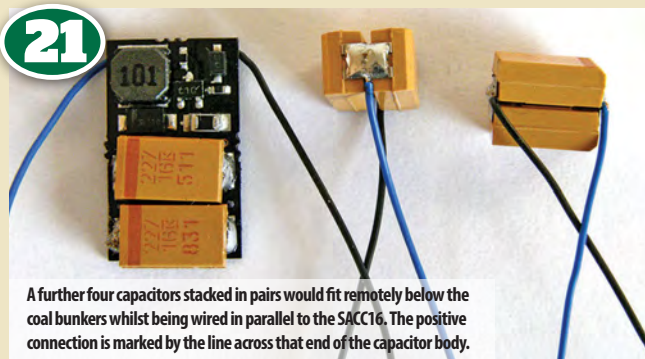
**19** Before progressing any further the decoder and speaker were positioned loosely so that the stay alive system can be planned into the remaining spaces.

**20** A detailed diagram of the Zimo SACC16 capacitor charging device is included with it explaining where the components go. It allows the safe connection of external capacitors from simple electrolytic to high capacitance supercapacitors of 16v or higher and allows for connection of multiple capacitors in a variety of ways. For this project two 220uF tantalum capacitors were soldered so the device will fit snugly in the space originally provided for the decoder without fouling on the inside of the boiler.



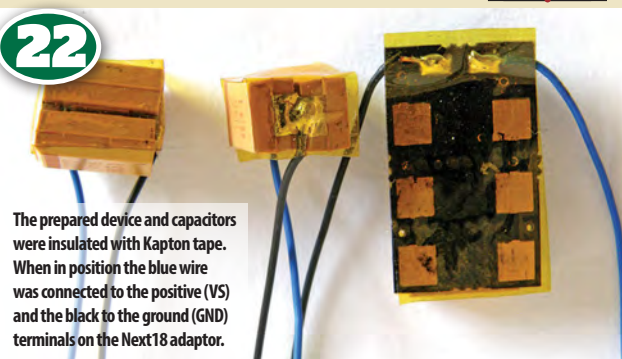


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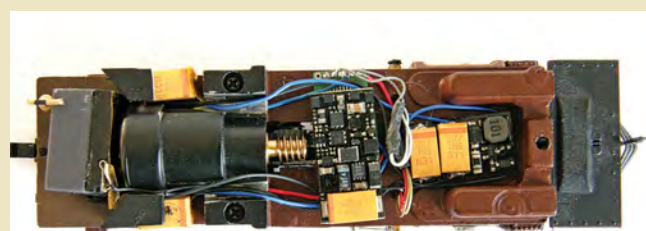


A further four capacitors stacked in pairs would fit remotely below the coal bunkers whilst being wired in parallel to the SACC16. The positive connection is marked by the line across that end of the capacitor body.

22



The prepared device and capacitors were insulated with Kapton tape. When in position the blue wire was connected to the positive (VS) and the black to the ground (GND) terminals on the Next18 adaptor.



23

The components are all now electrically connected, tested and fixed in place, ready for reassembly. The channels in the motor housing now contain the wires from the capacitors while the Zimo circuit board to operate them sits at the front of the chassis.

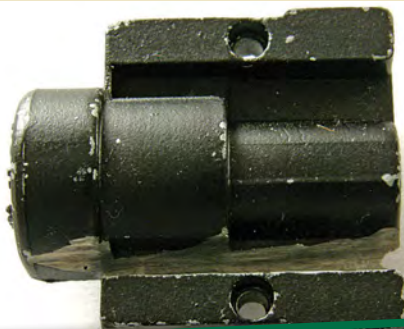
24



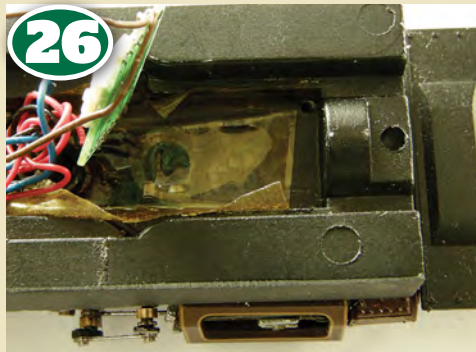
During the test fitting I noted that a small amount of material would need to be removed from the inside top of the boiler in places to give clearance for the side fitted capacitors and the decoder. This was achieved with a miniature grinding wheel and drill. Work slowly and carefully removing a small amount of material at a time. This completes the installation for the latest Heljan chassis design.

25

Moving back to the first chassis design for the Heljan 2-6-2T, a channel was created along one side side of the motor housing to facilitate passage of the speaker wires.



26



There isn't as much space inside the original design which means only a decoder and speaker can be fitted. The same Next18 adaptor board was used, wired up as per the diagram in Step 16. Kapton tape has been used to insulate the chassis area due to the tight confines of the space.

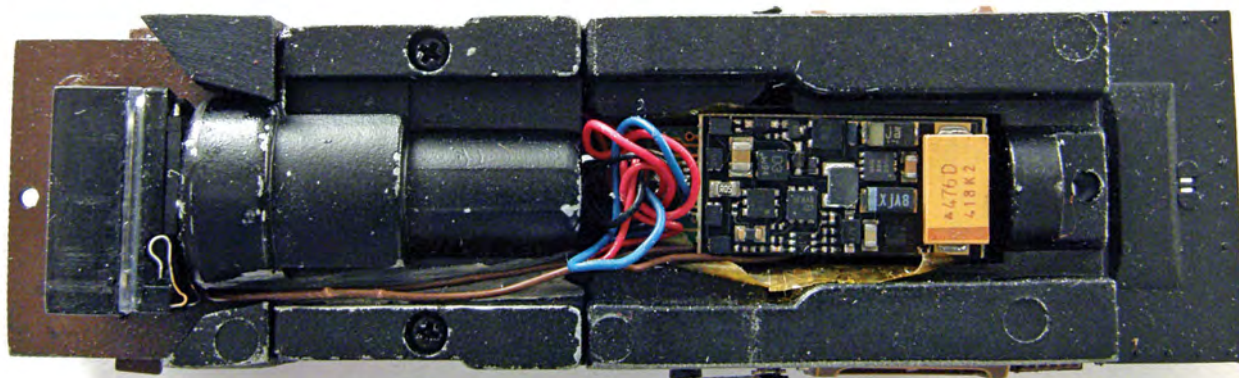
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27

The original chassis design has only a very small space available which will be fully occupied with the Next18 adaptor and sound decoder as seen here. This simplifies installation as there is no need to cater for stay alive capacitors. The speaker was positioned on the footplate, as per the later design, and the model reassembled in the reverse procedure to disassembly.

## WHAT WE USED

| PRODUCT                                   | SUPPLIER                                                       | CAT NO.    |
|-------------------------------------------|----------------------------------------------------------------|------------|
| Zimo MX659N18 sound decoders              | <a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a> | MX659N18   |
| Rail Exclusive 15mm x 11mm x 9mm speakers | <a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a> | SP15x11x09 |
| Zimo SACC16 stay alive pack               | <a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a> | SACC16     |
| Zimo 4-pack tantalum capacitors           | <a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a> | TANTX4     |
| Next18 adaptor                            | <a href="http://www.ngtrains.com">www.ngtrains.com</a>         |            |



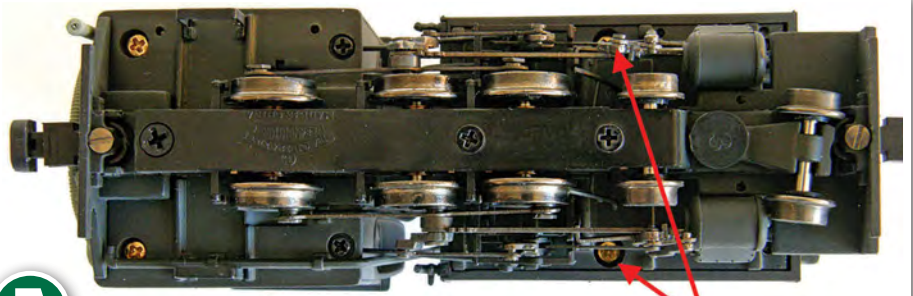


# Bachmann Baldwin 10-12D

**S**IMPLE DCC AND SOUND INSTALLATION was part of the design for the Bachmann model from the outset and shows what can be achieved with an integrated approach. Bachmann even worked with Zimo to produce a specially sized sound decoder to realise its vision.

Despite its diminutive size, the Baldwin is as close to 'plug and play' sound installation as is possible – it takes less than five minutes to install a Zimo MX659N18 decoder in the locomotive to make use of the factory fitted speaker. The provision of a fully wired and installed speaker in all versions removes almost all of the effort.

Whilst this gives a perfectly acceptable performance in a home environment, this conversion was scheduled to run on the

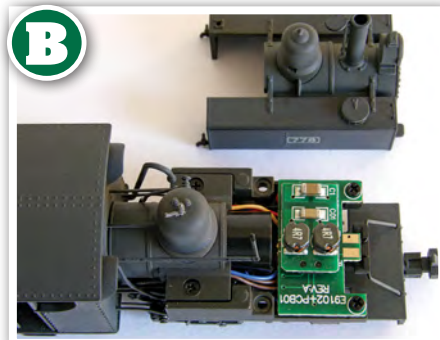


**A** Release these two crosshead screws (arrowed). Follow the included instructions to release some plastic fittings before lifting the boiler and side tanks clear.

Hornby Magazine 'OO9' gauge layout at Warley.

For this demanding environment, the speaker was replaced with a standard mini sugar cube. The increased size gives a higher sound level but also means that it

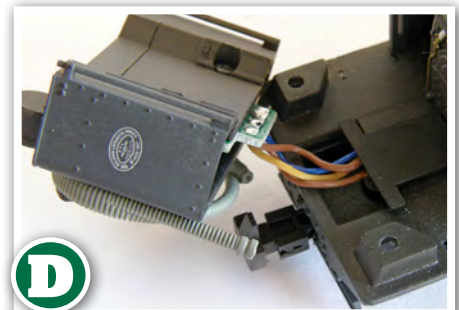
protrudes into the footplate area, so this is a compromise to achieve a particular task. I was able to disguise the intrusion with a couple of strategically placed crew members from a Bachmann 'OO' gauge figures set.



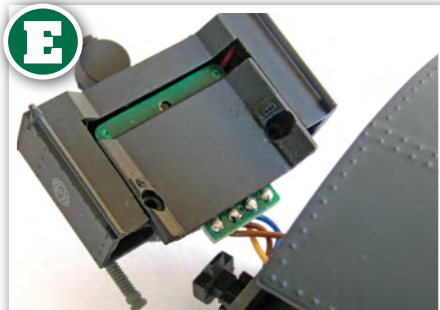
**B** The DC blanking plate is revealed fitted to the side to side orientated circuit board.



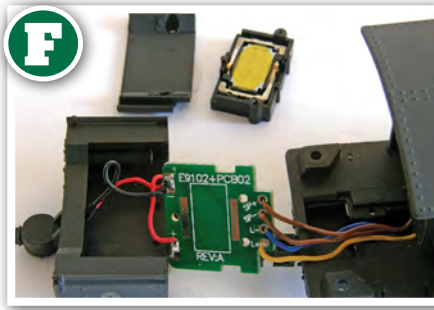
**C** A push fit of the specially produced Zimo MX659N18 sound decoder is all the installation required. At this point the model can be reassembled and put into service using the factory fitted speaker. The following steps show how to fit an optional larger speaker.



**D** After removing the two retaining screws from below the rear of the footplate (see step A above) the coal bunker and footplate wiring cover plate can be lifted away.



**E** Remove the two screws which hold the front panel of the bunker in place, and slide the panel out carefully.



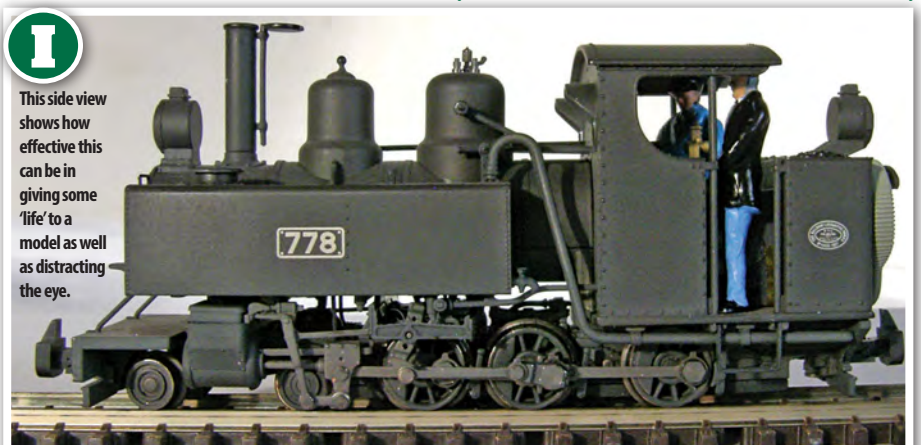
**F** The supplied speaker plus the small PCB to which speaker and rear headlamp wires are attached can be seen. I made a note of the colour coding prior to the removal of all wires from the PCB.



**G** I soldered the speaker wires (brown) to the new larger speaker and joined the wires for the rear headlamp (red and black), insulating them with shrink wrap tubing. The speaker was insulated at the rear with Kapton tape. The bunker was refitted to the footplate with the speaker part way into the space created with a portion onto the centre of the footplate.



**H** With some judicious surgery (removing part of their legs), two Bachmann figures were persuaded to join the speaker on the footplate where they represent the crew - especially important with an open backed cab - and to disguise the speaker's presence.



**I** This side view shows how effective this can be in giving some 'life' to a model as well as distracting the eye.



# Cornwallis

## YARD

*Cornwallis Yard models a fictional Great Western Railway setting in the Plymouth area between 1935 and 1936. **DAVID AND ALISON BARKER** reveal the story of this superbly modelled 'EM' gauge layout which was originally started by Bob Haskins.*

**PHOTOGRAPHY, TREVOR JONES**

**C**ORNWALLIS YARD is the work of the late Bob Haskins and represents a fictional section of the GWR's Millbay branch in Plymouth between 1935 and 1936. The 4mm scale 'EM' gauge (18mm) layout has an 8ft x 2ft scenic section at its maximum and overall is 16ft 6in long and just under 10ft deep including the storage yard.

The real Millbay branch left the main GWR route into Cornwall immediately after Plymouth North Road station and was the original South Devon Railway route to a terminus at Millbay. The line continued on to Millbay

Docks for ocean liner and goods traffic. Many liners called at Plymouth before the Second World War as it saved time for both passengers and mail, rather than sailing on to Southampton or London. For some continental shipping lines, it was the only British port served. The practice resumed after the war, but never on the same scale and slowly declined, finally ceasing in 1963.

Our fictional scenario is that the branch was longer than in reality in order to accommodate Cornwallis Goods Yard and that the GWR opened a new terminus at Millbay Docks to replace the original one at Millbay, which in turn was replaced by Millbay Road station as on the layout.

Millbay Road does exist, although it crossed the line by a level crossing rather than the bridge on the layout and we are not quite sure how the low-level sidings and the bricked-up tunnel fit into the topography of the area!

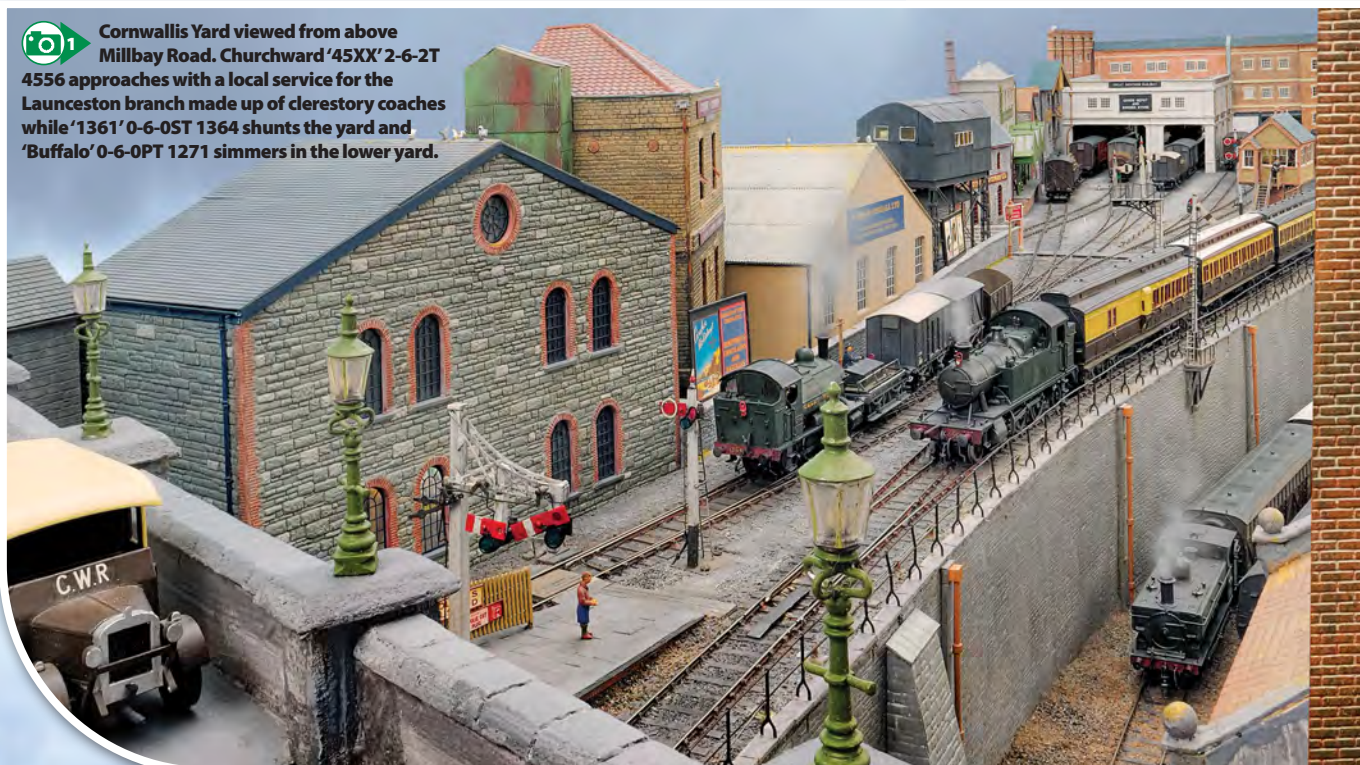
Amongst the paperwork that came with the layout, we discovered indications that in 1998 the intention was to call the layout Collingwood Yard, and that it was to be set on a







Cornwallis Yard viewed from above Millbay Road. Churchward '45XX' 2-6-2T 4556 approaches with a local service for the Launceston branch made up of clerestory coaches while '1361' 0-6-0ST 1364 shunts the yard and 'Buffalo' 0-6-0PT 1271 simmers in the lower yard.



The narrow base signalbox takes centre stage as Churchward 'Star' 4-6-0 4018 *Knight of the Grand Cross* passes with a down express for the docks terminus. On the right an '850' 0-6-0ST is the yard pilot today while the low level carriage sidings can be seen to the left.



short fictitious branch line running from the Great Western mainline at Laira, east of Plymouth, to Wembury on the South Devon coast. The notes also indicated that Bob had considered calling the lower level Bulwark Sidings. It had become Cornwallis Yard by 2001, but without a separate name for the engine shed and carriage sidings. We presume the location had been moved to the Millbay Docks area of Plymouth by this time. Notes attached to Bob's sketches of the station building suggest he considered a number of alternative names for it, including West Hoe Road, Citadel Road and Bishops Place, before settling on Millbay Road. We have investigated these names and several do exist in the immediate locality.

Unfortunately, Bob died suddenly in January 2004 before the layout was finished. It was left to two of his close friends, Karl Crowther and Ian Worthington, who completed the layout and took it to a number of exhibitions that Bob would have attended. Completion was aided by some remarkably thorough notes left by Bob, enabling the buildings still missing and a working wagon hoist to be added. First exhibited in 2005, a couple of years later Karl and Ian mentioned to Alison and myself that they were looking to sell the layout as it didn't fit with their own interests in the longer term (both model BR London Midland Region). A deal was concluded at Scaleforum in 2007 and it was agreed that we would join the operating team at the Manchester Exhibition the following year and take ownership of the layout afterwards.

## NEW OWNERS

There are obvious drawbacks in taking on someone else's work, especially in terms of electrical maintenance, but Bob left comprehensive wiring schedules and we have subsequently amended these when »



making amendments. When answering questions about how the structures were made, it sometimes results in vague mumblings as we try to recall details of construction notes. Many of the retaining walls, Millbay Road bridge and various other structures were built from polystyrene food trays, scribed and painted with acrylics to represent the local stone and we have a small sample piece to hand to show anyone who asks. This novel method of construction resulted in a lighter (and cheaper) finished creation complemented by other structures made from foamboard and scrap pieces of card from various sources – you can still read parts of a menu inside the goods warehouse.

As originally built, Cornwallis Yard was fed from each end by fairly small storage yards using a cassette system. We found this quite restrictive to operate under exhibition conditions, both with storing the cassettes and stock and moving them safely. It also

restricted the length of trains. After a few shows we decided to alter the configuration to a continuous run, with an off-scene yard at the rear and this was completed early in 2010 for the South Hants MRC show in Portsmouth. This entailed making four curved boards for each end and two 4ft long boards to support the storage yard traverser.

The traverser is seven feet long, has seven roads and runs on computer drawer runners. Each road is divided electrically into two sections, allowing for two short trains or one long train to be accommodated. There are additional storage loops at each end of the layout, also divided into two sections. The original scenic sections comprised two 4ft boards, with a proscenium arch to frame them. Lighting of the layout is by daylight fluorescent tubes, although a change to LEDs is being considered.

Looking along the layout from left to right, we start at the platform end of Millbay Road station, with its station building on the

road overbridge. It is based on Parson Street in Bristol. We then pass Cornwallis Yard goods depot with its warehouse based on Canons Marsh, again in Bristol. Behind the yard are a variety of trades and businesses. Most of these buildings are based on actual structures in the Plymouth and South Devon area. Cornwallis Yard signalbox, in the centre of the layout, is an unusual structure as it has a narrow brick base supporting a normal wooden top and is based on the structure at Yarnton in Oxfordshire.

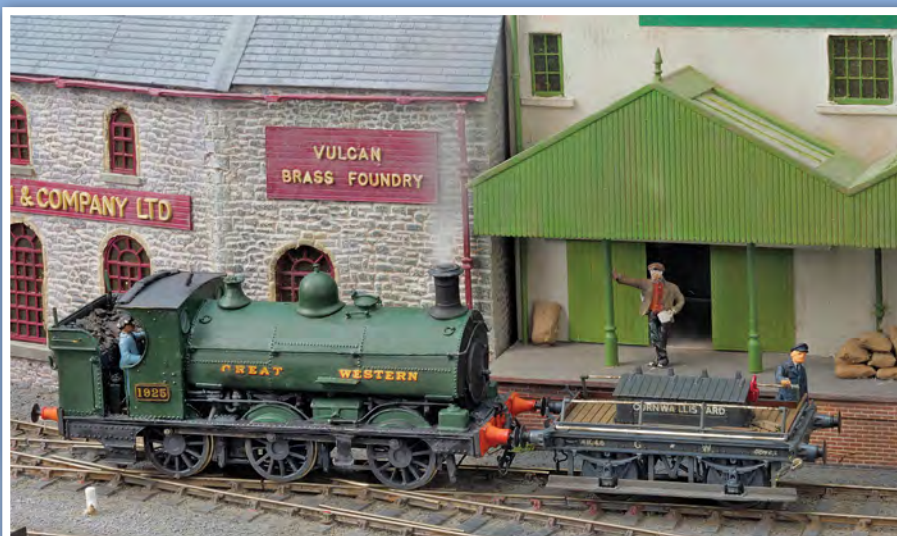
At the rear of the yard is a wagon hoist which connects the yard with any businesses that have a rail connection at the lower level, including Gates & Goodall's wagon works. This hoist is loosely based on those at Birmingham Moor Street and is fully operational, although there are no sidings on the lower level.

Along the front at the lower level are a couple of carriage sidings and a single road engine shed, based on the one at Bullo



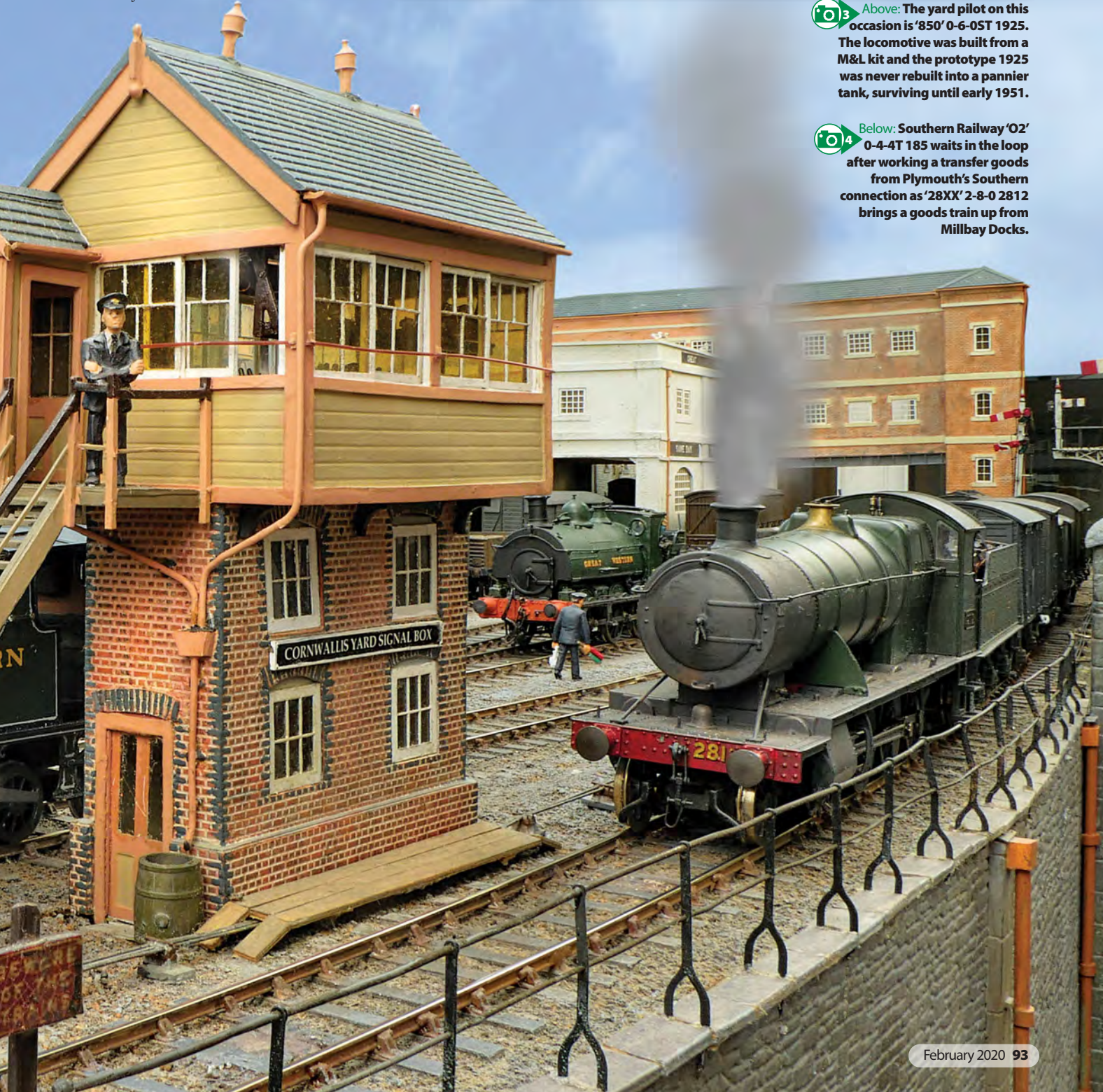


Pill in Gloucestershire, but shortened to fit the space available. Eagle-eyed observers will notice a short length of broad gauge track surviving behind the engine shed. The low-level sidings are fed from a three road storage yard which is independent of the upper level. The carriage sidings are used to display stock not being used on the main layout and normally includes a variety of vans and 'Siphons'. These can be shunted in and out from time to time, to change the display. A 'Cordon' gas tank wagon normally sits by the buffer stops. Mention must also be made of the unusual buffer stop on the longer siding, it being an 'Iron Mink' van body, with a buffer beam fitted to the end. This is modelled on a prototype at Machynlleth, where there were two of them, now sadly removed although they were certainly there as late as 1992. There may have been others elsewhere. »



**Above:** The yard pilot on this occasion is '850' 0-6-OST 1925. The locomotive was built from a M&L kit and the prototype 1925 was never rebuilt into a pannier tank, surviving until early 1951.

**Below:** Southern Railway '02' 0-4-4T 185 waits in the loop after working a transfer goods from Plymouth's Southern connection as '28XX' 2-8-0 2812 brings a goods train up from Millbay Docks.







as originally built there are natural scenic breaks designed at either end of the main layout within the proscenium arch and the difficulties we might have in matching any new work to the quality of the original. The other more practical reason was that any greater scenery depth would cause transportation and storage difficulties. The layout in its present form fits into two cars with just enough room for overnight bags for the four operators. Any larger as a result of scenic end boards would have entailed hiring a van.

## ROLLING STOCK

The attraction of obtaining Cornwallis Yard was that we already had a large

## SIGNALLING

The layout is fully signalled. The signals themselves are constructed from etched and white metal parts we believe from Model Signal Engineering, although other manufacturers' parts may also have been used. Originally, the signals were operated by memory wire and we are told by one of the original operating team that they all worked, but not necessarily all at the same time! After a couple of years, it became obvious to us that the wire had lost its memory so operation was changed to servo units. This change has been largely successful, the only problems encountered being down to the wire linkages to the signal arms. The layout was awarded the MSE Trophy for Signalling Excellence at the 2011 Blackburn show.

Control of the mainline and signals is from a free-standing unit nicknamed the 'Wurlitzer'. This incorporates the transformers for the various functions, except the layout lighting and low level. On top of the unit is a 21-lever frame which controls the points and signals, made up of three Model Signal Engineering (MSE) frames, constructed by Derek Munday, the original proprietor of MSE.

The mechanical levers are connected underneath to electrical slide switches. There is a second smaller panel at the right-hand end of the layout incorporating a lever frame to control the yard points and switches for the electromagnets used for uncoupling. The points are mostly operated by Tortoise motors, but a few in the yard are linked by rods to the yard lever frame. Control is analogue: there are three controllers - one by the 'Wurlitzer' for the main line, one at the yard control panel and one on the low-level storage yard. The storage yard operator has control over what sequence of trains are run and communication between the yard and main panel is by a buzzer.

Whilst exhibiting we have occasionally been asked why no attempts at landscaping were made on the extension round to the rear yard. There are two reasons why we didn't do this. The first is that

**CO5** Above: GWR '45XX' 2-6-2T 4556 passes Cornwallis Yard with a local service for the Launceston branch. In the carriage sidings below '850' 0-6-0ST 1925 shunts the sidings. A 'Pannier' can be seen lurking inside the engine shed.





amount of 'EM' gauge locomotives and stock from a previous layout, named Doveford, which had at that time been recently retired from the exhibition circuit and sold on. We took the opportunity to buy several locomotives and wagons with Cornwallis Yard, these being fitted with Alex Jackson couplings, which are essential for shunting the goods yard. Our own stock was fitted with three-link couplings.

Many new items of stock have subsequently been built from kits or modified from proprietary models, some with Alex Jackson couplings and some with three-link. Operationally, the three-link stock is run in through

goods trains on the mainline and the Alex Jackson wagons are used for the transfer goods to and from the yard.

Coaching stock is a mixture of modified proprietary, kit-built and a few scratchbuilt vehicles, and there are more than we can use at any one time, so variation between exhibitions frequently occurs. One train that is a fixture is the 'Ocean Liner Express', normally hauled by a 'Castle', a Hornby model converted to 'EM' gauge with Alan Gibson wheels and lightly weathered by Philip Hall. The 'Super Saloons' on this train are Comet sides fitted to Airfix 'Centenary' bodies and have been loaned to us by Steve Manchip. Replacements are currently on

the workbench so they can be returned to Steve for use on his planned layout.

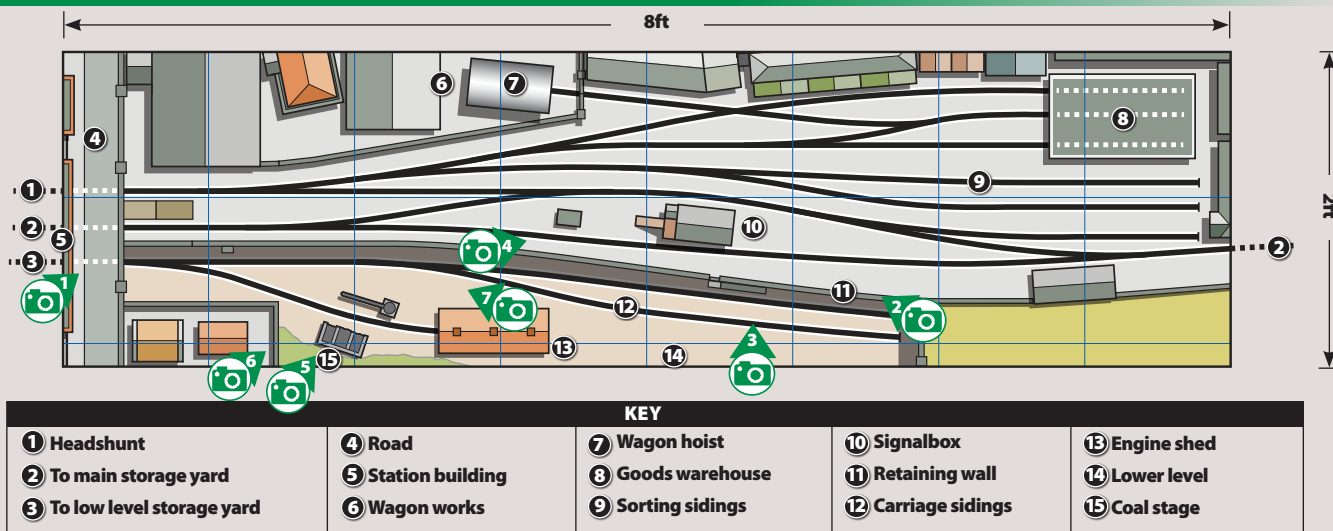
Locomotives to be seen include several 'Pannier' tanks of different classes, small and large 'Prairies', '1361' and '850' 0-6-0STs, various 4-6-0s, 2-8-0s, and a 'Mogul'. There is also a Southern Railway 'O2' 0-4-4T for working transfer goods from the 'other' railway in Plymouth. These are a mixture of kit-built and re-wheeled proprietary models, most detailed and weathered to varying degrees. >>

**Below:** The scenic area of Cornwallis Yard is just 8ft by 2ft – the full circuit covers 16ft 6in x 10ft. At exhibitions the scenic portion is framed by a proscenium arch.





## CORNWALLIS YARD TRACK DIAGRAM (Not to scale)



### CORNWALLIS' FUTURE

After 15 years on the circuit, 11 of which have been under our stewardship, new exhibition invites are now few and far between as it has been seen all around the country, including a long trip to Perth. Thanks are due in particular to Ian Wilkins and Andy Binns, who between them have provided the second car on most occasions, but not forgetting others who have helped with operation and transport from time to time. There are a few provisional invites in the diary over the next couple of years, but the time is fast approaching to decide when to retire the layout. As we have two other smaller exhibition layouts, Lower Exbury in 'P4' and Yewston Road in 'OO' and are also regular operators with some of the Southampton Model Railway Society's layouts, maybe the time has come to plan and build a permanent 'EM' gauge layout in our home. [Falmouth](#)



- ⑥ Above: Collett '48XX' 0-4-2T 4808 passes Cornwallis Yard with a local autotrain service. The wagon hoist in the background links the upper level yard to Gates & Goodall wagon builders.
- ⑦ Below: Collett 'Castle' 4-6-0 4080 Powderham Castle approaches Millbay Road station with the 'Ocean Liner Express' from Millbay Docks to Paddington. '1361' 0-6-0ST 1364 is in the low level yard.







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# Maintaining the new **diesels**

*The change from steam to diesel traction in the 1950s and 1960s brought with it a huge number of new challenges, not least at depot level where a whole new approach to maintenance had to be established. **EVAN GREEN-HUGHES** explains.*



The new diesel sheds were often equipped with raised platforms to allow fitters direct access to the locomotives when working on them while the rails were mounted above ground level to provide access to the brake gear. In July 1963 Class 37/0 D6715 receives attention inside Stratford Traction Maintenance Depot. [Colin Whitfield/Railphotoprints.uk](http://ColinWhitfield/Railphotoprints.uk).





The distinctive concrete built Laira diesel depot plays host to North British Class 22 D6337 and North British Class 43 'Warship' D836 Powerful on April 29 1962 – the year this brand new building opened. This shed was purpose built to maintain the fleet of hydraulics running in and out of Devon on the Western Region. Dave Cobbe/Railphotoprints.uk.



**S**TEAM SHEDS WERE, by their very nature, filthy places. Steam locomotives produced copious quantities of grime from the moment they were lit up to when the fire was dropped at the end of each duty, leaving behind them piles of ash and soot.

Britain was late onto the diesel scene, but in the years immediately following nationalisation it became apparent that internal combustion offered many advantages over steam and, although steam locomotives continued to be built, diesels and electrics were clearly the way forward. However, unlike steam, diesel required a clean environment in which to be maintained and in the rush to modernise this fact was completely overlooked at first.

The first type of diesel to see widespread use was the diesel shunter, and considerable numbers of these were produced before the Second World War. They were located at larger locations such as marshalling yards and docks where engines were required round the clock. Shunting engines often did not visit their home shed for weeks at a time and much of the minor maintenance was carried out on site, with major repairs being carried out at main works. Nevertheless, some servicing was carried out at steam sheds and it was while this was in progress that it soon became apparent that the dirty environment of a steam shed was most unsuitable for the more advanced and complicated diesels. This mix of traction resulted in many failures due to dirt entering the components under repair.

### NO SEPARATION

When the first Diesel Multiple Units (DMUs) were built in 1954 they were allocated to the former Great Northern Railway Bradford Bowling shed which was a long dead-end multi-road building complete with peeling whitewash walls and open ashpits. No attempt was made to keep the new underfloor-engined DMUs

separate from the steam engines based there with the result that reliability suffered and the carriage portions of the trains were always dirty, outside and in. This mistake was repeated when the second batch of units arrived and were sent to Cumberland where they were housed and maintained in steam sheds at Carlisle and Workington, with the same problems of reliability soon becoming apparent.

By the following year, and with DMUs now in service in Manchester, East Anglia and Lincolnshire, there was a realisation that merely drafting diesels in to use at existing facilities was not going to work. As a result, when units were planned for the Birmingham area it was decided to build a facility at Monument Road Carriage sidings, about a mile from the existing steam shed, which would be exclusively for DMUs.

Facilities such as inspection pits and diesel storage tanks were installed with additional land being purchased adjacent to the site to house the necessary alterations. The shed itself consisted of six roads which could each hold four two-car sets and each siding had a fuelling point provided at the end of it. The cost of this depot came to £18,800 which was a far cry from the almost zero spend at Bradford.

### DEDICATED DEPOTS

By the time that the 1955 Modernisation Plan was announced it had already become apparent that diesel locomotives could not be efficiently worked from steam sheds and as a result plans were formulated to build dedicated facilities, which were to come on stream as steam sheds were closed down.

Purpose-built steam sheds did, however, continue to be built right until June 1958 when the last, Thornaby in the North East, was completed - but these were to a design which led to them being easily convertible for diesels in the future. In fact, many sheds of the era were built to an enhanced height so that overhead wires could be accommodated in the future, should that be »



necessary. In the same year Stratford 'A' was opened as the first purpose-built diesel shed. This was attached to the former steam site but was adjacent to it rather than part of it.

At many other locations the opportunity was taken to convert all or part of existing buildings to house the new diesels. Leeds Holbeck was one such example which saw a former machine shop and works converted to house the new fleet of 'Peak' diesels which was to be allocated there. Conversion work also included the provision of dedicated refuelling and maintenance facilities, although the yard was still shared with steam traction.

Even where new buildings had been built, or in many cases where existing buildings had been provided with new roofs, the problems arising from mixing steam with diesel continued. Fuel injection systems were particularly prone to being affected by dirt and in an effort to combat this, clean rooms were introduced at some sheds where work on injectors and similar components could be carried out. The problem was that many of the fitters had been brought up in the steam era and carried over many of their working practices, including a lack of attention to cleanliness. Little was achieved in the way of reliability improvements until serious efforts were made to separate the two forms of traction.

One of the most common ways of achieving this was to convert parts of existing depots for diesel use. At places such as York this was achieved by knocking down roundhouses and building new straight sheds which were more suited to diesels, while at Hull Botanic Gardens when steam finished in 1959 the whole depot was thoroughly cleaned and then turned over to diesels.

As steam began to be eliminated it became possible to construct more depots that would only ever see diesels. At Darlington

**A standard design of depot building was soon generated by British Railways featuring a brick base, glazing to the front and side and a choice of jackknife or roller shutter doors. Class 31 D5857 stands outside Colchester Depot between duties on August 4 1965. Note the brick and concrete construction of the offices alongside. John Chalcraft/Railphotoprints.uk.**



a completely new shed was constructed to provide servicing and maintenance facilities for the 130 DMU vehicles allocated there. This took the by now familiar form of concrete construction with a partially glazed roof, with pits underneath each road. By this stage British Railways had come up with what was as near to a standard building design as was possible and which could be used with modifications for either steam, diesel or electric trains. Where diesel locomotives were to be the exclusive occupants a raised walkway rather like a platform was provided at both sides of the tracks and running the full length of the shed, enabling fitters to safely work on bodyside equipment without having to climb up and down. Below this platform the ground level was sunk by around 4ft with the rails carried on concrete pillars, and this enabled those working on the bottom half of a locomotive or unit to be able to work on the brake gear or underframe equipment in a standing position.

Sheds designed for DMUs did not have as much in the way of 'platform' area as

some of the space was required for access to the underfloor engine equipment, which included specialised hoists which enabled engine and other component exchanges to be carried out. In all cases provision was made for refuelling, with the most common arrangement being a set of pumps set on a concrete plinth in between a pair of tracks. A shelter arrangement was added overhead sloping inwards towards the centre so rain did not drip on those carrying out the refuelling.

## RIGHT IDEA, WRONG PLACE

One unintended consequence of the Modernisation Plan was that many of the old engine sheds were now in the wrong place. This was due to the construction of a number of very large marshalling yards which replaced smaller sorting sidings but, in the process, altered the requirement for locomotives. When Healey Mills yard was built at Horbury in Yorkshire engines had to travel around five miles to Wakefield shed for servicing before coming back to pick up their next loads, leading to queues







At some depots former steam facilities were cleaned and prepared for diesel traction, including Holbeck shed in Leeds. Five Class 45s stand outside the main diesel shed at Holbeck on July 28 1963. [Railphotoprints.uk](http://Railphotoprints.uk).

of engines waiting in Wakefield Kirkgate station awaiting a path into the shed. The answer was to provide diesel-only sheds at the yards themselves, with that at Horbury being typical in that it had a two-road servicing shed and a three-road maintenance shed, with the majority of the engines being accommodated on nearby tracks out in the open.

### THE MODERN ERA

Today's depots are vastly different from those of the transition era and most are almost antiseptically clean by comparison, while in the modern world most components are exchanged rather than repaired with the actual work on them being done at some supplier's factory. However, in the heritage railway world, the problems which beset British Railways in the 1950s and 1960s still exist

and many locomotives suffer from being maintained alongside their older and dirtier steam counterparts. Interestingly, history is now repeating itself as such railways seek to provide dedicated diesel facilities, with lines such as the Severn Valley and the West Somerset leading the way.

The transition era was a challenging time for our railways, not least for those who had to operate modern traction in a traditional environment - and it is testament to the men who worked through this period that modernisation was, eventually, successfully completed. [1666rail.com](http://1666rail.com)



A standard design of fuelling point was created for diesel facilities with an inclined roof to keep rain off crews operating the equipment. BRCW Class 27 D5397 stands at Cricklewood fuel point in April 1969. [Railphotoprints.uk](http://Railphotoprints.uk).

The diesel age called for small servicing points at strategic locations including this single road shed immediately outside London King's Cross station. In April 1962 a pair of unnamed 'Deltics' led by D9004 stand on the shed road flanked by Class 40 D272 on the left and Class 31 D5649 departing on the right. [R.A. Whitfield/Railphotoprints.uk](http://R.A. Whitfield/Railphotoprints.uk).





# STAFF PROJECTS

## Detail matters

With the long winter evenings upon us, **MARK CHIVERS** has been adding fresh details to his Southern Region Class 33 and 73 fleet including new numbers and etched nameplates.

**A**S YOU MAY BE AWARE, my modelling tastes are varied with interests covering classic BR Southern and Scottish Region traction, plus modern-era diesels and electrics. Amongst my favourites are the Southern Region's Class 33 Bo-Bo diesels and Class 73 Bo-Bo electro-diesels ('EDs'). So much so, I have 40 or more 'OO' gauge Heljan

and Dapol examples in my collection, many of which remain in 'off-the-shelf' condition.

A recent audit also highlighted a stockpile of certain colour schemes, so a change of identity would be necessary for some – perhaps a new number and name. Perfect winter evening projects.

I've been slowly renumbering the fleet over

the past couple of years, but it has been a slow process so far. At the very least, running numbers are replaced on duplicate models by using a cocktail stick to gently rub away the printed elements. This invariably leaves shiny patches on the body shell, but weathering or varnish will mask this later. There are other methods, but it works for me, certainly on recently completed

Mark's collection of 'OO' gauge Southern Region motive power is undergoing a mid-winter makeover with the current focus being Southern Region Class 73s and 33s. In the foreground are three recently completed examples while behind are the next candidates.





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



#### MARK CHIVERS

Mark's winter project list includes EMU repairs, locomotive naming, weathering, renumbering and the addition of some recent Warley acquisitions.



#### MIKE WILD

Mike is planning to start scenic work on the 'O' gauge test track this winter to provide a more appealing backdrop for magazine videos. Track weathering will be first.



**Before and after. 73113 (right) with new numbers, etched nameplates and shields, bufferbeam detailing, headcode blinds, driver and weathered finish. 73102 (left) is as it comes out of the box.**

Bachmann, Dapol and Hornby examples.

The latest addition to the fleet is BR Class 73 73131 *County of Surrey* in BR departmental grey and yellow 'Dutch' livery. This has received a new number, etched metal nameplates and a Stewarts Lane etched metal depot plaque on the secondman's cab. Interestingly, having double-checked prototype images, the locomotive doesn't appear to have carried BR double arrows in this colour scheme, so these have been removed from the model too.

For renumbering, I use rub-

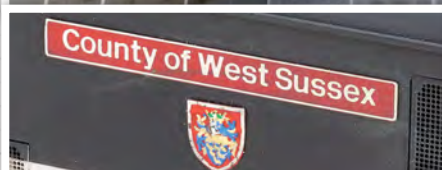
down transfers as I find them easy to work with, adding each number individually. I still have a few seasoned packs of Replica Railways' examples, as well as a handful of bespoke rub-down number sets purchased a couple of years ago from DRD Transfers. Both my BR large logo 'EDs' were renumbered using these – simply place the ready-formed number in the desired location and rub over the film with a pencil – perfect.

As for names, Fox Transfers, Modelmaster Jackson Evans and Shawplan products form the basis of my 4mm scale etched nameplate collection which seems to grow almost as quickly as my locomotive fleet. Recent additions have reflected places I've worked over the

years, so 73113 *County of West Sussex* and 73131 *County of Surrey* were must-haves, while others usually reflect those that caught my eye on the Southern. For example, another of the InterCity 'Executive' liveried Class 73s is destined to become 73118 *The Romney, Hythe and Dymchurch Railway* shortly, for no other reason than I marvelled at the size of the prototype nameplate at the time!

Finally, the finishing touches include drivers, bufferbeam detailing and amended headcode blinds, as I like to display a mix of route numbers and blanks for variety. Then, it's off to the weathering booth – a task that might have to wait until the warmer weather. [B&M](#)

**Right: New rub-down numbers in place on 73131. Note the shiny patch following removal of the BR double arrow. This should disappear once weathered.**



**Above: Replacement etched metal nameplates make a world of difference by adding relief where a printed 'plate' would look flat.**

**Above: 73102 will soon have etched metal *Airtour Suisse* nameplates fitted over the original printed versions starting its journey to completion.**

#### USEFUL LINKS

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# SCALES AND GAUGES

*Hornby Magazine's* Editor shares his introduction to model railways and how he has changed scales through the years.

**M**ODEL RAILWAYS in all scales and gauges catch my eye. As many will have recognised, I've been firmly bitten by the 'O' gauge bug of late and I've really enjoyed 'moving up' to 7mm scale. However, I have come a long way to reach this point and I'm still very active in other scales too.

My childhood started out with 'OO' gauge and I remember receiving Lima's model of Class 37 37081 *Loch Long* and Class 50 50043 *Eagle* at a very young age. At seven years old I made the leap to 'N' gauge when a trip to Hatton's of Liverpool netted a Graham Farish GWR '94XX' 0-6-0PT, a trio of GWR wagons, a 'Toad' brake van and a circuit of track. It went on a pasting table in the lounge straightaway as I started to get to grips with this new-found scale, which ultimately led to a bedroom layout which filled as many square inches as possible with various extensions and modifications.

For the next 12 years or so 'N' gauge was my main occupation. 'OO' gauge was always there too as we had a family loft layout, but the larger scale of 'O' was just a pipe dream. Over the years I've built a number of 'N' gauge layouts, including three before my life as a model railway journalist. Some were better than others and the last that I built in the early 2000s attended one exhibition in 2002.

Changes in the model railway business prompted me to switch up to 'OO' gauge in the early 2000s – in fact it was Hornby's Bulleid air-smoothed 'West Country' 4-6-2 and 'Q1' 0-6-0 which gave me the inspiration – and the 'N' gauge (by now modelling the contemporary railway scene) was packed away to make way for a new 12ft x 8ft 4mm scale layout I wanted to build. It had a Southern Region theme and featured a double track mainline scene which would run through a station, past a goods yard and be served by a six-track storage yard at the rear.



Mike's modelling takes him across the scales from 'N' to 'O' gauge. One of his autumn projects was completion of the scenery on one side of Topley Dale.

Through various circumstances that never reached completion, but it did pave the way for the future and it was responsible for the station configuration on Topley Dale. Apart from a couple of modifications, Topley Dale's station is near identical to what I was aiming for with that original 'OO' Southern layout.

By now I was at the start of my career as the editor for *Hornby Magazine*. After a brief period without a layout – literally the only six months of my life since I started modelling where I haven't had a working model railway – I was back building the first project for the magazine. Bay Street Shed was a short-lived layout but it attended 12 shows in its first 12 months of existence and went on to be followed by a much more successful and larger mainline/shed layout named Bay Street Mk II.

It was about this time that I started building layouts on a regular basis for the magazine. Berrybridge ('OO') followed next, then there was St Stephens Road ('OO'), Hettle ('N'), Topley Dale ('OO'), Barrenthorpe Shed ('N'), Twelve Trees Junction ('OO'), Shortley Bridge and Felton

Cement Works ('OO'), West Riding Power ('N'), Grosvenor Square ('OO'), West Coast Cement ('OO') and the 'O' gauge test track in between. More recently 'OO' has been modelled as Wardle Bay (HM142) while the latest layout to roll out of the *Hornby Magazine* workshop is Seven Mill Depot in 'O' gauge (see feature on pages 50-57). I must also add that I've had a great deal of help and support from the *Hornby Magazine* team in finishing these layouts – without their input they wouldn't have looked as polished as they do when we go out to shows.

For my own personal project I've been working on my 'O' gauge garden railway over the past 18 months, but I'm still firmly connected to other scales with work continuing on Topley Dale in 'OO' and recent forays back to my roots to bring our 'N' gauge layout Barrenthorpe out to shows over the autumn period in 2019.

Whatever the scale, whatever the gauge and whatever the region, I'm always interested. It's my greatest strength and greatest weakness all rolled in to one! 

## Meet the team...

### MIKE WILD



HSTs have been in focus for Mike. A recent visit to Peterborough coincided with the last day of passenger service for the trains on the East Coast Main Line while he was also by the lineside to see LNER's BR blue set make its final journey to London.

### MARK CHIVERS



Mark's modelling interests cover BR Southern Region, BR Scottish Region and BR Sectorisation,

together with a nod towards the modern-day railway too. In fact, almost anything goes, as his recent flurry of exhibition purchases will testify.

### TIM SHACKLETON



Tim Shackleton has been testing his eyesight and soldering skills to the limit, building 2mm scale OHE

portals for Alan Whitehouse's new layout depicting the busy Worsborough branch of the Manchester-Sheffield-Wath system.

### TREVOR JONES



*Hornby Magazine's* cameraman is focused on locomotive and rolling stock maintenance

and construction during the 'closed season' for his 'OO' gauge garden railway. He's already looking forward to spring and the first running session of 2020.

### ANTHONY REEVES



Anthony is the newest member of the *Hornby Magazine* team demonstrating all things scenery. He

is also the owner of TREEMENDUS, suppliers of scenic modelling materials and a published author on the subject of scale model scenery.

### EVAN GREEN-HUGHES



Our historical writer has been driving heavily laden full-size festive trains in the hands of

Class 31s during December while model railway activities have been focused on the construction of colour light signals and installing wiring on his 'OO' gauge layout.





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# 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

### 11 BRIDPORT AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Bridport and District Model Railway Club  
**Location:** Beamminster Public Hall, Fleet Street, Beamminster, Dorset DT8 3EF  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £1  
**Contact:** 01308 861754  
**Features:** Layouts, trade support, refreshments and parking.

### 11 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](http://www.hmrg.co.uk)  
**Features:** Layouts, refreshments and parking.

### 11/12 BOGNOR REGIS MODEL RAILWAY CLUB EXHIBITION

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

### 11/12 CHILTERN MODEL RAILWAY EXHIBITION

**Hosts:** Chiltern Model Railway Association  
**Location:** Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ  
**Times:** Sat 10am-5.30pm, Sun 10am-4.30pm  
**Prices:** Adults £10 (£8), accompanied children free (max. two per paying adult), additional children £4 - advance ticket price in brackets  
**Website:** [www.cmra.org.uk](http://www.cmra.org.uk)  
**Features:** 30 layouts, trade support, displays, demonstrations, refreshments and parking.

### 11/12 PRATTS BOTTOM MODEL RAILWAY EXHIBITION

**Hosts:** Orpington and District Model Railway Society  
**Location:** Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £4, children £1.50  
**Website:** [www.odmrs.uk](http://www.odmrs.uk)  
**Features:** 12 layouts, trade support and refreshments.

### 12 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](http://www.astolatmrc.co.uk)  
**Features:** 13 layouts, trade support, test track, refreshments, parking and disabled access.

### 12 WESTON-SUPER-MARE MODEL RAILWAY EXHIBITION

**Host:** Keith Price  
**Location:** The Campus, Highlands Lane, Locking Castle, Weston-super-Mare BS24 7DX  
**Times:** 10am-4.30pm  
**Prices:** Adults £7.50, concessions £7, children £2, family £16  
**Website:** [www.westonsupermaretrainshow.com](http://www.westonsupermaretrainshow.com)  
**Features:** 25 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

### 17-19 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 £12 (£11), children £4.50 (£4) – online ticket prices in brackets  
**Website:** [www.londonmodelengineering.co.uk](http://www.londonmodelengineering.co.uk)  
**Features:** Displays, demonstrations, layouts, trade support, societies, refreshments, parking and disabled access.

### 18 BRAMBLETON MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Brambleton Model Railway Club  
**Location:** Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire AL5 1PD  
**Times:** 10.30am-5.30pm  
**Prices:** Adults £5, concessions £3, children £3  
**Website:** [www.brambleton.co.uk](http://www.brambleton.co.uk)  
**Features:** 12 layouts, trade support, societies and refreshments.

### 18/19 CALNE MODEL RAILWAY SHOW

**Hosts:** Bentley Model Railway Group  
**Location:** Beversbrook Sports Facility, Beversbrook Road, Calne, Wiltshire SN11 9FL  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £4, children £2, family £10  
**Website:** [www.calnemrs.org.uk](http://www.calnemrs.org.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

### 18/19 CITY OF CANTERBURY MODEL RAILWAY EXHIBITION

**Hosts:** City of Canterbury Model Railway Society  
**Location:** St. Anselm's School, Old Dover Road, Canterbury, Kent CT1 3EN  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, children £3, family (2+2) £13  
**Website:** [www.ccms.co.uk](http://www.ccms.co.uk)  
**Features:** 15 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access. Children go free on Sunday only (max. two per paying adult).

### 18/19 ELMRO MODEL RAILWAY EXHIBITION

**Hosts:** East Lancashire Model Railway (Charitable) Organisation (ELMRO)  
**Location:** Mill Hill Community Centre, New Chapel Street, Mill Hill, Blackburn BB2 4DT  
**Times:** Sat 11am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £3, children £3, family £12  
**Contact:** 07585 782627  
**Features:** Layouts, trade support and refreshments.

### 19 WITHAM MODEL RAILWAY SHOW

**Hosts:** Dakota Dibben  
**Location:** Witham Public Hall, Collingwood Road, Witham CM8 2DY  
**Times:** 10am-5pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

### 25/26 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 £1  
**Contact:** [erithmrs@gmail.com](mailto:erithmrs@gmail.com)  
**Features:** 39 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

### 25/26 KENDAL MODEL RAILWAY EXHIBITION

**Hosts:** Kendal Model Railway Club  
**Location:** Kendal Leisure Centre, Burton Road, Kendal 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](http://www.kendalmrc.org)  
**Features:** Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

### 25/26 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 £6, accompanied children free  
**Website:** [www.nprms.co.uk](http://www.nprms.co.uk)  
**Features:** 21 layouts, trade support, demonstrations, refreshments and disabled access.

### 25/26 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 £8, children £1, family £17  
**Website:** [www.southamptonmodelrailwaysociety.wordpress.com](http://www.southamptonmodelrailwaysociety.wordpress.com)  
**Contact:** 01489 799809  
**Features:** 20 layouts, trade support, societies, demos, refreshments, parking and disabled access.

### 26 BRISTOL 7MM EXHIBITION

**Hosts:** Bristol 'O' Gauge Group  
**Location:** University of the West of England (UWE) Exhibition Centre, Filton Road, Bristol BS34 8QZ  
**Times:** 10am-4pm  
**Prices:** Admission £9 (£7), Gauge O Guild members £7, accompanied partners/children under 14 free - advance ticket price in brackets  
**Website:** [www.boggy7mmexhibition.com](http://www.boggy7mmexhibition.com)  
**Features:** Layouts, trade support, Gauge O Guild village, demonstrations, societies, refreshments, parking and disabled access. Half-hourly vintage bus service operating between venue and Bristol Parkway railway station.

### 26 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](http://www.gscalekent.co.uk)  
**Features:** Large scale layouts, trade support, refreshments, parking and disabled access.

## FEBRUARY

### 1 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:** Admission £5, accompanied children free  
**Website:** [www.sodburyvalemrc.co.uk](http://www.sodburyvalemrc.co.uk)  
**Features:** 14 layouts, trade support, demonstrations, refreshments and parking.

### 1/2 FEBEX 2020 - ALTON MODEL RAILWAY EXHIBITION

**Hosts:** Alton Model Railway Group  
**Location:** Eggars School, London Road, Alton, Hampshire GU34 4EQ  
**Times:** Sat 10.30am-5pm, Sun 10.30am-4pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.altonmrg.co.uk](http://www.altonmrg.co.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access. Free bus service operating between venue and Alton railway station/town centre.

### 1/2 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](http://www.staffordrailwaycircle.org.uk)  
**Features:** 40 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free heritage bus service operating both days between venue and Stafford railway station.

#### 8 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.blackpoolandnorthyldemrc.co.uk](http://www.blackpoolandnorthyldemrc.co.uk)  
**Features:** Club and members' layouts, trade support, refreshments, parking and disabled access.

#### 8 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

#### 8 WEST MIDLANDS G SCALE SOCIETY EXHIBITION

**Hosts:** West Midlands G Scale Society  
**Location:** St. Mary's Church Hall, Hobs Meadow, Solihull B92 8PN  
**Times:** 10am-4pm  
**Prices:** Admission £3, accompanied children £1  
**Website:** <http://gscsociety.com/westmidlands/>  
**Contact:** 0121 705 5840  
**Features:** G Scale indoors, guest layouts (other scales), trade support, refreshments and parking.

#### 8/9 FESTIVAL OF BRITISH RAILWAY MODELLING

**Hosts:** Warners Exhibitions  
**Location:** Doncaster Racecourse, Doncaster DN2 6BB  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £10 (£9), children £5, family £30 – advance ticket price in brackets  
**Contact:** 0844 581 9900  
**Features:** Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

#### 9 FRENCH RAILWAYS SOCIETY MODEL RAIL SHOW AND WINTER RENDEZVOUS

**Hosts:** The French Railways Society  
**Location:** Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT  
**Times:** 10am-4.30pm  
**Prices:** Adults £4.50, accompanied children free  
**Website:** [www.frenchrailwaysociety.org](http://www.frenchrailwaysociety.org)  
**Features:** Layouts, trade support, societies, slideshows, talks, refreshments, parking and disabled access.

#### 14/15 SOUTH SHIELDS MODEL RAIL 2020

**Hosts:** The Salvation Army  
**Location:** Community and Worship Centre, Wawn Street, South Shields NE33 4EB  
**Times:** Fri 1pm-8pm, Sat 10am-5pm  
**Prices:** Adults £4.00, children £2, family (2+2) £10  
**Contact:** 0191 496 7511  
**Features:** Layouts, trade support and refreshments.

#### 15 BIGGLESWADE MODEL RAILWAY EXHIBITION

**Hosts:** East Beds Model Railway Society  
**Location:** Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB  
**Times:** 10am-4.30pm  
**Prices:** Adults £5.50, concessions £4.50, children £3, family (2+2) £14  
**Website:** [www.ebmrs.org.uk](http://www.ebmrs.org.uk)  
**Contact:** 01626 864942  
**Features:** 17 layouts, trade support, societies, refreshments, parking and disabled access.

#### 15 TONBRIDGE MODEL RAILWAY EXHIBITION

**Hosts:** Tonbridge Model Railway Club  
**Location:** Angel Centre, Tonbridge, Kent, TN9 1SF  
**Times:** 10am-5pm  
**Prices:** Adults £6, children (10-16yrs) £1, accompanied children under 10 free  
**Website:** [www.tonbridgemrc.com](http://www.tonbridgemrc.com)  
**Features:** 30 layouts, trade support, societies, demonstrations, refreshments and parking.

#### 15/16 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, family (2+2) £8  
**Website:** [www.systonmrs.org.uk](http://www.systonmrs.org.uk)  
**Features:** 11 layouts, trade support, demonstrations, refreshments and parking.

#### 15/16 MILTON KEYNES MODEL RAILWAY EXHIBITION

**Hosts:** Milton Keynes Model Railway Society  
**Location:** Stantonbury Leisure Centre, Milton Keynes MK14 6BN  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £8, children £1  
**Website:** [www.mkmrs.org.uk](http://www.mkmrs.org.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access. Vintage shuttle bus between venue and Milton Keynes Central railway station.

#### 16 HUBBERTS BRIDGE MODEL SHOW

**Host:** Glyn Halgarth  
**Location:** Hubberts Bridge Community Centre, Hubberts Bridge, Near Boston, Lincolnshire PE20 3SG  
**Times:** 10am-4pm  
**Prices:** Adults £3, accompanied children free  
**Contact:** [glynhalgarth@tiscali.co.uk](mailto:glynhalgarth@tiscali.co.uk)  
**Features:** Layouts, trade support, model displays and refreshments.

#### 16 MONMOUTH ROTARY MODEL RAILWAY EXHIBITION

**Hosts:** Monmouth Rotary Club  
**Location:** Bridges Community Centre, Drybridge House, Wonastow Road, Monmouth NP25 5AS  
**Times:** 10am-4pm  
**Prices:** Adults £6, concessions £5, children £5, family £14  
**Website:** [www.monmouthrotaryclub.com](http://www.monmouthrotaryclub.com)  
**Contact:** 01600 711889  
**Features:** Layouts, trade support, demonstrations and refreshments.

## DON'T MISS...

#### 21-23 MODEL RAIL SCOTLAND 2020

**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 £14 (£13), children £6 (£5), family (2+2) £30 (£29) – advance ticket prices in brackets  
**Website:** [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)  
**Features:** 45+ layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SEC is a short walk from Exhibition Centre railway station.

#### 22 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 £3, children £2, family (2+2) £9.50  
**Contact:** 07760 285383  
**Features:** 18 layouts, trade support, refreshments, parking and disabled access.

#### 22 RISEX 2020 MODEL RAILWAY EXHIBITION

**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](http://www.rdmrc.org.uk)  
**Features:** 11 layouts, trade support, demonstrations and refreshments.

#### 22 SAFFRON WALDEN MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Saffron Walden Model Railway Club  
**Location:** United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden CB10 1AG  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, concessions £3, children £1  
**Contact:** 01799 521029

**Features:** Layouts, trade support, refreshments and disabled access.

#### 22/23 EBOR MODEL RAILWAY SHOW

**Hosts:** Ebor Group of Railway Modellers  
**Location:** Heworth Church Hall, Melrosegate, York YO31 0RL  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, children £1  
**Contact:** [walmesley\\_tony@hotmail.com](mailto:walmesley_tony@hotmail.com)  
**Features:** Eight layouts, trade support, demonstrations and disabled access.

#### 22/23 NEW MILLS AND DISTRICT RAILWAY MODELLERS EXHIBITION

**Hosts:** New Mills and District Railway Modellers  
**Location:** Chapel-en-le-Frith Leisure Centre, Long Lane, High Peak, Chapel-en-le-Frith SK23 0TQ  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, accompanied children free (max. two per paying adult)  
**Website:** [www.nmdrm.co.uk](http://www.nmdrm.co.uk)  
**Features:** 20 layouts, trade support, demonstrations and refreshments.

#### 22/23 TENTERDEN MODEL RAILWAY EXHIBITION

**Hosts:** Ashford Model Railway Club  
**Location:** Homewood School, Ashford Road, Tenterden, Kent TN30 6LT  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £4.50, children £3.50, family (2+2) £12.50  
**Website:** [www.ashfordmrc.com](http://www.ashfordmrc.com)  
**Contact:** 07394 630328  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

#### 23 ILKESTON (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Ilkeston (Woodside) Model Railway Club  
**Location:** Heanor Miners Welfare, Ilkeston Road, Heanor, Derbyshire DE75 7DT  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, accompanied children free  
**Contact:** 07930 909571  
**Features:** Layouts, trade support, refreshments and disabled access.

#### 29/1 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-4pm  
**Prices:** Adults £8, children £4, family £20  
**Website:** [www.ladmrc.wixsite.com/ladmrc](http://www.ladmrc.wixsite.com/ladmrc)  
**Features:** Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free shuttle bus operating between venue and Newark North Gate/Castle railway stations.

#### 29/1 PRESTON AND DISTRICT MODEL RAILWAY SOCIETY 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 £8, accompanied children free, unaccompanied children £4  
**Website:** [www.prestonanddistrictmrs.org.uk](http://www.prestonanddistrictmrs.org.uk)  
**Features:** Layouts, trade support, demos, societies, refreshments, parking and disabled access.

## MARCH

#### 7 WEALDEN RAILWAY GROUP ANNUAL EXHIBITION

**Hosts:** Wealden Railway Group  
**Location:** Parish Hall, South Street, Lancing, West Sussex BN15 8AJ  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, accompanied child free  
**Website:** [wealden.weebly.com](http://wealden.weebly.com)  
**Features:** Ten layouts, trade support, demonstrations, societies and refreshments.

#### 7 WOMBOURNE SPRING MODEL RAILWAY SHOW

**Hosts:** Midarc Promotions  
**Location:** Wombourne Civic Centre, Gravel Hill, Wombourne, Wolverhampton WV5 9HA  
**Times:** 10am-4pm  
**Prices:** TBC  
**Contact:** 01902 677593  
**Features:** Layouts, trade support, refreshments, parking and disabled access.



# SHOW GUIDE

## 7/8 LEAMINGTON AND WARWICK MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Leamington and Warwick Model Railway Society  
**Location:** Royal Leamington Spa College, Warwick New Road, Royal Leamington Spa CV32 5JE  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £8, children £2, family (2+2) £18  
**Website:** [www.lwmrs.co.uk](http://www.lwmrs.co.uk)  
**Features:** Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Shuttle bus operating between venue and Leamington Spa railway station.

## 7/8 MANSFIELD MODEL RAILWAY EXHIBITION

**Hosts:** Mansfield St. Peter's Model Railway Group  
**Location:** St. Peter's Church Hall, Church Side, Mansfield, Nottinghamshire NG18 1AP  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, concessions £3.50, children £1  
**Website:** [www.mansfieldmodelrailway.co.uk](http://www.mansfieldmodelrailway.co.uk)  
**Features:** Layouts, trade support, demonstrations and refreshments.

## 7/8 RAINHILL MODEL RAIL 2020

**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](http://www.rainhillmrc.org.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments and disabled access.

## 7/8 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 £10  
**Website:** [www.rdrms.com](http://www.rdrms.com)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 8 GREAT DUNMOW MODEL RAILWAY SHOW

**Hosts:** Dakota Dibben  
**Location:** Foakes Hall, Stortford Road, Great Dunmow, Essex CM6 1DG  
**Times:** 10am-5pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

## 14 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

## 14 MARCH AND DISTRICT MODEL RAILWAY EXHIBITION

**Hosts:** March and District Model Railway Club  
**Location:** Westwood Community Junior and Infant School, Maple Grove, March, Cambridgeshire PE15 8JT  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £10  
**Website:** [www.mdmrc.co.uk](http://www.mdmrc.co.uk)  
**Features:** 15 layouts, trade support, demonstrations, refreshments and parking.

## DON'T MISS...

### 14/15 BASINGSTOKE MODEL RAILWAY EXHIBITION 2020

**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 free  
**Website:** [www.basingstokemrs.org](http://www.basingstokemrs.org)  
**Features:** Layouts, trade support, societies, demonstrations, refreshments and parking. Free heritage bus service between venue and Basingstoke town centre. Visit the *Hornby Magazine* stand for exclusive offers and see our modern-era West Coast Main Line (WCML) 'OO' gauge layout, West Coast Cement.

## 14/15 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, accompanied children free  
**Website:** [www.egmrc.org.uk](http://www.egmrc.org.uk)  
**Contact:** 01342 314228  
**Features:** 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 14/15 KEIGHLEY MODEL RAILWAY EXHIBITION

**Hosts:** Keighley Model Railway Club  
**Location:** University Academy Keighley, Greenhead Road, Keighley BD20 6EB  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, children £3, family £15  
**Website:** [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments and parking.

## 14/15 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](http://www.macclesfieldmrg.org.uk)  
**Features:** Layouts, trade support, refreshments, parking and disabled access. Free half-hourly vintage bus between venue and Macclesfield railway station/town centre.

## 14/15 MIDLANDS GARDEN RAIL SHOW

**Hosts:** Meridienne Exhibitions  
**Location:** Warwickshire Event Centre, The Fosse, Leamington Spa, Warwickshire CV31 1XN  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £9 (£8), concessions £8.50 (£7.50), children £4.50 (£3.50) – online prices in brackets  
**Website:** [www.midlandsgardenrailshow.co.uk](http://www.midlandsgardenrailshow.co.uk)  
**Features:** Large scale layouts, trade support, live steam models, refreshments, parking and disabled access.

## 14/15 NOTTINGHAM MODEL RAILWAY SOCIETY SPRING SHOW 2020

**Hosts:** Nottingham Model Railway Society  
**Location:** Highbank Community Centre, Farnborough Road, Clifton, Nottingham NG11 9DG  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £4, children £1  
**Website:** [www.nottingham-modelrailway.org.uk](http://www.nottingham-modelrailway.org.uk)  
**Features:** Layouts, trade support, demonstrations and refreshments.

## 21 ABINGDON AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Abingdon and District Model Railway Club  
**Location:** Abingdon College, Wootton Road, Abingdon OX14 1GG  
**Times:** 10am-5pm  
**Prices:** Adults £8, accompanied children free (max. two per paying adult)  
**Website:** [www.admrc.org.uk](http://www.admrc.org.uk)  
**Features:** 20 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

## 21 EGHAM AND STAINES MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Egham and Staines Model Railway Society  
**Location:** Strode's College, Egham, Surrey TW20 9DR  
**Times:** 10.30am-5pm  
**Prices:** Adults £6, concessions £5, children £3, family £15  
**Website:** [esmr.sweebly.com](http://esmr.sweebly.com)  
**Features:** Layouts and trade support.

## 21 NEWTON AYLCLIFFE MODEL RAILWAY SHOW

**Hosts:** Rotary Newton Aycliffe and Shildon Model Railway Club  
**Location:** Youth Centre, Burn Lane, Newton Aycliffe DL5 4HT  
**Times:** 10am-5pm  
**Prices:** Admission £5, concessions £4, children 50p, family £10  
**Website:** [www.newtonaycliffe Rotary.org.uk](http://www.newtonaycliffe Rotary.org.uk)  
**Contact:** 07870 210269  
**Features:** 20 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

## 21/22 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 £13 (£12), children £6.50 (£6.50), family £39 (£39) – advance ticket prices in brackets  
**Contact:** 0844 581 4972  
**Features:** Layouts, trade support, demos, societies, refreshments, parking and disabled access.

## 28 ST. MARY'S MODEL RAILWAY CLUB EXHIBITION

**Hosts:** St. Mary's Model Railway Club  
**Location:** St. Mary's Hall, High Road, South Benfleet, Essex SS7 5HN  
**Times:** 10am-4pm  
**Prices:** Adults £3, accompanied children free  
**Features:** Layouts, trade support and refreshments.

## 28/29 NAILSEA AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Nailsea and District Model Railway Club  
**Location:** Nailsea School, Mizzymead Road, Nailsea, Bristol BS48 2HJ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £6, children £2, family (2+2) £14  
**Website:** [www.nailsea-district-mrc.co.uk](http://www.nailsea-district-mrc.co.uk)  
**Features:** Layouts, trade support, demos, societies, refreshments, parking and disabled access.

## APRIL

## 4 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:** Admission £6, accompanied children under 15 free  
**Website:** [www.bwmrc.co.uk](http://www.bwmrc.co.uk)  
**Contact:** 07545 469610  
**Features:** Ten vintage layouts, trade support, refreshments, parking and disabled access.

## 11-13 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

**Hosts:** Gainsborough Model Railway Society  
**Location:** Florence Terrace, Gainsborough, Lincolnshire DN21 1BE  
**Times:** Sat 1.30pm-5.30pm, Sun 1.30pm-5.30pm, Mon 10.30am-5.30pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £10  
**Website:** [www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk)  
**Contact:** 01427 610475  
**Features:** Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

## 11-13 YORK MODEL RAILWAY SHOW

**Hosts:** York Model Railway Show  
**Location:** Knavesmire Stand, York Racecourse, York YO23 1EX  
**Times:** Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm  
**Prices:** Adults £10 (£8.50), children £2 (£2), family £22 (£19) – advance ticket prices in brackets  
**Website:** [www.yorkshow.org.uk](http://www.yorkshow.org.uk)  
**Features:** Layouts, trade support, demos, societies, refreshments, parking and disabled access.

## 11 FORDINGBRIDGE MODEL RAILWAY EXHIBITION

**Hosts:** Fordingbridge Rotary Club  
**Location:** Avonway Community Centre, Shaftesbury Street, Fordingbridge SP6 1JF  
**Times:** 10.30am-4.30pm  
**Prices:** Admission £5, children £1, family £10  
**Website:** <https://fmr.org.uk/>  
**Features:** Layouts, trade support and refreshments.

## PLANNING AN EXHIBITION?

● Is your club or society planning a model railway 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: [hornby.magazine@keypublishing.com](mailto:hornby.magazine@keypublishing.com). Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.





For your complete DCC Experience

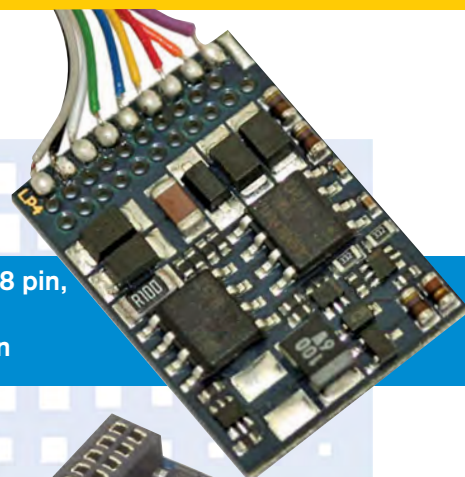
# Silent running?

If sound is not your thing  
why not pick one of these  
great running decoders?

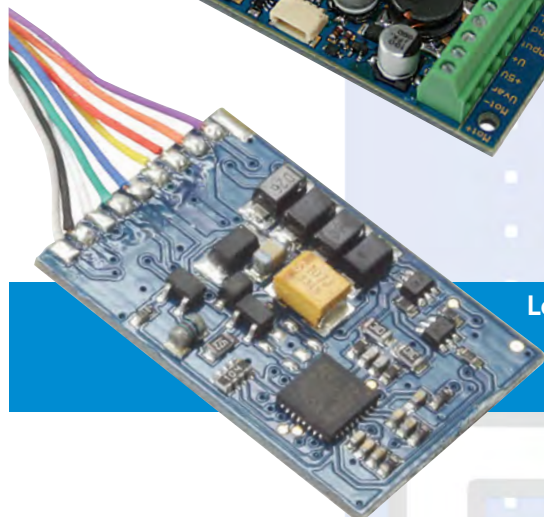
## OUR SUPERB RANGE OF LOKPILOT V4 RUNNING DECODERS



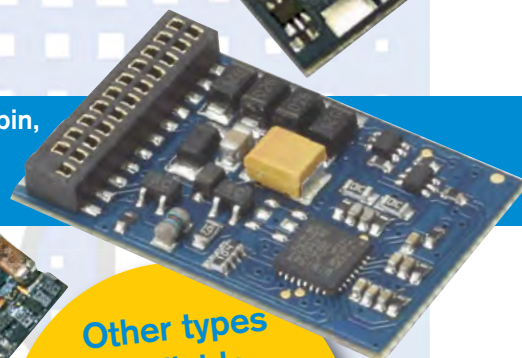
LokPilot XL (54640)  
4A, eight function



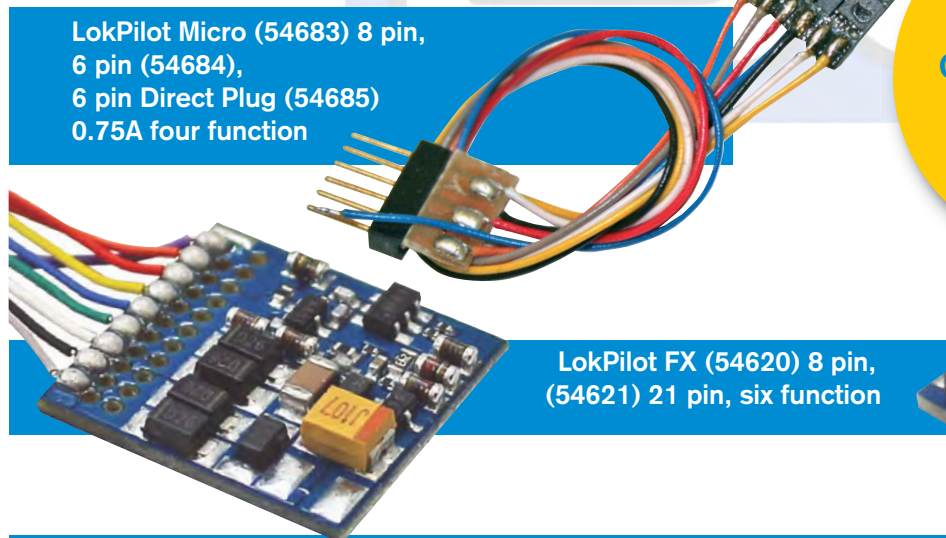
LokPilot (54611) 8 pin,  
(54615) 21 pin,  
1.1A four function



LokPilot Standard (53611) 8 pin,  
(53614) 21 pin,  
0.9A four function

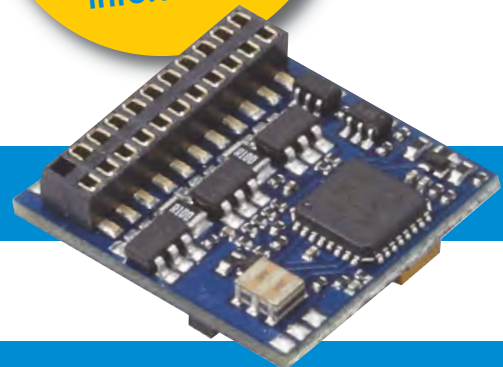


LokPilot Micro (54683) 8 pin,  
6 pin (54684),  
6 pin Direct Plug (54685)  
0.75A four function



Other types  
available  
Our website has  
all the latest  
product  
information

LokPilot FX (54620) 8 pin,  
(54621) 21 pin, six function



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[www.southwestdigital.co.uk](http://www.southwestdigital.co.uk)



# THIS MONTH AT

Compiled between 15th November and 11th December 2019

*Hattons*  
• MODEL RAILWAYS •

## Latest News



### Genesis Full Brakes Added

We've now added Full Brake coaches as well as LBSCR liveried coaches to our OO Gauge Genesis project. See more online.

[www.hattons.co.uk/tmah53](http://www.hattons.co.uk/tmah53)



### O Gauge Class A3s in stock

The numbered/named versions of our O Gauge Class A3 locomotives are now in stock. Order yours online now!

[www.hattons.co.uk/tmah54](http://www.hattons.co.uk/tmah54)



### New Hattons Class 66 Liveries

With all versions of our Hattons Class 66 now due by January, we've released a further five models in new, never-before-seen liveries.

[www.hattons.co.uk/tmah55](http://www.hattons.co.uk/tmah55)



### Arnold Brighton Belle in stock

This incredibly popular model in N Gauge is available once again with the same high level of quality and finish. See more online.

[www.hattons.co.uk/tmah56](http://www.hattons.co.uk/tmah56)



### Hornby Large Prairie Samples

Hornby have revealed painted sample of their forthcoming GWR 51xx/61xx locos with BR black versions due in stock by January.

[www.hattons.co.uk/tmah57](http://www.hattons.co.uk/tmah57)



### Heljan GWR Railcar Samples

Updated engineering samples have been showcased by Heljan along with further information regarding livery and running numbers.

[www.hattons.co.uk/tmah58](http://www.hattons.co.uk/tmah58)

## Top 5 Best Sellers



**Golden Valley** OO  
GV2016 - £49.50



**Hornby** OO  
R6925TTS - £36



**Dapol** OO  
4D-009-006 - £79



**Hornby** OO  
R3600TTS - £119.50



**Gaugemaster** OO  
GM4430101 - £30



# Genesis 4 & 6 Wheel Coaches

Due in stock: from Q1 2021

Produced by: *Hattons*

Order yours online:  
[www.hattons.co.uk/genesis](http://www.hattons.co.uk/genesis)

Project Genesis faithfully represents the trains of the Era 2 & 3 period and brings modellers the opportunity to run a detailed train of coaches in liveries not normally seen in ready-to-run form.

We are producing 6 body styles between the 4 and 6 wheel coaches. These will be used to represent a lot of different coaches when allied to the painting and printing we are applying to them.

The individual styling has been made to include the most common features from some of the most widespread and longest lasting coaches to help make them recognisable to customers.

## GWR chocolate & cream



|               |                                                     |
|---------------|-----------------------------------------------------|
| H4-4BT-101A   | 4 wheel brake 3rd 203 - £30/£36                     |
| H4-4BT-101B   | 4 wheel brake 3rd 197 - £30/£36                     |
| H4-4F-101     | 4 wheel 1st 165 - £30/£36                           |
| H4-4C12-101   | 4 wheel composite 96 - £30/£36                      |
| H4-4T-101A    | 4 wheel 3rd 394 - £30/£36                           |
| H4-4T-101B    | 4 wheel 3rd 306 - £30/£36                           |
| H4-6BT-101A   | 6 wheel brake 3rd 154 - £30/£36                     |
| H4-6BT-101B   | 6 wheel brake 3rd 148 - £30/£36                     |
| H4-6C123-101  | 6 wheel tri-composite 84 - £30/£36                  |
| H4-6T-101A    | 6 wheel 3rd 526 - £30/£36                           |
| H4-6T-101B    | 6 wheel 3rd 539 - £30/£36                           |
| H4-6S-101     | 6 wheel 2nd 105 - £30/£36                           |
| H4-6CL-101    | 6 wheel composite lavatory (1st/3rd) 42 - £30/£36   |
| H4-6FB-101    | 6 wheel full brake                                  |
| H4-46Pack-101 | Pack of 4 coaches (4BT, 4T, 6C123, 6BT) - £110/£135 |

## GNR lined teak



|               |                                                    |
|---------------|----------------------------------------------------|
| H4-4BT-201A   | 4 wheel brake 3rd 56 - £30/£36                     |
| H4-4BT-201B   | 4 wheel brake 3rd 79 - £30/£36                     |
| H4-4F-201     | 4 wheel 1st 235 - £30/£36                          |
| H4-4T-201A    | 4 wheel 3rd 1432 - £30/£36                         |
| H4-4T-201B    | 4 wheel 3rd 1645 - £30/£36                         |
| H4-6BT-201A   | 6 wheel brake 3rd 135 - £30/£36                    |
| H4-6BT-201B   | 6 wheel brake 3rd 145 - £30/£36                    |
| H4-6T-201A    | 6 wheel 3rd 2694 - £30/£36                         |
| H4-6T-201B    | 6 wheel 3rd 3275 - £30/£36                         |
| H4-6C13-201   | 6 wheel composite 93 - £30/£36                     |
| H4-6F-201     | 6 wheel 1st 2040 - £30/£36                         |
| H4-6CL-201    | 6 wheel composite lavatory 864 - £30/£36           |
| H4-6FB-201    | 6 wheel full brake - £30/£36                       |
| H4-46Pack-201 | Pack of 4 coaches (4BT, 4T, 6C12, 6BT) - £110/£135 |

## LNWR Plum & spilt milk



|               |                                                    |
|---------------|----------------------------------------------------|
| H4-4BT-301A   | 4 wheel brake 3rd 6925 - £30/£36                   |
| H4-4BT-301B   | 4 wheel brake 3rd 7342 - £30/£36                   |
| H4-4F-301     | 4 wheel 1st 4568 - £30/£36                         |
| H4-4C13-301   | 4 wheel composite 3654 - £30/£36                   |
| H4-4T-301A    | 4 wheel 3rd 896 - £30/£36                          |
| H4-4T-301B    | 4 wheel 3rd 731 - £30/£36                          |
| H4-6BT-301A   | 6 wheel brake 7523 3rd - £30/£36                   |
| H4-6BT-301B   | 6 wheel brake 7005 3rd - £30/£36                   |
| H4-6C123-301  | 6 wheel tri-composite 4004 - £30/£36               |
| H4-6T-301A    | 6 wheel 1987 3rd - £30/£36                         |
| H4-6T-301B    | 6 wheel 1892 3rd - £30/£36                         |
| H4-6F-301     | 6 wheel 1st 4690 - £30/£36                         |
| H4-6CL-301    | 6 wheel composite lavatory 4020 - £30/£36          |
| H4-6FB-301    | 6 wheel full brake - £30/£36                       |
| H4-46Pack-301 | Pack of 4 coaches (4BT, 4T, 6C123, BT) - £110/£135 |

## SECR Crimson Lake



|               |                                                    |
|---------------|----------------------------------------------------|
| H4-4BT-401A   | 4 wheel brake 3rd 3069 - £30/£36                   |
| H4-4BT-401B   | 4 wheel brake 3rd 3058 - £30/£36                   |
| H4-4F-401     | 4 wheel 1st 1041 - £30/£36                         |
| H4-4C12-401   | 4 wheel composite 2062 - £30/£36                   |
| H4-4T-401A    | 4 wheel 3rd 3361 - £30/£36                         |
| H4-4T-401B    | 4 wheel 3rd 3262 - £30/£36                         |
| H4-6BT-401A   | 6 wheel brake 3rd 6525 - £30/£36                   |
| H4-6BT-401B   | 6 wheel brake 3rd 6536 - £30/£36                   |
| H4-6T-401A    | 6 wheel 3rd 2956 - £30/£36                         |
| H4-6T-401B    | 6 wheel 3rd 2960 - £30/£36                         |
| H4-6F-401     | 6 wheel 1st 1015 - £30/£36                         |
| H4-6FB-401    | 6 wheel full brake - £30/£36                       |
| H4-46Pack-401 | Pack of 4 coaches (4BT, 4C12, 6T, 6BT) - £110/£135 |

## LMS crimson (Midland style)



|               |                                                    |
|---------------|----------------------------------------------------|
| H4-6BT-501A   | 6 wheel brake 3rd 6523 - £30/£36                   |
| H4-6BT-501B   | 6 wheel brake 3rd 6498 - £30/£36                   |
| H4-4X6CL-501  | ex 6 wheel composite lavatory 9531 - £30/£36       |
| H4-6T-501A    | 6 wheel 3rd 5705 - £30/£36                         |
| H4-6T-501B    | 6 wheel 3rd 5054 - £30/£36                         |
| H4-6FB-501    | 6 wheel full brake - £30/£36                       |
| H4-46Pack-501 | Pack of 4 coaches (6BT, 4X6CL, 6T, 6T) - £110/£135 |

## LNWR pre-war brown



|               |                                                   |
|---------------|---------------------------------------------------|
| H4-6BT-601A   | 6 wheel brake 3rd 4118 - £30/£36                  |
| H4-6BT-601B   | 6 wheel brake 3rd 4122 - £30/£36                  |
| H4-6CL-601    | 6 wheel composite lavatory 486 - £30/£36          |
| H4-6T-601A    | 6 wheel 3rd 42956 - £30/£36                       |
| H4-6T-601B    | 6 wheel 3rd 43008 - £30/£36                       |
| H4-6FB-601    | 6 wheel full brake - £30/£36                      |
| H4-46Pack-601 | Pack of 4 coaches (6BT, 6CL, 6T, 6BT) - £110/£135 |

## SR olive green



|               |                                                    |
|---------------|----------------------------------------------------|
| H4-4BT-701A   | 4 wheel brake 3rd 3654 - £30/£36                   |
| H4-4BT-701B   | 4 wheel brake 3rd 3594 - £30/£36                   |
| H4-4C13-701   | 4 wheel composite 5750 - £30/£36                   |
| H4-4T-701A    | 4 wheel 3rd 1501 - £30/£36                         |
| H4-4T-701B    | 4 wheel 3rd 1717 - £30/£36                         |
| H4-6BT-701A   | 6 wheel brake 3rd 3602 - £30/£36                   |
| H4-6BT-701B   | 6 wheel brake 3rd 3615 - £30/£36                   |
| H4-6CL-701    | 6 wheel composite lavatory 5790 - £30/£36          |
| H4-6T-701A    | 6 wheel 3rd 1524 - £30/£36                         |
| H4-6T-701B    | 6 wheel 3rd 1770 - £30/£36                         |
| H4-6FB-701    | 6 wheel full brake - £30/£36                       |
| H4-46Pack-701 | Pack of 4 coaches (4BT, 4T, 6C13, 6BT) - £110/£135 |

## LBSCR umber



|                |                                                   |
|----------------|---------------------------------------------------|
| H4-4BT-1601A   | 4 wheel brake 3rd - £30/£36                       |
| H4-4BT-1601B   | 4 wheel brake 3rd - £30/£36                       |
| H4-4C13-1601   | 4 wheel composite - £30/£36                       |
| H4-4F-1601     | 4 wheel 1st - £30/£36                             |
| H4-4T-1601A    | 4 wheel 3rd - £30/£36                             |
| H4-4T-1601B    | 4 wheel 3rd - £30/£36                             |
| H4-6BT-1601A   | 6 wheel brake 3rd - £30/£36                       |
| H4-6BT-1601B   | 6 wheel brake 3rd - £30/£36                       |
| H4-6CL-1601    | 6 wheel composite lavatory - £30/£36              |
| H4-6F-1601     | 6 wheel 1st - £30/£36                             |
| H4-6FB-1601    | 6 wheel full brake - £30/£36                      |
| H4-6T-1601A    | 6 wheel 3rd - £30/£36                             |
| H4-6T-1601B    | 6 wheel 3rd - £30/£36                             |
| H4-46Pack-1601 | Pack of 4 coaches (4BT, 6CL, 4T, 6BT) - £110/£135 |

Explore the full range and read more at: [www.hattons.co.uk/genesis](http://www.hattons.co.uk/genesis)

Single unlit/lit coach: £30/£36

Pack of four unlit/lit coaches: £110/£135



|  | Link                                                                           | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| OO Rail Head Treatment Train                                                      | <a href="http://hattons.co.uk/RHTT">hattons.co.uk/RHTT</a>                     | from £118 | Nov 2017       |          |            |             |                   |               |               |          |
| O Gauge LNER Class A3                                                             | <a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a> | £750      | Aug 2016       |          |            |             |                   |               |               |          |
| OO Gauge Class 66                                                                 | <a href="http://hattons.co.uk/66">hattons.co.uk/66</a>                         | from £150 | May 2018       |          |            |             |                   |               |               |          |
| O Gauge LNER Class A4                                                             | <a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a> | £750      | Aug 2016       |          |            |             |                   |               |               |          |
| O Gauge Gresley Teak Coaches                                                      | <a href="http://hattons.co.uk/ogaugeteaks">hattons.co.uk/ogaugeteaks</a>       | £249      | Aug 2016       |          |            |             |                   |               |               |          |
| N Gauge Beyer-Garratt 2-6-0 0-6-2                                                 | <a href="http://hattons.co.uk/ngarratt">hattons.co.uk/ngarratt</a>             | £199      | Nov 2018       |          |            |             |                   |               |               |          |
| OO Gauge Plasser 12t YOB Crane                                                    | <a href="http://hattons.co.uk/gpc">hattons.co.uk/gpc</a>                       | £69       | Nov 2018       |          |            |             |                   |               |               |          |
| OO Genesis 4 & 6 Wheel Coaches                                                    | <a href="http://hattons.co.uk/genesis">hattons.co.uk/genesis</a>               | from £30  | Oct 2019       |          |            |             |                   |               |               |          |

|  | Link                                                                         | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| O Gauge Y1/Y3 Sentinel                                                            | <a href="http://hattons.co.uk/dapolsentinel">hattons.co.uk/dapolsentinel</a> | £148.75      | Nov 2017       |          |            |             |                   |               |               |          |
| N Gauge Class 50                                                                  | <a href="http://hattons.co.uk/c50">hattons.co.uk/c50</a>                     | £123.21      | Feb 2013       |          |            |             |                   |               |               |          |
| OO Gauge Class 21/29                                                              | <a href="http://hattons.co.uk/dapol21">hattons.co.uk/dapol21</a>             | from £129.15 | Jan 2011       |          |            |             |                   |               |               |          |
| OO Gauge Class 59                                                                 | <a href="http://hattons.co.uk/dapol59">hattons.co.uk/dapol59</a>             | from £124.43 | Oct 2015       |          |            |             |                   |               |               |          |
| O Gauge Class 121 'Bubble Car'                                                    | <a href="http://hattons.co.uk/ogauge121">hattons.co.uk/ogauge121</a>         | from £254.15 | Jun 2018       |          |            |             |                   |               |               |          |
| OO GWR Class 43xx 2-6-0                                                           | <a href="http://hattons.co.uk/dapol43xx">hattons.co.uk/dapol43xx</a>         | from £135.96 | Dec 2017       |          |            |             |                   |               |               |          |
| OO GWR 'Large Prairie' 2-6-2T                                                     | <a href="http://hattons.co.uk/dapolprairie">hattons.co.uk/dapolprairie</a>   | from £115.56 | Dec 2017       |          |            |             |                   |               |               |          |

|  | Link                                                         | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| O Gauge Class 50 (Refurbished)                                                      | <a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a> | £560         | Apr 2017       |          |            |             |                   |               |               |          |
| OO Gauge Class 25/3                                                                 | <a href="http://hattons.co.uk/253">hattons.co.uk/253</a>     | £129 (EST)   | Jul 2018       |          |            |             |                   |               |               |          |
| OO Gauge Class 86/0                                                                 | <a href="http://hattons.co.uk/hel86">hattons.co.uk/hel86</a> | £161.46      | Nov 2018       |          |            |             |                   |               |               |          |
| OO Gauge Class 45                                                                   | <a href="http://hattons.co.uk/hel45">hattons.co.uk/hel45</a> | from £143.65 | May 2019       |          |            |             |                   |               |               |          |
| OO Gauge Class 47                                                                   | <a href="http://hattons.co.uk/hel47">hattons.co.uk/hel47</a> | TBA          | Jul 2019       |          |            |             |                   |               |               |          |

|  | Link                                                                         | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class A1/A1X Terrier 0-6-0T                                                        | <a href="http://hattons.co.uk/hornbyterrier">hattons.co.uk/hornbyterrier</a> | from £81  | Jan 2019       |          |            |             |                   |               |               |          |
| Peckett B2 Class 0-6-0ST                                                           | <a href="http://hattons.co.uk/peckettb2">hattons.co.uk/peckettb2</a>         | from £89  | Jan 2019       |          |            |             |                   |               |               |          |
| 4wDM Ruston & Hornsby 48DS                                                         | <a href="http://hattons.co.uk/ruston48ds">hattons.co.uk/ruston48ds</a>       | £72       | Jan 2019       |          |            |             |                   |               |               |          |
| GWR 'Large Prairie' 2-6-2T                                                         | <a href="http://hattons.co.uk/hornbyprairie">hattons.co.uk/hornbyprairie</a> | from £126 | Jan 2019       |          |            |             |                   |               |               |          |
| LMS 'Princess Royal' 4-6-2                                                         | <a href="http://hattons.co.uk/princessroyal">hattons.co.uk/princessroyal</a> | from £171 | Jan 2019       |          |            |             |                   |               |               |          |

|  | Link                                                             | Price       | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------|-------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| OO GER/LNER Class N7 0-6-2T                                                         | <a href="http://hattons.co.uk/oxN7">hattons.co.uk/oxN7</a>       | from £87    | Jan 2017       |          |            |             |                   |               |               |          |
| OO BL 18" Howitzer Railgun                                                          | <a href="http://hattons.co.uk/railgun">hattons.co.uk/railgun</a> | from £42.50 | Jan 2018       |          |            |             |                   |               |               |          |
| OO LNER Class J27 0-6-0                                                             | <a href="http://hattons.co.uk/oxj27">hattons.co.uk/oxj27</a>     | from £94    | Jan 2019       |          |            |             |                   |               |               |          |

 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](http://www.hattons.co.uk/projectupdates)**

Information correct at the time of going to press on 11/12/19.





17 Montague Road, Widnes, WA8 8FZ  
T: 0151 733 3655 E: [info@hattons.co.uk](mailto:info@hattons.co.uk)

Est. 1946

## OO Gauge (1:76 Scale) Steam locos

**H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (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).** ..... **BARGAIN** ..... £89  
1301 Class 1361 0-6-0ST 1363 in GWR green shirton emblem (Hat) ..... £135.96

**K2204 Class 1361 0-6-0ST 1364 in GWR green (DJ).** ..... £124.99

**1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel).** ..... £135.96

**NEW** **R3727 Class 21 L&Y 'Pug' 0-4-0ST 11244 in LMS black (Hor) NEW.** ..... £63

**NEW** **R3728 Class 21 L&Y 'Pug' 0-4-0ST 51207 in BR black early emblem (Hor) NEW.** ..... £63

**R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor).** ..... £154.50

**4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel).** ..... £154

**R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor).** ..... £119

**H1408 Class 58xx 0-4-2T 5816 in BR Lined black BRITISH RAILWAYS (Gill Sans) (DJ) (RRP £99) BARGAIN.** ..... £79

**R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor).** ..... £153

**R3552 Class 6800 'Grange' 4-6-0 6860 'Aberporth Grange' in GWR green shirton emblem (Hor).** ..... £132

**R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).** ..... £162

**R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) (RRP £204.99).** ..... **BARGAIN** ..... £144

**R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) (RRP £204.99).** ..... **BARGAIN** ..... £144

**R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 "Nederland Line" in BR green early emblem (Hor) (RRP £185.99).** ..... **BARGAIN** ..... £184

**NEW** **R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 "Princess Alexandra" in LMS coronation blue (Hor) NEW.** ..... £171

**R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor) (RRP £189.99).** ..... **BARGAIN** ..... £139.50

**R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor) (RRP £189.99).** ..... **BARGAIN** ..... £139.50

**R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem (Hor).** ..... £171

**R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor).** ..... £144

**NEW** **R3756 Class 9F Crosti 92028 in BR black early emblem - heavily weathered - Railroad range (Hor) NEW.** ..... £112.50

**R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor).** ..... £189

**R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range (Hor) £114**

**R3781 Class A1 Terrier 0-6-0T 5 "Rolvenden" in Kent and East Sussex Railway blue (Hor).** ..... £81

**R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor).** ..... £81

**R3627 Class A3 4-6-2 60103 "Flying Scotsman" BR express passenger blue (Hor).** ..... £162

**R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple (Hor).** ..... £153

**R3361 Class D 0-4-0T 6 in 'Hogarth-Stone' - Railroad Range (Hor).** ..... £23

**R3530 Class J15 0-6-0 65469 in BR black early emblem (Hor).** ..... £108

**R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) (RRP £139.99).** ..... **BARGAIN** ..... £99

**R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99).** ..... **BARGAIN** ..... £99

**R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (Hor) (RRP £194.99).** ..... **BARGAIN** ..... £139.50

**R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) (RRP £169.99) BARGAIN.** ..... £124

**R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor) (RRP £169.99).** ..... **BARGAIN** ..... £124

**K2105 Class O2 0-4-4T 225 in SR wartime black (DJ).** ..... £124.99

**R3328 Class S15 4-6-0 30843 in BR Black early emblem (Hor) (RRP £134.99).** ..... **BARGAIN** ..... £111

**R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor).** ..... £117

**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-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat).** ..... £99

**R3500 The Sir Nigel Gresley Collection (Hor).** ..... £474

**Diesel locos**

**R3755 Bagnall diesel shunter 0-4-0 D9706 in BR green - Railroad range (Hor).** ..... £31.50

**2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139).** ..... **BARGAIN** ..... £94

**2915 Class 07 shunter 07009 in BR blue - weathered (Hel).** ..... £127.46

**2656 Class 26/0 26010 in BR railfreight grey red stripe (Hel).** ..... £110.46

**NEW** **R3746 Class 31/1 31102 in BR blue (Hor) NEW.** ..... £157.50

**NEW** **R3745 Class 31/6 31602 "Driver Dave Green" in Network Rail yellow (Hor) NEW.** ..... £157.50

**3526 Class 35 'Hymek' D7015 in BR green no yellow ends (Hel).** ..... £110.46

**32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U (Bac).** ..... £139.95

**R3757 Class 47/7 47798 "Prince William" in EWS Royal Train claret - Railroad range (Hor).** ..... £72





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R3758 Class 47/7 47799 "Prince Henry" in EWS Royal Train claret - Railroad range (Hor) .....£72



32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) .....£145



4D-003-014 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) .....£129.15  
4D-003-014D Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams - DCC fitted (Dap) .....£154.66



4D-003-015 Class 52 'Western' D1034 "Western Dragon" in BR maroon small yellow panels (Dap) .....£129.15



4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels (Dap) .....£129.15



4D-003-018 Class 52 'Western' D1041 "Western Prince" in BR blue (Dap) .....£129.15



4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap) .....£129.15



R3760 Class 59 59003 "Yeoman Highlander" in GBRf europorte - Railroad range (Hor) **NEW** .....£76.50



R3743 Class 60 60015 "Bow Fell" in Railfreight Construction triple grey (Hor) **NEW** .....£162



R3605TTS Class 60 60044 "Dowload" in DB Schenker red - TTS sound fitted (Hor) .....£184.50



R3657 Class 60 60070 "John Loundon McAdam" in LoadHaul triple grey (Hor) .....£162



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) .....£169.50



4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) .....£131.71



4D-022-009 Class 68 68006 "Daring" in Scotrail (Dap) .....£131.71



4D-022-012 Class 68 68015 in Chiltern Railways (Dap) .....£131.71



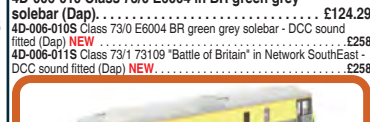
4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) .....£131.71



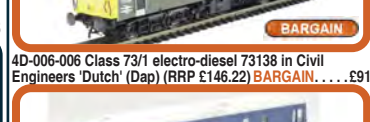
31-590 Class 70 70015 in Freightliner air intake modifications (Bac) .....£164.50



4D-006-010 Class 73/0 E6004 in BR green grey solebar (Dap) .....£124.29



4D-006-015 Class 73/1 73109 "Battle of Britain" in Network SouthEast - DCC sound fitted (Dap) **NEW** .....£258



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 small yellow panels (Dap) (RRP £146.22) **BARGAIN** .....£91



4D-006-013 Class 73/2 73202 Southern Gatwick Express branding - DCC sound fitted (Dap) **NEW** .....£258



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** .....£84



R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon (Hor) **NEW** .....£72



GV2015 YEC Janus 0-6-0DE shunter No.201 in Port of London blue (Gol) (RRP £99.95) .....**BARGAIN** .....£72



GV2013XS YEC Janus 0-6-0DE shunter No5 in British Steel - Ltd Ed - DCC sound fitted (Gol) .....£179



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) .....£261



R3374 Class 71 71012 in BR Blue (Hor) (RRP £170.99) .....**BARGAIN** .....£109



7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) .....£160



7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) .....£165



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) .....£144



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor) .....£153



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) .....£144



R3740 Class 92 92023 in Caledonian Sleeper (Hor) £76.50



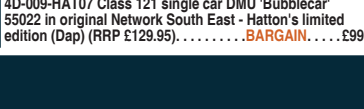
R3741 Class 92 92043 in GBRf (Hor) .....£76.50



4D-009-HAT01 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) .....**BARGAIN** .....£99



4D-009-HAT04 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) .....**BARGAIN** .....£99



4D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) .....**BARGAIN** .....£99



4D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) .....**BARGAIN** .....£99



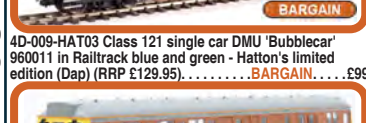
4D-009-008 Class 121 single car DMU "Bubblecar" 55032 in Midline West Midlands (Dap) (RRP £145) **BARGAIN** £79



4D-009-HAT06 Class 121 single car DMU "Bubblecar" 960010 in Railtrack coaching stock - maroon - Hatton's limited edition (Dap) (RRP £129.95) .....**BARGAIN** .....£89



4D-009-HAT03 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) .....**BARGAIN** .....£99



4D-009-009 Class 121 single car DMU "Bubblecar" 977723 in Railtrack red and white (Dap) (RRP £145) **BARGAIN** £79



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** £99



4D-015-009 Class 122 single car DMU "Bubblecar" W55006 in BR green small yellow panels (Dap) .....£123.25



4D-015-008 Class 122 single car DMU "Bubblecar" W55018 in BR green speed whiskers (Dap) .....£123.25



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman amber and cream small yellow panels (Hor) £160



R3609 Class 800/0 IEP two-car pack 800003 in GWR green - "Queen Elizabeth" and "Queen Victoria" (Hor) .....£243



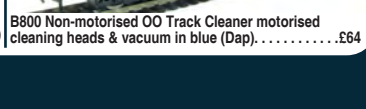
R6897 76 ton Cowans and Sheldon breakdown crane ADRC96200 in BR engineers yellow (Hor) **NEW** .....£58.50



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) .....£64



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) .....£64



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) .....£64



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### Train sets - analogue



R1176 Class 373 'Eurostar' starter train set (Hor) .....£126



R1266 Hornby Family Fun Project - Extension pack 1 (Hor) **NEW** .....£117



R1267 Hornby Family Fun Project - Extension pack 2 (Hor) **NEW** .....£108



R1265 Hornby Family Fun Project - OO gauge model railway starter pack (Hor) .....£180



R1248 Santa's Express - Christmas starter train set (Hor) £49.50



R1228 Starter train set 'Industrial Freight' (Hor) **NEW** £81



R1234 Starter train set - 'Hogwarts Express' - Harry Potter range (Hor) .....£180



R1233 The Coca-Cola Christmas Train Set (Hor) .....£72

30-265 The Midlander Express train set (Bac) .....£176.46

### Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (RRP £175.99) **BARGAIN** .....£130

### Coaches



R4888C Bulleid 59' brake third corridor S2860S in BR green (Hor) £43.50



R4886A Bulleid 59' composite corridor S5718S in BR green (Hor) .....£43.50



R4679A Collett corridor third 4556 in GWR chocolate and cream (Hor) .....£43.50



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £10



R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teak (Hor) .....£49.50



R4829 Gresley 61' 6" corridor buffet 21611 in LNER teak (Hor) .....£49.50



R4904 K type Pullman 'New Century Bar' in Pullman umber and cream (Hor) .....£53.50



R4935A Mk1 BSK brake second corridor 99312 in Hogwarts Railways maroon - Harry Potter range (Hor) **NEW** .....£37



R4935 Mk1 BSK brake second corridor 99723 in Hogwarts Railways maroon - Harry Potter range (Hor) **NEW** .....£37



R4355 Mk1 BSK brake second corridor W34888 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** .....£12



R4934A Mk1 SK second corridor 99721 in Hogwarts Railways maroon - Harry Potter range (Hor) **NEW** .....£37



R4666B Mk4 TSO second open 12425 in East Coast (Hor) (RRP £28.49) **BARGAIN** .....£14

### Wagons



K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) .....£99.99



4F-012-023 12 ton ventilated van 123520 in GWR grey (Dap) **NEW** .....£9.50



4F-012-024 12 ton ventilated van 123520 in GWR grey - weathered (Dap) **NEW** .....£10.50



37-225H 16 ton steel mineral wagon top flap doors in BR grey - weathered (Bac) .....£18

R6920 20 ton brake van B950884 in BR grey - weathered (Hor) **NEW** £19



4F-080-128 8 plank open wagon 'Llay Main Collieries, Mold' - (Dap) **NEW** .....£10



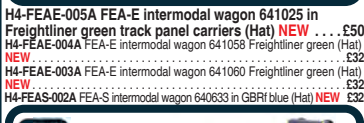
4F-080-129 8 plank open wagon 'Llay Main Collieries, Mold' - weathered (Dap) **NEW** .....£11



H4-FAEA-001A FEA-E intermodal wagon 641003 in Freightliner green (Hat) **NEW** .....£32



H4-FAEA-002A FEA-E intermodal wagon 641019 Freightliner green (Hat) **NEW** .....£32



H4-FAEA-005A FEA-E intermodal wagon 641025 in Freightliner green track panel carriers (Hat) **NEW** .....£50



H4-FAEA-004A FEA-E intermodal wagon 641058 Freightliner green (Hat) **NEW** .....£32



H4-FAEA-003A FEA-E intermodal wagon 641060 Freightliner green (Hat) **NEW** .....£32



H4-FAEA-002A FEA-E intermodal wagon 640639 in GBRI blue (Hat) **NEW** .....£32



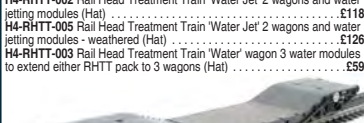
H4-FAEA-001A FEA-S intermodal wagon 640666 in GBRI blue (Hat) **NEW** .....£32



H4-FAEA-004A FEA-S intermodal wagon 640671 in GBRI blue (Hat) **NEW** .....£32



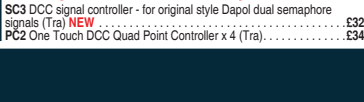
H4-FAEA-003A FEA-S intermodal wagon 640689 in GBRI blue (Hat) **NEW** .....£32



4F-053-002 IKA 'Megafret' twin container wagon 3368 490 9 354-5 blue (Dap) **NEW** .....£44.63



4F-053-003 IKA 'Megafret' twin container wagon 3368 490 9 460-0 in blue - weathered (Dap) **NEW** .....£48.88



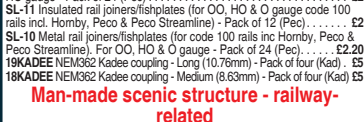
R6926 KFA Intermodal wagon in Tiphook Rail - No Containers (Hor) **NEW** .....£30



36-504 EZ Command Dynamis Ultima DCC system (Bac) .....£280



CL2 Standard Coach Lighting Strips - Warm White (Tra) .....£17.50



SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) .....£39



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) .....£210



R083 Pack of 6 Buffer Stop (Hor) .....£10



R083 Single (Hor) .....£2



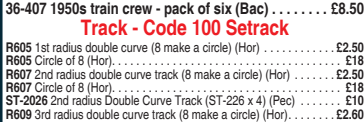
R460 Straight Platform (Hor) .....£3.50



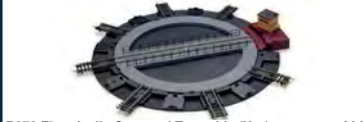
4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) .....£55.21



PO258 Gardeners stone cottage - card kit (Met) .....£9.50



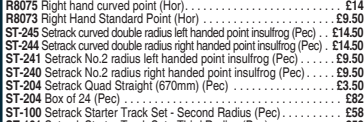
R7280 Layouts made easy - building pack 3 (Hor) **NEW** .....£158



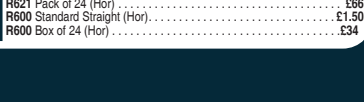
PO261 Pair of red brick terraced houses - card kit (Met) £9.50



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) .....£12



PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) .....£12



36-407 1950s train crew - pack of six (Bac) .....£8.50

### Lighting equipment

### Accessories

### Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) .....£2  
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) .....£2  
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) .....£2  
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) .....£2  
18KADEE NEM362 Kadee coupling - Long (10.78mm) - Pack of four (Kad) .....£5  
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) .....£5

### Man-made scenic structure - railway-related

### Signals

### Buildings - general

### Bridges, Tunnels & Walls

### People - civil

### Track - Code 100 Setrack

R605 1st radius double curve (8 make a circle) (Hor) .....£2.50  
R605 Circle of 8 (Hor) .....£18  
R607 2nd radius double curve track (8 make a circle) (Hor) .....£2.50  
R607 Circle of 8 (Hor) .....£18  
ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pec) .....£10  
R609 3rd radius double curve track (8 make a circle) (Hor) .....£2.60  
R609 Circle of 8 (Hor) .....£20  
R6262 Double 4th radius curve (8 make a circle) (Hor) .....£3.20  
ST-2001 Double Straight Track (ST-201 x 8) (Pec) .....£16.50

R070 Electrically Operated Turntable (Hor) .....£64  
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R605, 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  
R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) .....£41.50  
R7276 Layouts made easy - large corner layout complete track pack (Hor) **NEW** .....£518  
R7276 Layouts made easy - medium sized oval layout complete track pack (Hor) **NEW** .....£374  
R8074 Left hand curved point (Hor) .....£14  
R8077 Left hand Express point (Hor) .....£14.50  
R8072 Left hand Standard Point (Hor) .....£9.50  
R603 Long Straight - 670mm (Hor) .....£4  
R8075 Right hand curved point (Hor) .....£14  
R8073 Right hand Standard Point (Hor) .....£9.50  
ST-245 Setrack curved double radius left handed point insultrug (Pec) .....£14.50  
ST-244 Setrack curved double radius right handed point insultrug (Pec) .....£14.50  
ST-241 Setrack No.2 radius left handed point insultrug (Pec) .....£9.50  
ST-240 Setrack No.2 radius right handed point insultrug (Pec) .....£9.50  
ST-204 Setrack Quad Straight (670mm) (Pec) .....£3.50  
ST-204 Box of 24 (Pec) .....£82  
ST-100 Setrack Starter Track Set - Second Radius (Pec) .....£58  
ST-101 Setrack Starter Track Set - Third Radius (Pec) .....£58  
R610 Short Straight (Hor) .....£1.20  
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

### Analogue controllers

### Analogue point control

### Digital control accessory decoders

R8012 HM2000 High output power & speed controller, mains supply. (Hor) .....£94  
PL-55 Turntable control motor - for use Peco turntable kits (Pec) .....£54  
SC3 DCC signal controller - for original style Dapol dual semaphore signals (Tra) **NEW** .....£32  
P02 One Touch DCC Quad Point Controller x 4 (Tra) .....£34



Prices valid until 05/02/20

All prices correct  
when going to press.  
Errors excepted.

## Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ..... £66  
SL-100 Single (Pec) ..... £3  
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) ..... £3  
SL-102 Pack of 25 (Pec) ..... £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) ..... £12.50  
SL-87 Left hand curved point - insulfrog (Pec) ..... £12.50  
SL-E89 Left hand large point - electrofrog (Pec) ..... £12  
SL-89 Left hand large point - insulfrog (Pec) ..... £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50  
SL-96 Left hand medium point - insulfrog (Pec) ..... £10.50



SL-E92 Left hand small point - electrofrog (Pec) ..... £9.50  
SL-92 Left hand small point - insulfrog (Pec) ..... £9.50  
SL-E88 Right hand medium point - electrofrog (Pec) ..... £12.50  
SL-88 Right hand medium point - insulfrog (Pec) ..... £12.50



SL-E88 Right hand large point - electrofrog (Pec) ..... £12  
SL-88 Right hand large point - insulfrog (Pec) ..... £12  
SL-E95 Right hand medium point - electrofrog (Pec) ..... £10.50  
SL-95 Right hand medium point - insulfrog (Pec) ..... £10.50



SL-E91 Right hand small point - electrofrog (Pec) ..... £9.50  
SL-91 Right hand small point - insulfrog (Pec) ..... £9.50

## Track - Code 75 Finescale



SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) ..... £98  
SL-108F Single (Pec) ..... £4  
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) ..... £3.30  
SL-102F Pack of 25 (Pec) ..... £82



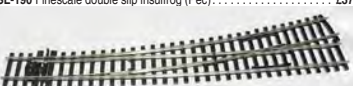
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) ..... £72  
SL-100F Single (Pec) ..... £3



SL-E199 3 way finescale medium radius point - electrofrog (Pec) ..... £29



SL-E190 Finescale double slip - electrofrog (Pec) ..... £38  
SL-190 Finescale double slip insulfrog (Pec) ..... £37



SL-E187 Finescale left hand curved point - electrofrog (Pec) ..... £13



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50  
SL-E196 Finescale left hand medium point - electrofrog (Pec) ..... £11.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) ..... £13



SL-E188 Finescale right hand large point - electrofrog (Pec) ..... £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) ..... £11.50



SL-E191 Finescale right hand small point - electrofrog (Pec) ..... £10.50

## Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16 4") (Pec) ..... £10

## Buses



UK6514 ADL Enviro400 MMC - "First in Glasgow" (Nor) NEW ..... £51



UK6513 ADL Enviro400 MMC - "Stagecoach South" (Nor) NEW ..... £51



76LR6007 Irizar i6 Barnes Coaches (Oxf) NEW ..... £21.50



CC99726 Triple Decker 'Knight Bus' - Harry Potter range (Cor) NEW ..... £26



76WFL003 Weymann Fanfare (Leyland) Southdown (Oxf) NEW ..... £16

## Cars



76SET67 5 Piece VW Camper Set T1/T2/T3/T4/T5 (Oxf) NEW ..... £28



76ALV005 Alvis Speed Twenty Royal Blue (Oxf) NEW ..... £5



76BM02004 BMW 2002 Black (Oxf) NEW ..... £5



76FS005 Ford Sierra Sapphire Diamond White (Oxf) NEW ..... £5  
76FZ002 Ford Zodiac MkII Imperial Maroon/Ermine White (Oxf) NEW ..... £5.50



76XK005 Jaguar XK Stratus Grey (Oxf) NEW ..... £5



76LRDS003 Land Rover Discovery Sport Fuji White (Oxf) NEW ..... £5.50



76RR3002 Range Rover 3rd Generation Alveston Red (Oxf) NEW ..... £5.50

## Commercial vehicles



76PB009 Commer PB Van Pitchford & Miles (Oxf) NEW ..... £5.50



76CWT005 Commer Walk Thru "Pollock" (Oxf) NEW ..... £9.50



76FT3009 Ford Transit MK3 Gentian Blue (Oxf) NEW ..... £5.50



76RL006 Land Rover - "Fred Dibnah - Steeplejack" (Oxf) ..... £5.50



76VOL4007 Volvo FH4 (G) Nootboom Semi Low Loader Cadzow (Oxf) ..... £21.50



76VWS003 VW T1 Van Dove Blue (Oxf) NEW ..... £5.50  
76VWS003CC VW T5 Van Coca Cola (Oxf) NEW ..... £5.50

## Farming and construction



76PL001 Fowler Plough Blue Red (Oxf) ..... £8.50



76SET65 Bloodhound Missile Set (Oxf) ..... £23



76LAN2021 Land Rover Series II LWB Station Wagon Royal Navy Bomb Disposal (Oxf) NEW ..... £5

## N Gauge

25-007-013D Class 57xx Pannier 0-6-0 9744 in British Railways green - DCC fitted (Dap) ..... £100



25-007-018 Class 57xx Pannier 0-6-0PT 8763 in BR lined black early emblem and later cab (Dap) ..... £74  
25-008-006D Class A4 steam loco 60029 "Woodcock" in BR green late crest. DCC fitted (Dap) ..... £149.88

## Diesel locos

2D-018-008D Class 35 Hymek D7043 BR green small yellow panels - DCC fitted (Dap) ..... £119



2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast (Dap) ..... £123.21  
2D-002-003D Class 50 50037 "Illustrious" in original Network SouthEast - DCC fitted (Dap) ..... £148.71  
2D-002-003S Class 50 50037 "Illustrious" in original Network SouthEast - DCC sound fitted (Dap) NEW ..... £242.21



2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue (Dap) ..... £123.21



2D-002-001 Class 50 50043 in BR blue - unrefurbished (Dap) ..... £123.21  
2D-002-001D Class 50 50043 BR blue - unrefurbished - DCC fitted (Dap) ..... £148.71  
2D-002-001S Class 50 50043 in BR blue - unrefurbished - DCC sound fitted (Dap) NEW ..... £242.21



2D-002-000 Class 50 D406 in BR blue - unrefurbished (Dap) ..... £123.21  
2D-002-000D Class 50 D406 BR blue - unrefurbished - DCC fitted (Dap) ..... £148.71  
2D-002-000S Class 50 D406 BR blue - unrefurbished - DCC sound fitted (Dap) NEW ..... £242.21



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) ..... £194.64



2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (Dap) ..... £119.85

## DMUs



2D-009-003 Class 121 "Bubble Car" DMU W55033 in BR green speed whiskers (Dap) ..... £114  
2D-009-003D Class 121 "Bubble Car" DMU W55033 in BR green speed whiskers - DCC fitted (Dap) ..... £139.54



ND116C Class 142 "Pacer" 2 car DMU 142025 in Northern Spirit (Dap) ..... £115.18  
ND116DD Class 142 "Pacer" 2 car DMU 142085 in Arriva Trains Wales - DCC fitted (Dap) ..... £144.50



NR-66 4 wheel grain hopper 7581 in brown BR logos (Pec) NEW ..... £10  
2F-022-005 Cargowagon bogie ferry wagon 33 80 279 7516-2 in grey and blue yellow stripe (Dap) NEW ..... £19



2F-022-006 Cargowagon bogie ferry wagon 33 80 279 7543-6 in grey and blue yellow stripe (Dap) NEW ..... £19



2F-022-007 Cargowagon bogie ferry wagon 33 80 279 7586-4P in grey and blue white stripe (Dap) NEW ..... £19  
2F-022-008 Cargowagon bogie ferry wagon 33 80 279 7656-6P in grey and blue white stripe (Dap) NEW ..... £19



Visit

[www.hattons.co.uk/preorder](http://www.hattons.co.uk/preorder)

for all forthcoming releases



NEW



2F-022-009 Cargowagon bogie ferry wagon 33 80 279  
7669-9 in Blue Circle (Dap) **NEW** ..... £19  
2F-022-010 Cargowagon bogie ferry wagon 33 80 279 7668-9 Blue  
Circle (Dap) **NEW** ..... £19

### Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per  
pack) (Pec) ..... £1.70  
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5  
pairs (Dap) ..... £21.50  
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

### Buildings - general

PN903 Paving slabs and cobblestone sheets - card kit (Met) **NEW** ..... £5.50

### Track - Code 80 Setrack

ST-11 Double straight track (Pec) ..... £1.60  
ST-17 N Setrack No3 radius double curve (8 form a circle).  
298.5mm/11.75" radius (Pec) ..... £2.30  
ST-12 No.1 radius double curve (Pec) ..... £1.70  
ST-15 No.2 radius double curve (Pec) ..... £1.70  
ST-6 Setrack left hand point insulfrog (Pec) ..... £8.50  
ST-45 Setrack Left-hand curved turnout (Pec) ..... £14  
ST-5 Setrack right hand point insulfrog (Pec) ..... £8.50  
ST-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-E399F 3-way finescale turnout (Pec) ..... £28



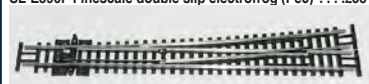
SL-E387F Finescale curved double radius left hand point  
electrofrog (Pec) ..... £12



SL-E386F Finescale curved double radius right hand  
point electrofrog (Pec) ..... £12



SL-E390F Finescale double slip electrofrog (Pec) ... £38



SL-E389F Finescale left hand large point electrofrog (Pec) ..... £12  
SL-U396F Finescale left hand medium point unifrog (Pec) ..... £10.50



SL-E392F Finescale left hand small point  
electrofrog (Pec) ..... £9.50



SL-E388F Finescale right hand large point  
electrofrog (Pec) ..... £12  
SL-U395F Finescale right hand medium point unifrog (Pec) ..... £10.50



SL-E391F Finescale right hand small point  
electrofrog (Pec) ..... £9.50  
SL-E383F Finescale scissors crossover electrofrog (Pec) ..... £63

### Cars

NDS004 Black/Claret (Queen Mother) Daimler DS420 Limo (Oxf) **NEW** £4  
NDS005 Dark Blue Daimler DS420 Limo (Oxf) **NEW** ..... £4

### Public Service vehicles

NEW



NCOR3004 Ford Cortina MkIII Devon & Cornwall  
Police (Oxf) **NEW** ..... £4

### Commercial vehicles

NEW



NTRAIL014 Mobile Trailer Southdown (Oxf) **NEW** ..... £5

### OO9 Narrow Gauge

#### Steam locos



9961 Lynton & Barnstaple 2-6-2T 190 "Lyd" in plain  
black (Hel) ..... £186.96



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern  
Railway green - as preserved (Hel) ..... £186.96



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined  
black early emblem - as preserved (Hel) ..... £186.96



9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern  
Railway green (Hel) (RRP £189.95) ..... **BARGAIN** ..... £149.50



9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern  
Railway green (Hel) ..... £186.96

### Coaches

GR-420A L&B Bogie composite brake 15 in Lynton and Barnstaple (Pec) ..... £39  
GR-451B Lynton and Barnstaple third class observation coach 2468 in  
Southern Railway olive green (Pec) ..... £40

### Wagons

NEW



GR-901 4 wheel closed goods van "Bass Brewery,  
Burton-on-Trent" (Pec) **NEW** ..... £17  
GR-900 4 wheel closed goods van "Colman's Mustard" (Pec) **NEW** ..... £17

NEW



GR-902 4 wheel closed goods van "Fyffes Bananas" (Pec) **NEW** ..... £17  
GR-320 Pack of three narrow-gauge slate wagons - unbraked (Pec) ..... £28

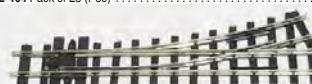
### Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) ..... £68  
ST-406 Setrack OO9 left-hand point - insulfrog (Pec) ..... £10  
ST-405 Setrack OO9 right-hand point - insulfrog (Pec) ..... £10

### Track - Code 80 Streamline

SL-400 1 yard length of OO9 narrow gauge flexible track worn wooden  
sleepers (Pec) ..... £3.50  
SL-400 Box of 25 (Pec) ..... £83

SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden  
sleepers (Pec) ..... £3.50  
SL-404 Pack of 25 (Pec) ..... £86



SL-E492 Left hand point electrofrog (Pec) ..... £9.50  
SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec) ... £10.50  
SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec) ... £10.50



SL-E491 Right hand point electrofrog (Pec) ..... £9.50

### O Gauge (1:43 Scale)

#### Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great  
Western lettering (Hel) ..... £662.15



4302 Class 43xx Mogul 2-6-0 5320 in GWR green GWR  
lettering (Hel) ..... £662.15



4301 Class 43xx Mogul 2-6-0 5355 in GWR green  
shirtbutton emblem (Hel) ..... £662.15



4310 Class 43xx Mogul 2-6-0 5378 in BR black early  
emblem (Hel) ..... £662.15  
6124 Class 51xx 'Large Prairie' 2-6-2T 5184 in GWR green Great Western  
lettering (Hel) ..... £594.15  
6104 Class 61xx 'Large Prairie' 2-6-2T 6132 BR lined green late  
crest (Hel) ..... £594.15



7S-010-013 Class A1 'Terrier' 0-6-0T 751 in SECR  
green (Dap) ..... £191.25



7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 in BR lined  
black early emblem (Dap) ..... £191.25



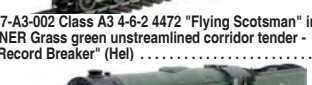
H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER  
black unstreamlined non-corridor tender (Hel) ..... £750



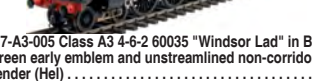
H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER  
Grass green unstreamlined corridor tender - "Record  
Breaker" (Hel) ..... £750



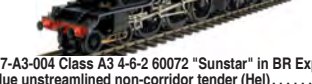
H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in  
LNER Grass green unstreamlined corridor tender -  
"Record Breaker" (Hel) ..... £750



H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR  
green early emblem and unstreamlined non-corridor  
tender (Hel) ..... £750



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express  
blue unstreamlined non-corridor tender (Hel) ..... £750



H7-A3-006 Class A3 4-6-2 60077 "The White Knight"  
in BR green late crest and unstreamlined non-corridor  
tender (Hel) ..... £750

### Diesel locos



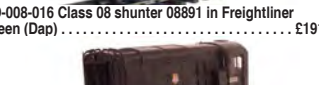
7D-008-013 Class 08 shunter 08717 in BR blue (Dap) £191.25



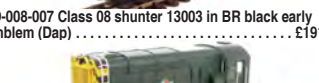
7D-008-015 Class 08 shunter 08740 in Railfreight Triple  
grey (Dap) ..... £191.25



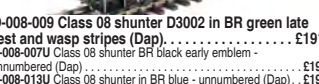
7D-008-016 Class 08 shunter 08891 in Freightliner  
green (Dap) ..... £191.25



7D-008-007 Class 08 shunter 13003 in BR black early  
emblem (Dap) ..... £191.25



7D-008-009 Class 08 shunter D3002 in BR green late  
crest and wasp stripes (Dap) ..... £191.25  
7D-008-007U Class 08 shunter BR black early emblem -  
unnumbered (Dap) ..... £191.25  
7D-008-013U Class 08 shunter in BR blue - unnumbered (Dap) ..... £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style  
warning flashes and headcode discs - Exclusive to  
Hatton's (Hel) (RRP £599) ..... **BARGAIN** ..... £395



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** ..... £395  
2015 Class 20 Railfreight Red Stripe headcode boxes (Hel)  
(RRP £599) ..... **BARGAIN** ..... £427



2558 Class 25/3 in BR blue - unnumbered (Hel) .. £446.25



2556 Class 25/3 in BR green full yellow ends -  
unnumbered (Hel) ..... £446.25



2555 Class 25/3 in BR green small yellow panels -  
unnumbered (Hel) ..... £446.25



3741 Class 37/4 in BR large logo blue - unnumbered (Hel) ..... £509.15



3745 Class 37/4 in Railfreight triple grey -  
unnumbered (Hel) ..... £509.15



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for more details



43WFL001 Weymann Fanfare Southdown Motor Services (Oxf) ..... £37.50

## Cars

VA12511 Ford Fiesta Mk1 1.1 'Sandpiper', Roman Bronze & Solar Gold (Cor) (RRP £27.99) ..... **BARGAIN** ..... £22  
43MV028 Morris Mini Van 'Southdown Fleet Support' (Oxf) **NEW** ..... £643RSC003 Rolls Royce Silver Cloud I Smoke Green (Oxf) **NEW** ..... £21

## Commercial vehicles

43ANG019 Ford Anglia van 'Walls Ice Cream' (Oxf) **NEW** ..... £1043ANG018 Ford Anglia van 'Walls Ice Cream' (Oxf) **NEW** ..... £1043ANG031 Ford Anglia Van in London transport Cream Livery (Oxf) **NEW** ..... £9.5043LAN180003 Land Rover Series 1 800 'AA' (Oxf) **NEW** ..... £12

## Any or Multiple Scales

## Analogue controllers



D Double/Twin track power controller (Gau) ..... £86

## Analogue power supplies

MT Transformer Output 2 x 16v AC 1A (Gau) ..... £42

## Analogue point control

CDU Capacitor Discharge Unit (Gau) ..... £11  
PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) ..... £64

## Digital decoders

DCC91 21 pin 2 function digital decoder - 'Ruby Series' (Gau) **NEW** ..... £17

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) ..... £16.50

DCC90 8 pin 2 function small digital decoder - 'Ruby Series' (Gau) **NEW** ..... £21.50

DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) ..... £17

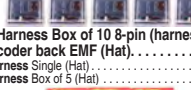
BDCC22 8 &amp; 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27w x 10d mm) x 5 (Gau) ..... £79

DCC92 8 pin 2 function small wired digital decoder - 'Ruby Series' (Gau) **NEW** ..... £18DCC90 8 pin 2 function wired digital decoder - 'Ruby Series' (Gau) **NEW** ..... £16.50DCC94 8 pin 6 function digital decoder - 'Ruby pro Series' (Gau) **NEW** ..... £26

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small &amp; thin (mini) decoder back EMF (Hat) ..... £16

DCR-8PIN-HarnessMini Box of 5 (Hat) ..... £72

DCR-8PIN-HarnessMini Box of 10 (Hat) ..... £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) ..... £120

DCR-8PIN-Harness Single (Hat) ..... £15

DCR-8PIN-Harness Box of 5 (Hat) ..... £68



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ..... £92

R8249 Single (Hor) ..... £16

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



5285 Class 52 D1035 'Western Yeoman' in BR green small yellow panels (Hel) ..... £509.15

5290 Class 52 D1043 'Western Duke' in BR chromatic blue small yellow panels (Hel) (RRP £599) **BARGAIN** ..... £470

5286 Class 52 D1061 'Western Envoy' in BR maroon small yellow panels (Hel) ..... £509.15



5289 Class 52 D1067 'Western Druid' in BR blue - weathered (Hel) ..... £509.15

5506 Class 55 'Deltic' D9001 'St Paddy' in BR green full yellow ends - weathered (Hel) **NEW** ..... £509.155505 Class 55 'Deltic' in BR green no yellow ends - unnumbered (Hel) **NEW** ..... £509.155503 Class 55 'Deltic' in BR green small yellow panels - unnumbered (Hel) **NEW** ..... £509.15

## DMUs

8910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) (RRP £599) ..... **BARGAIN** ..... £360

## Train sets - analogue

GM7000102 'The Didcot Survivor' - premium O gauge starter train set (Gau) **NEW** ..... £95

## Coaches

7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) ..... £170

7P-004-006D GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - Digital and light bar fitted (Dap) ..... £232.50

7P-004-008 GWR Diagram 'N' 59' Autocoach W37W BR crimson and cream (Dap) ..... £170



7P-004-010 GWR Diagram 'N' 59' Autocoach 39 in GWR chocolate and cream twin cities crest (Dap) ..... £170

7P-004-006D GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream - Digital and light bar fitted (Dap) ..... £232.50

7P-004-008 GWR Diagram 'N' 59' Autocoach W37W BR crimson and cream (Dap) ..... £170



4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel) ..... £169.50

## Wagons

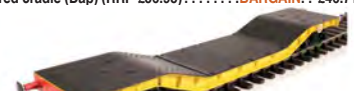


7F-200-005 20-ton standard brake van B952042 in BR grey (Dap) ..... £67.96

7F-073-005 7 plank three door open wagon 'E.D. Williams' (Dap) **NEW** ..... £395151 Bogie flat IWB Cargowagon 4647026 in silver and blue - weathered (Hel) (RRP £189) ..... **BARGAIN** ..... £84

7F-048-001 HAA MGR coal hopper 350274 in Railfreight red cradle (Dap) ..... £46.71

7F-048-003 HAA MGR coal hopper 353823 Railfreight red cradle (Dap) ..... £46.71

7F-048-002 HAA MGR coal hopper 355203 in Railfreight red cradle (Dap) (RRP £56.95) ..... **BARGAIN** ..... £46.71

H7-WW-707 Warwell wagon 50t diamond frame bogies ADRW95501 in BR engineers yellow (Hat) ..... £85



H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) ..... £85



H7-WW-710 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) ..... £85



7L-001-001 Signal - motorised, GWR home - square post (Dap) ..... £47.56

## Signals

## Track - Code 124 Bullhead Streamline



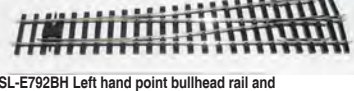
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) ..... £75

SL-700BH Single (Pec) ..... £6.50



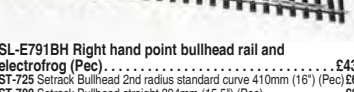
SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) ..... £85

SL-E787BH Left hand O gauge curved turnout (Pec) ..... £54



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) ..... £43

SL-E786BH Right hand O gauge curved turnout (Pec) ..... £54



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

ST-U751 Setrack second radius Unifrog left hand point (Pec) ..... £43

ST-U750 Setrack second radius Unifrog right hand point (Pec) ..... £43



7L-001-001 Signal - motorised, GWR home - square post (Dap) ..... £47.56

## Buses

43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast (Oxf) ..... £37.50

DCC99 PowerPal stay alive capacitor for Ruby Series digital decoders (Gau) **NEW** ..... £17  
R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) ..... £36  
R8119 TTS DCC Sound Decoder 8 pin plug - Class 40 diesel (Hor) ..... £36

R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) ..... £38

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor) ..... £36



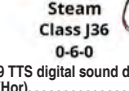
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) ..... £36

R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor) ..... £38

R8123 TTS digital sound decoder - Class 50 diesel (Hor) ..... £38

R7143 TTS digital sound decoder - Class 7MT 'Britannia' (Hor) ..... £38

R7141 TTS digital sound decoder - Class 8P Rebuilt Merchant Navy (Hor) ..... £38

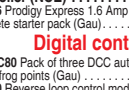


R7239 TTS digital sound decoder - Class J36 steam loco (Hor) ..... £38

36-561 EZ Command Dymis 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35) ..... **BARGAIN** ..... £24.50

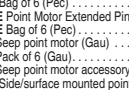
524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) ..... £159.50

DCC06 Prodigy Express 1.6 Amp digital controller WiFi capability - complete starter pack (Gau) ..... £224



BDPC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) ..... £14.50

DCC40 Reverse loop control module (Gau) ..... £39



BPPM20 Pack of five Surface mounted seep point motors (Gau) ..... £36

PL-10 Point Motor (Switch Machine) (Pec) ..... £5

PL-10E Point Motor Extended Pin (use PL-9) (Pec) ..... £6

PL-10E Bag of 6 (Pec) ..... £34

PM-2 Seep point motor (Gau) ..... £3.50

PM-2 Pack of 6 (Gau) ..... £20

PM-1 Seep point motor accessory switch (Gau) ..... £5

PL-11 Side/surface mounted point motor (Pec) ..... £8

PLS-130 SmartSwitch SmartFrog (Pec) ..... £11



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



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) ..... £3

PL-26B Passing Contact Switch - Black Lever (Pec) ..... £6

PL-26R Passing Contact Switch - Red Lever (Pec) ..... £6

44212 Power Controller (0.7amp) UK transformer plug and track connections (Bac) (RRP £48.50) **BARGAIN** ..... £36

SL-14 Track Fixing Pins (Pec) ..... £1.70

JCS18L Cork underlay sheet - 1/8" thick - 24" x 36" (Jav) ..... £9

## Glues

AD-57 Rokit Card Glue. Clean, Neat &amp; Instant Card Modelling Glue (Ideal For Superquick &amp; Metcalfe) - 50ml (Del) ..... £6

## Display and storage

HZ-OM01a Modular Organizer drawers module x 6 - flat-pack kit (Hob) ..... £19

HZ-OM02b Modular Organizer flat drawers module x 2 - flat-pack kit (Hob) ..... £15

HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit (Hob) ..... £15





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E&OE. All locomotives, exhibits and other attractions appear subject to availability and are subject to change without prior notice.  
K1 62005 appears courtesy of the North Eastern Locomotive Preservation Group



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**IMPORTANT ANNOUNCEMENT**  
Owing to a change in work circumstances, we have unfortunately had to reduce and delay our manufacturing capability of all products until further notice. No further product development will take place for around six months and delivery of orders may take up to 4 weeks. Regrettably, the GEM, IMP and RAS1202 will not be available until further notice.

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| SIGM20 Colour-light Signal Controller - 6 or 8 outputs.  | £54.00 |
| DTM30 Digital Tower Master - 30 inputs & outputs.        | £63.00 |
| DSS1 Loco Shuttle - automatic train running sequences.   | £60.00 |
| TXC1 Turntable Controller - automatic indexing.          | £80.00 |
| MSC8 Scenery Animator - control lights, motors & servos. | £30.00 |

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**Tonbridge Model Railway Club**



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February 1st and 2nd 2020

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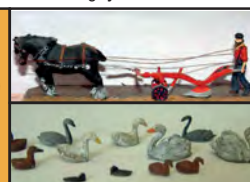
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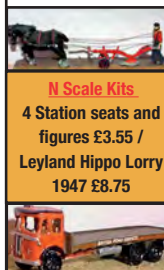
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## N GAUGE

**N GAUGE**  
Code 80 Rail



### PECO N Gauge Streamline Code 80

|            |                                                        |        |
|------------|--------------------------------------------------------|--------|
| SL-300     | Flexible Track* Wooden Sleeper Nickel Silver           | £3.00  |
| SL-300(25) | Flexible Track* Wooden Sleeper Nickel Silver Pack 25   | £75.00 |
| SL-302     | Flexible Track* Concrete Sleeper Nickel Silver         | £2.96  |
| SL-302(25) | Flexible Track* Concrete Sleeper Nickel Silver Pack 25 | £74.00 |
| SL-384     | Catch Point Right Hand                                 | £6.68  |
| SL-385     | Catch Point Left Hand                                  | £6.68  |

### PECO N Gauge Streamline Code 80 Insulfrog

|        |                                  |        |
|--------|----------------------------------|--------|
| SL-386 | Curved Turnout Right Hand        | £11.76 |
| SL-387 | Curved Turnout Left Hand         | £11.76 |
| SL-388 | Large Radius Turnout Right Hand  | £11.76 |
| SL-389 | Large Radius Turnout Left Hand   | £11.76 |
| SL-393 | Short Crossing                   | £9.80  |
| SL-394 | Long Crossing                    | £10.68 |
| SL-395 | Medium Radius Turnout Right Hand | £10.48 |
| SL-396 | Medium Radius Turnout Left Hand  | £10.48 |
| SL-397 | Medium Radius Y Turnout          | £10.48 |

### PECO N Gauge Streamline Code 80 Electrofrog

|         |                                  |        |
|---------|----------------------------------|--------|
| SL-E386 | Curved Turnout Right Hand        | £11.84 |
| SL-E387 | Curved Turnout Left Hand         | £11.84 |
| SL-E388 | Large Radius Turnout Right Hand  | £11.84 |
| SL-E389 | Large Radius Turnout Left Hand   | £11.84 |
| SL-E395 | Medium Radius Turnout Right Hand | £10.56 |
| SL-E396 | Medium Radius Turnout Left Hand  | £10.56 |
| SL-E397 | Medium Radius Y Turnout          | £10.56 |

**N GAUGE**  
Code 55 Rail



### PECO N Gauge Streamline Code 55 Fine

|             |                                                      |         |
|-------------|------------------------------------------------------|---------|
| SL-300F     | Flexible Track* Wooden Sleeper Nickel Silver         | £3.36   |
| SL-300F(30) | Flexible Track* Wooden Sleeper Nickel Silver Pk 30   | £100.80 |
| SL-302F     | Flexible Track* Concrete Sleeper Nickel Silver       | £3.56   |
| SL-302F(30) | Flexible Track* Concrete Sleeper Nickel Silver Pk 30 | £106.80 |

### PECO N Gauge Streamline Code 55 Fine Insulfrog

|         |               |        |
|---------|---------------|--------|
| SL-380F | Single Slip   | £38.32 |
| SL-390F | Double Slip   | £40.00 |
| SL-394F | Long Crossing | £11.16 |

## N GAUGE

### PECO N Gauge Streamline Code 55 Fine Electrofrog

|          |                                  |        |
|----------|----------------------------------|--------|
| SL-E386F | Curved Turnout Right Hand        | £12.68 |
| SL-E387F | Curved Turnout Left Hand         | £12.68 |
| SL-E388F | Large Radius Turnout Right Hand  | £12.68 |
| SL-E389F | Large Radius Turnout Left Hand   | £12.68 |
| SL-E380F | Single Slip                      | £39.64 |
| SL-E383F | Scissors Crossing                | £68.56 |
| SL-E390F | Double Slip                      | £41.44 |
| SL-E391F | Small Radius Turnout Right Hand  | £10.32 |
| SL-E392F | Small Radius Turnout Left Hand   | £10.32 |
| SL-E393F | Short Crossing                   | £10.48 |
| SL-E394F | Long Crossing                    | £11.36 |
| SL-U395F | Medium Radius Turnout Right Hand | £11.48 |
| SL-U396F | Medium Radius Turnout Left Hand  | £11.48 |
| SL-E397F | Medium Radius Y Turnout          | £11.60 |
| SL-E399F | Asymmetric Three Way Turnout     | £31.40 |

## OO GAUGE

**OO / HO**  
Code 100 Rail



### PECO OO / HO Streamline Code 100

|            |                                                      |        |
|------------|------------------------------------------------------|--------|
| SL-100     | Flexible Track* Wooden Sleeper Nickel Silver         | £3.32  |
| SL-100(25) | Flexible Track* Wooden Sleeper Nickel Silver Pk 25   | £83.00 |
| SL-102     | Flexible Track* Concrete Sleeper Nickel Silver       | £3.28  |
| SL-102(25) | Flexible Track* Concrete Sleeper Nickel Silver Pk 25 | £82.00 |
| SL-84      | Catch Point Right Hand                               | £9.32  |
| SL-85      | Catch Point Left Hand                                | £9.32  |

### PECO OO / HO Streamline Code 100 Insulfrog

|       |                                        |        |
|-------|----------------------------------------|--------|
| SL-80 | Single Slip                            | £33.60 |
| SL-86 | Large Radius Curved Turnout Right Hand | £14.20 |
| SL-87 | Large Radius Curved Turnout Left Hand  | £14.20 |
| SL-88 | Large Radius Turnout Right Hand        | £13.40 |
| SL-89 | Large Radius Turnout Left Hand         | £13.40 |
| SL-90 | Double Slip                            | £36.92 |
| SL-91 | Small Radius Turnout Right Hand        | £10.60 |
| SL-92 | Small Radius Turnout Left Hand         | £10.60 |
| SL-93 | Short Crossing                         | £9.80  |
| SL-94 | Long Crossing                          | £11.40 |
| SL-95 | Medium Radius Turnout Right Hand       | £11.80 |
| SL-96 | Medium Radius Turnout Left Hand        | £11.80 |
| SL-97 | Small Radius Y Turnout                 | £10.80 |
| SL-98 | Large Radius Y Turnout                 | £12.52 |
| SL-99 | Medium Radius 3 Way Turnout            | £29.60 |

## OO GAUGE

### PECO OO / HO Streamline Code 100 Electrofrog

|        |                                        |        |
|--------|----------------------------------------|--------|
| SL-E86 | Large Radius Curved Turnout Right Hand | £14.28 |
| SL-E87 | Large Radius Curved Turnout Left Hand  | £14.28 |
| SL-E88 | Large Radius Turnout Right Hand        | £13.48 |
| SL-E89 | Large Radius Turnout Left Hand         | £13.48 |
| SL-E91 | Small Radius Turnout Right Hand        | £10.68 |
| SL-E92 | Small Radius Turnout Left Hand         | £10.68 |
| SL-E95 | Medium Radius Turnout Right Hand       | £11.88 |
| SL-E96 | Medium Radius Turnout Left Hand        | £11.88 |
| SL-E97 | Small Radius Y Turnout                 | £10.88 |
| SL-E98 | Large Radius Y Turnout                 | £12.60 |
| SL-E99 | Medium Radius 3 Way Turnout            | £29.68 |

**OO / HO**  
Code 75 Rail



### PECO OO / HO Streamline Code 75 Fine

|             |                                                      |        |
|-------------|------------------------------------------------------|--------|
| SL-100F     | Flexible Track* Wooden Sleeper Nickel Silver         | £3.40  |
| SL-100F(25) | Flexible Track* Wooden Sleeper Nickel Silver Pk 25   | £85.00 |
| SL-102F     | Flexible Track* Concrete Sleeper Nickel Silver       | £3.48  |
| SL-102F(25) | Flexible Track* Concrete Sleeper Nickel Silver Pk 25 | £87.00 |
| SL-104F     | Flexible Track* Steel Sleeper Nickel Silver          | £3.48  |
| SL-104F(25) | Flexible Track* Steel Sleeper Nickel Silver Pk 25    | £87.00 |
| SL-106F     | Flexible Track* Concrete Bi-Block Sleeper            | £3.56  |
| SL-106F(25) | Flexible Track* Concrete Bi-Block Sleeper Pk 25      | £89.00 |
| SL-184      | Catch Point Right Hand                               | £9.56  |
| SL-185      | Catch Point Left Hand                                | £9.56  |

### PECO OO / HO Streamline Code 75 Fine Insulfrog

|        |                |        |
|--------|----------------|--------|
| SL-180 | Single Slip    | £38.12 |
| SL-190 | Double Slip    | £41.00 |
| SL-193 | Short Crossing | £10.56 |
| SL-194 | Long Crossing  | £11.68 |

### PECO OO / HO Streamline Code 75 Fine Electrofrog

|          |                                                 |        |
|----------|-------------------------------------------------|--------|
| SL-E1095 | Medium Radius Turnout RH with Concrete Sleepers | £14.40 |
| SL-E1096 | Medium Radius Turnout LH with Concrete Sleepers | £14.40 |
| SL-E180  | Single Slip                                     | £38.60 |
| SL-E186  | Curved Turnout Right Hand                       | £14.64 |
| SL-E187  | Curved Turnout Left Hand                        | £14.64 |
| SL-E188  | Large Radius Turnout Right Hand                 | £14.20 |
| SL-E189  | Large Radius Turnout Left Hand                  | £14.20 |
| SL-E190  | Double Slip                                     | £41.41 |
| SL-E191  | Small Radius Turnout Right Hand                 | £11.80 |
| SL-E192  | Small Radius Turnout Left Hand                  | £11.80 |
| SL-E193  | Short Crossing                                  | £11.52 |
| SL-E194  | Long Crossing                                   | £12.44 |
| SL-E195  | Medium Radius Turnout Right Hand                | £13.00 |
| SL-E196  | Medium Radius Turnout Left Hand                 | £13.00 |
| SL-E197  | Small Radius Y Turnout                          | £12.52 |
| SL-E198  | Large Radius Y Turnout                          | £13.8  |
| SL-E199  | Asymmetric Three Way Turnout                    | £32.00 |

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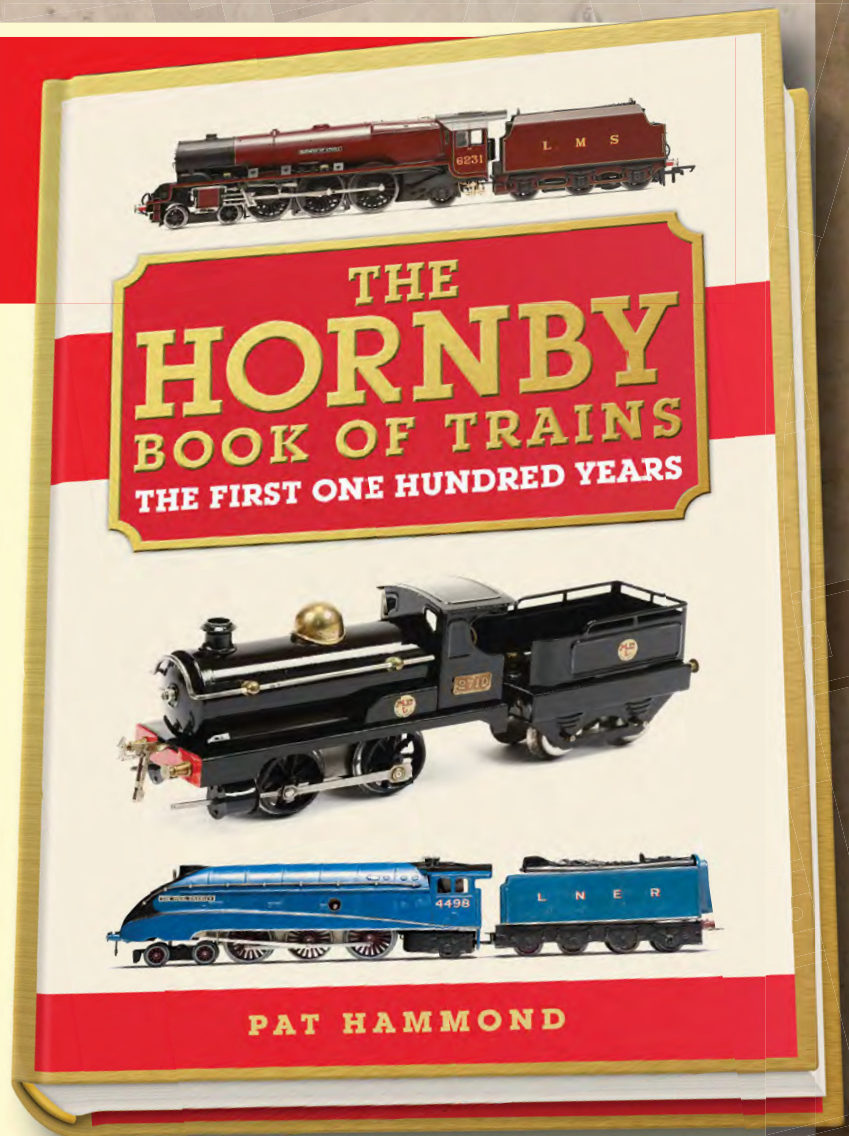
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- OR763TO001** BR Mk3a TSO, Tourist Second Open, Blue & Grey Livery No. M12056
- OR763TO001B** BR Mk3a TSO, Tourist Second Open, Blue & Grey Livery No. M12068
- OR763TO001C** BR Mk3a TSO, Tourist Second Open, Blue & Grey Livery No. M12070

## Mk3a BR InterCity Swallow Coaches

- OR763FO002** BR Mk3a FO, First Open, InterCity Swallow Livery No. 11018
- OR763FO002B** BR Mk3a FO, First Open, InterCity Swallow Livery No. 11046
- OR763RM002** BR Mk3a RFM, Restaurant First Modular, InterCity Swallow Livery No. 10201
- OR763RM002B** BR Mk3a RFM, Restaurant First Modular, InterCity Swallow Livery No. 10242
- OR763TO002** BR Mk3a TSO, Tourist Second Open, InterCity Swallow Livery No. 12007
- OR763TO002B** BR Mk3a TSO, Tourist Second Open, InterCity Swallow Livery No. 12015
- OR763TO002C** BR Mk3a TSO, Tourist Second Open, InterCity Swallow Livery No. 12022

## Mk3a ScotRail Coaches

- OR763CO001** BR Mk3a CO, Composite, ScotRail Livery No. 11907
- OR763FO005** BR Mk3a FO, First Open, ScotRail Livery No. 11005
- OR763TO005** BR Mk3a TSO, Tourist Second Open, ScotRail Livery No. 12015

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- OR763FO004** BR Mk3a FO, First Open, Stobart Pullman Service Livery No. 11013

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- **By Train:** Both Eastleigh and Southampton Parkway Stations are about 1½ miles from the exhibition venue, followed by a walk of about 25 minutes - or you could jump aboard a **FREE** service, as below:
- **By VINTAGE BUS,** as provided by the Southampton & District Transport Heritage Trust between the stations on both days from about 9.30am, approximately half-hourly. Check our website for details: [www.southamptonmodelrailwaysociety.wordpress.com](http://www.southamptonmodelrailwaysociety.wordpress.com).

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| GWR/BR Railcar 19-33.....                       | £550.00 |
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| GWR 1361 Early black chassis.....               | £525.00 |
| GWR/BR 1361 Late black chassis.....             | £525.00 |
| LY/LMS/BR Pug black.....                        | £450.00 |
| LNER/BR J39 0-6-0 black.....                    | £815.00 |
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| GWR/BR Razor Edge railcar.....               | £835.00      |
| GWR/BR Parcels railcar.....                  | £810.00      |
| LNER/BR J39 0-6-0.....                       | £950.00      |
| LMS/BR Original Patriot.....                 | £1650.00     |
| LMS/BR Royal Scot.....                       | £1650.00     |
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| GTR3 LNER/BR J11 0-6-0.....              | £330.00 |
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| GTR20 LMS/BR Princess.....               | £425.00 |
| GTR21 LMS/BR Rebuilt Royal Scot.....     | £365.00 |
| GTR24 LMS/BR Original Patriot.....       | £365.00 |
| GTR25 LMS/BR Rebuilt Patriot.....        | £355.00 |
| GTR28 LMS/BR 2P 4-4-0.....               | £300.00 |
| GTR36 LBSC/SR/BR H2 Atlantic.....        | £380.00 |
| GTR50 LNER/BR Beyer Garratt 2-8-8-2..... | £635.00 |
| GTR55 LMS/BR 2-8-0 Stanier 8F.....       | £365.00 |
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| FT6 LNER/BR R16/1 4-6-0.....             | £365.00 |
| FT9 NER/LNER/BR G6/BTP 0-4-4T.....       | £220.00 |

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|-----------------------------------|---------|
| JKL6 G.W.R. Dean Goods 0-6-0..... | £315.00 |
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## MERCIAN LOCO KITS

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|----------------------------------------|---------|
| SG5 LNER/BR J94 Austerity 0-6-0ST..... | £180.00 |
| GW2 GWR/BR 140x Autotank.....          | £175.00 |

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| TC1 Class 02 0-4-0 Diesel Shunter.....      | £250.00 |
| TC3 Andrew Barclay 0-4-0 Steam Shunter..... | £250.00 |

## TOWER COLLECTION LOCO KITS

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| TC4 LMS/BR non streamlined Duchess..... | £595.00 |
| TC5 LMS/BR de-streamlined Duchess.....  | £595.00 |
| TC6 LMS/BR Sir William Stainer.....     | £595.00 |
| TC7 LMS/BR Black Five 4-6-0.....        | £595.00 |
| TC14 LMS/BR Stainer 8F 2-8-0.....       | £595.00 |

## D.J.H LOCO KITS

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| K301 B.R. Standard 2MT 2-6-0.....          | £435.00 |
| K302 LMS/B.R. Ivatt 2-6-2T.....            | £380.00 |
| K303 LMS/BR Fairburn 2-6-4T.....           | £395.00 |
| K310A LNER/BR A3 with Corridor tender..... | £625.00 |
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| K324B B.R. 9F 2-10-0 BR18/BR1C.....        | £625.00 |
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| K336 LNER/BR R Peppercorn A2.....          | £595.00 |
| K338 LNER/BR R G5 0-4-0T.....              | £435.00 |
| K340 B.R. Class 14 complete kit.....       | £435.00 |
| K344 NEW LNER/BR Hunt Class 4-4-0.....     | £499.00 |
| K345 NEW LNER/BR Thompson A2/1.....        | £625.00 |

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| LK705 Brick lineside hut.....                | £21.15 |
| LK709 Ground Level Signal Box.....           | £30.45 |
| LK710 Signal Box Interior Kit.....           | £22.50 |
| LK715 Brick Base Signal Box.....             | £42.00 |
| LK735 GWR Yard Crane.....                    | £22.80 |
| LK741 GWR spear fencing.....                 | £11.65 |
| LK742 GWR spear fencing ramps.....           | £11.65 |
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| LK747 Telegraph Poles (6).....               | £9.85  |
| LK748 Ladders (4).....                       | £7.95  |
| LK749 Loading Gauges (2).....                | £13.20 |
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| LK758 Platelayers tools.....                 | £6.85  |
| LK759 Platform lamps (4).....                | £9.25  |
| LK760 Telephone boxes (2).....               | £9.25  |
| LK761 GWR Station seats (4).....             | £8.80  |
| LK762 MR/NER station seats (4).....          | £8.80  |
| LK763 SR/BR Station seats.....               | £8.80  |
| LK764 Bicycles (8).....                      | £8.80  |
| LK765 Police Call Box.....                   | £10.55 |
| LK790 GWR home or distant signal.....        | £19.75 |

## SLATERS BR WAGONS AND VANS KITS

|                                        |         |
|----------------------------------------|---------|
| 7062 B.R. 12ton Vanwilde.....          | £38.00  |
| 7063 B.R. Standard Van.....            | £38.00  |
| 7064 B.R. 12ton Standard/Flat Van..... | £38.00  |
| 7065 B.R. Meat Van.....                | £38.00  |
| 7066 B.R. Insulated Van.....           | £38.00  |
| 7067 B.R. 13 ton conflat 'A'.....      | £34.00  |
| 7069 B.R. Lowfit Wagon.....            | £34.00  |
| 7070 B.R. 12 ton Palvan.....           | £38.00  |
| 7071 B.R. 13 ton High Goods Wagon..... | £34.00  |
| 7033 LNER/BR 20T Brake Van.....        | £49.00  |
| 7053 LNER/BR 20T Brake Van.....        | £53.00  |
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| 7C021P SR/BR Bogie Van.....            | £126.00 |
| 7C022 SR/BR 4 wheel BY.....            | £80.00  |

## PECO WAGON KITS

|                                    |        |
|------------------------------------|--------|
| W601 GWR Toad brake can.....       | £42.75 |
| W602 GWR Permanent Way brake.....  | £42.75 |
| W603 GWR 6 wheel brake.....        | £44.50 |
| W604 GWR 4 plank open.....         | £36.00 |
| W605 GWR Steel Open.....           | £36.00 |
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| W607 BR 16 ton Mineral wagon.....  | £44.50 |
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| W609 BR 20 ton Pig Iron wagon..... | £44.00 |

## PECO 'O' GAUGE TRACKWORK

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| SLE787BH Curved L/H Point.....              | £58.00 |
| SL700BH 12 yards flexitrack.....            | £85.75 |
| SLE791BH Right Hand Point.....              | £46.25 |
| SLE792BH Left Hand Point.....               | £46.25 |
| SLE797BH Y Point.....                       | £46.25 |
| SLE790BH Double Slip.....                   | £97.50 |
| SLE794BH Long Crossing.....                 | £52.50 |
| SL10 24 metal railjoiners.....              | £3.00  |
| SL11 12 insulated railjoiners.....          | £2.85  |
| SL740BH Buffer stop.....                    | £3.00  |
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| STU751BH L/H Setrack Point.....             | £44.25 |
| PL33 Microswitch.....                       | £5.95  |
| PL19 Microswitch Housing (2).....           | £4.85  |
| PL80 Power Feed.....                        | £7.50  |

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| H2 L.M.S. yellow loco and coach.....             | £20.00 |
| H2A L.M.S. black style/Crewe loco.....           | £20.00 |
| H3 L.M.S. loco lining.....                       | £20.00 |
| H3A L.M.S. coach lining.....                     | £20.00 |
| H4 L.N.E.R. green loco and coach.....            | £20.00 |
| H4A L.N.E.R. black loco and Gill Sands.....      | £20.00 |
| H5 L.N.E.R. loco lining.....                     | £20.00 |
| H6 L.M.S. goods wagon lettering.....             | £18.50 |
| H7 G.W.R. loco and coach lettering.....          | £20.00 |
| H8 G.W.R. loco and coach lining.....             | £20.00 |
| H9 S.R. Maunsell loco and coach lettering.....   | £20.00 |
| H10 S.R. Bulleid loco and coach lettering.....   | £20.00 |
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| H12 L.N.E.R. goods wagon lettering.....          | £18.50 |
| H13 S.R. goods wagon lettering.....              | £18.50 |
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| H15 BR blue diesel and coach lettering.....      | £18.50 |
| H16 LNRW/MCSJ loco coach & wgn.....              | £21.00 |
| H17 LTSR/MR/SD/LY/MCR gds lettering.....         | £20.00 |
| H18 N.E.R. loco and coach lettering.....         | £21.00 |
| H20 CB/NB/GSWR/HR/GNSR wgn lettering.....        | £20.00 |
| H22 B.R. mixed traffic/L.N.W.R. loco lining..... | £20.00 |
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| H25 B.R. pre-TOPS wagon numbers etc.....         | £18.50 |
| H26 B.R. pre-TOPS wgn instructions etc.....      | £18.50 |
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| H32 Pullman lining.....                          | £18.50 |
| H40 G.N.R. coach lettering.....                  | £21.00 |

## PARKSIDE WAGON KITS

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| PS16 LNER Loco Coal wagon.....             | £34.50 |
| PS17 BR 12 ton Pipe wagon.....             | £34.50 |
| PS23 GWR/BR 13 ton open wagon.....         | £34.50 |
| PS24 GWR/BR 12 ton unfitted van.....       | £34.50 |
| PS25 BR 24.5 ton mineral wagon.....        | £34.50 |
| PS26 GWR/BR 12 ton fitted van.....         | £34.50 |
| PS27 GWR/BR 12 ton open with tarp bar..... | £34.50 |
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| PS31 BR 16 ton slope sided mineral.....    | £34.50 |
| PS32 BR 16 ton mineral (ex SNCF).....      | £34.50 |
| PS33 BR 8 Plank wooden mineral.....        | £34.50 |
| PS42 LMS/BR 12 ton open wagon.....         | £34.50 |
| PS45 LNER/BR 12 ton goods van.....         | £34.50 |
| PS49 GWR/BR Mica van.....                  | £34.50 |
| PS100 SR/BR Banana van.....                | £34.50 |
| PS101 SR/BR Meat van.....                  | £34.50 |
| PS104 BR 21 ton coal hopper.....           | £34.50 |
| PS106 SR/BR Cattle truck.....              | £34.50 |
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| PS114 LMS/BR Banana van.....               | £34.50 |
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HJ6104 6132 B.R. lined green  
HJ6120 un-numbered Great Western  
HJ6121 un-numbered B.R. unlined black  
HJ6122 un-numbered B.R. unlined green  
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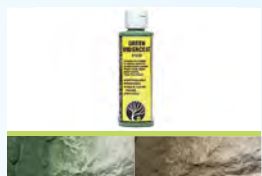
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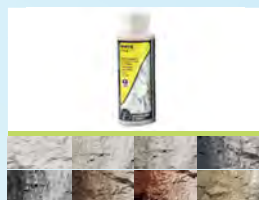
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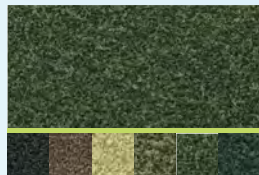
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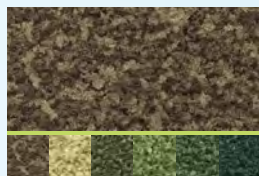
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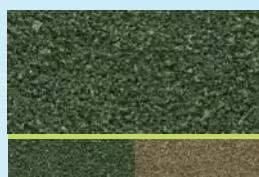
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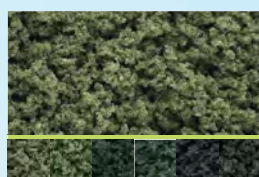
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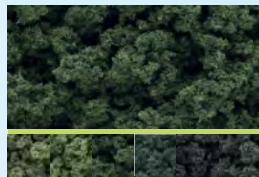
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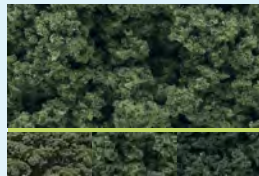
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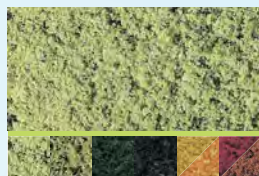
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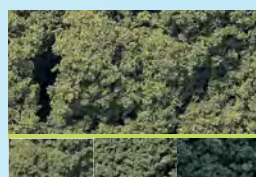
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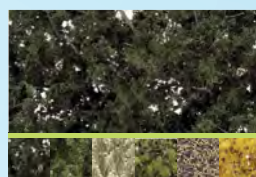
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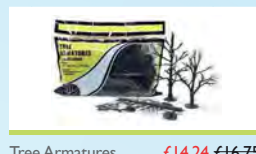
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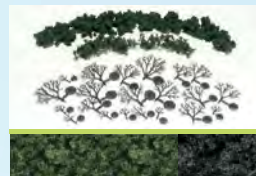
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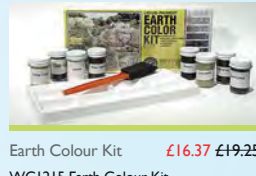
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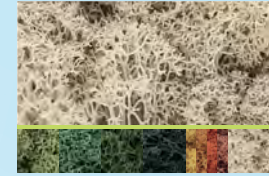
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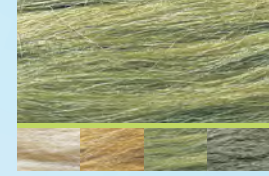
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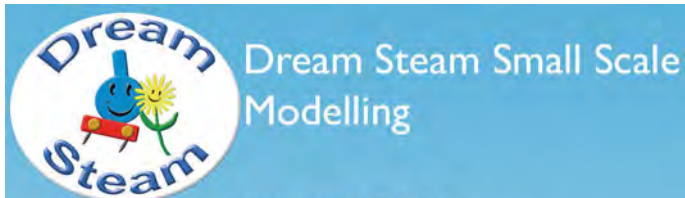
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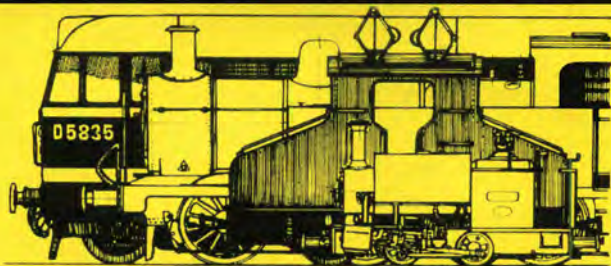
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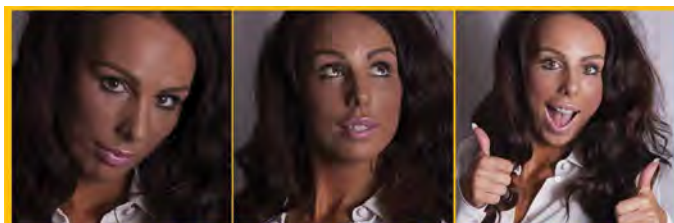
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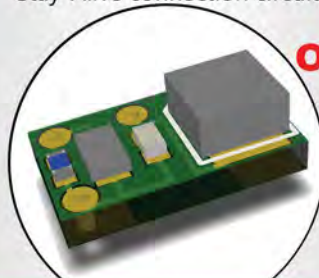
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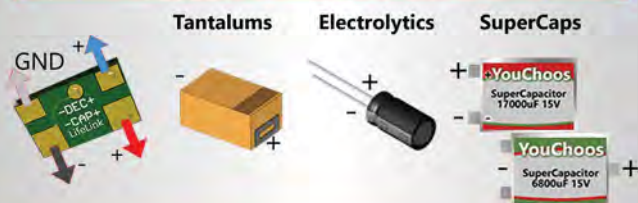
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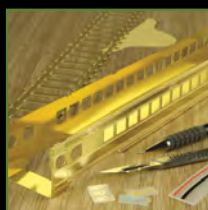
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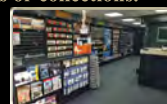
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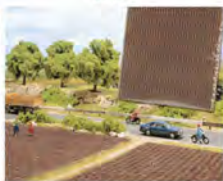
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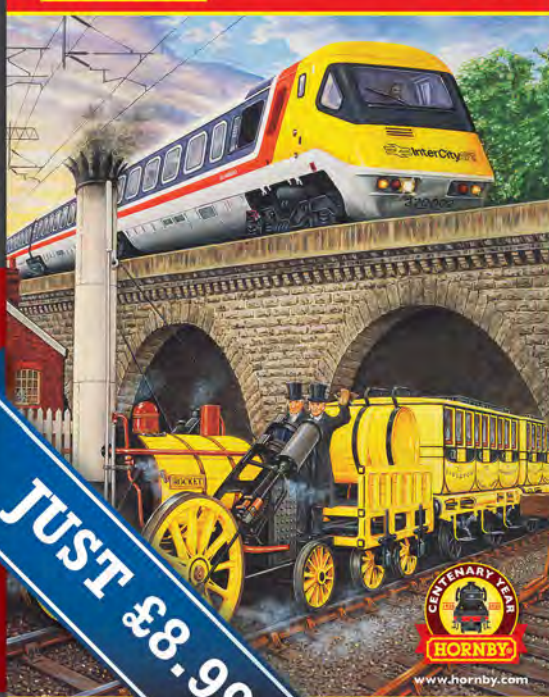
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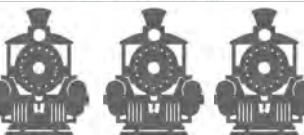
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- **A 'Club Hub'**. This is where we highlight clubs and societies where you can meet like-minded people.

This project was a massive undertaking, and we'd like to think we've got a lot of it right. However, we REALLY welcome your feedback by email [customerservices@gaugemaster.com](mailto:customerservices@gaugemaster.com), or by telephone on 01903 884488, so please do get in touch with your comments.

We look forward to welcoming you to our new (online) home!



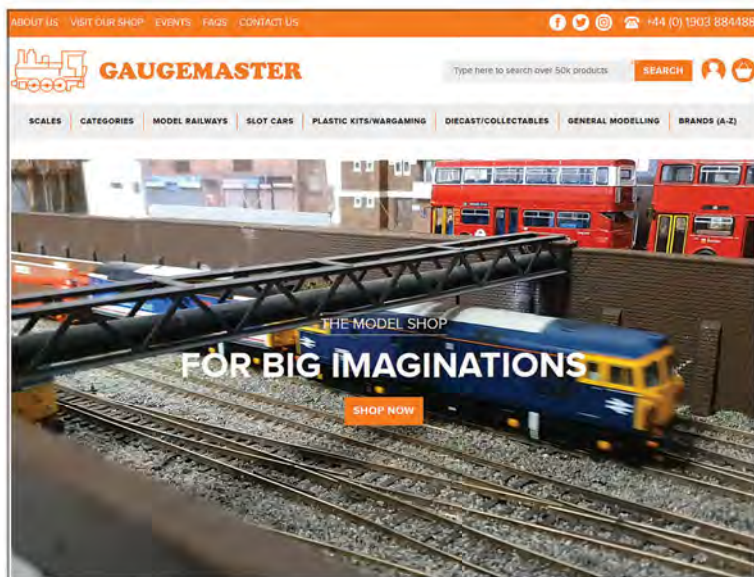
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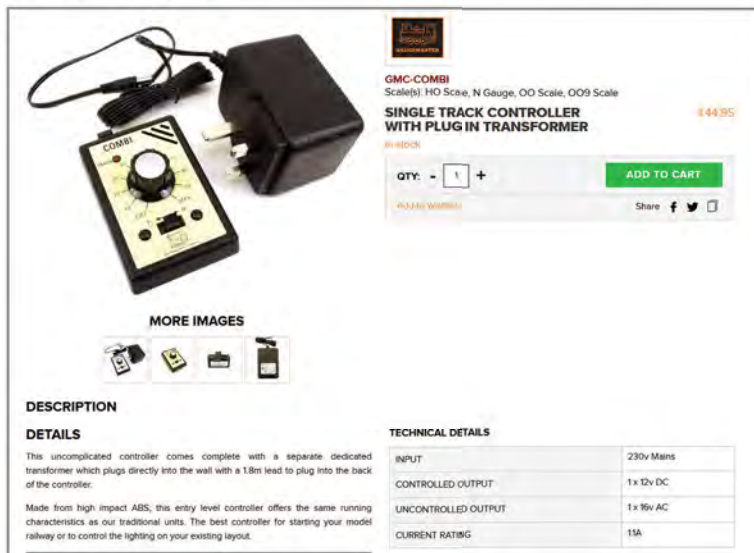
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Extended descriptions and multiple images mean that you can find out everything about a product before committing to buy.



The Club Hub pinpoints modelling clubs around the country, and the events listing shows upcoming exhibitions.

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves  
**GAUGEMASTER** Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom  
 tel - 01903 884488 fax - 01903 884377 email - [sales@gaugemaster.com](mailto:sales@gaugemaster.com)

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