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HORNBY

magazine

Issue 155 **May 2020**

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FIRST REVIEWS



- Bachmann's new 'OO' Class 121
- Heljan's 'Hymek' refresh for 'O'
- TCS wireless digital controller

WE SHOW YOU HOW

MODELLING PROJECTS



- Model a mail train in 'OO'
- Locomotives by road
- Build an 'O' gauge wagon
- Create a realistic garden
- Add sound in a Class 07



SUPERSHED

Discover the secrets of this huge 'OO' model of Immingham Depot



INSPIRATIONAL LAYOUTS

CHERRY ORCHARD

A multi-gauge brickworks in 7mm scale

ST CUTHBERT'S

A Scottish branchline terminus in 'OO'

PLUS

- Accurascale reveals new Class 37/4
- Hornby BR '2MT' first look
- Rails plans second SECR box van
- Heljan reruns 'O' gauge GUV

MAY 2020



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KEY



CLASS 66 Locomotives



R3916 GBRf, Class 66, Co-Co, 66733 'Cambridge PSB' - Era II

DCC
READY
8 PIN
CONNECTION



R3919 PD Ports, Class 66, Co-Co, 66109 'Teesport Express' - Era II

DCC
READY
8 PIN
CONNECTION



R3902 GBRf, Class 66, Co-Co, 66725 'Sunderland' - Era II

DCC
READY
8 PIN
CONNECTION



R3886 Malcolm Logistics Services, Class 66, Co-Co, 66405 - Era 10

DCC
READY
8 PIN
CONNECTION



R3881 GBRf, Class 66, Co-Co, 66727 'Andrew Scott CBE' - Era 10

DCC
READY
8 PIN
CONNECTION



R3920 Malcolm Rail, Class 66, Co-Co, 66434 - Era 10

DCC
READY
8 PIN
CONNECTION



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R3921 Freightliner, Class 66, Co-Co, 66514 - Era 9

DCC READY 8 PIN CONNECTION



R3923 Ocean Network Express, Class 66, Co-Co, 66587 'As One, We Can' - Era 11

DCC READY 8 PIN CONNECTION



R3922 G&W/Freightliner, Class 66, Co-Co, 66623 - Era 11

DCC READY 8 PIN CONNECTION



R3940 GBRt/Newell & Wright, Class 66, Co-Co, 66747 'Made in Sheffield' - Era 11

DCC READY 8 PIN CONNECTION



R3887 DB Cargo UK, Class 66, Co-Co, 66047 'Maritime Intermodal Two' - Era 11

DCC READY 8 PIN CONNECTION

For more information please visit your local Hornby stockist or go to:

www.hornby.com

HORNBY magazine

May 2020

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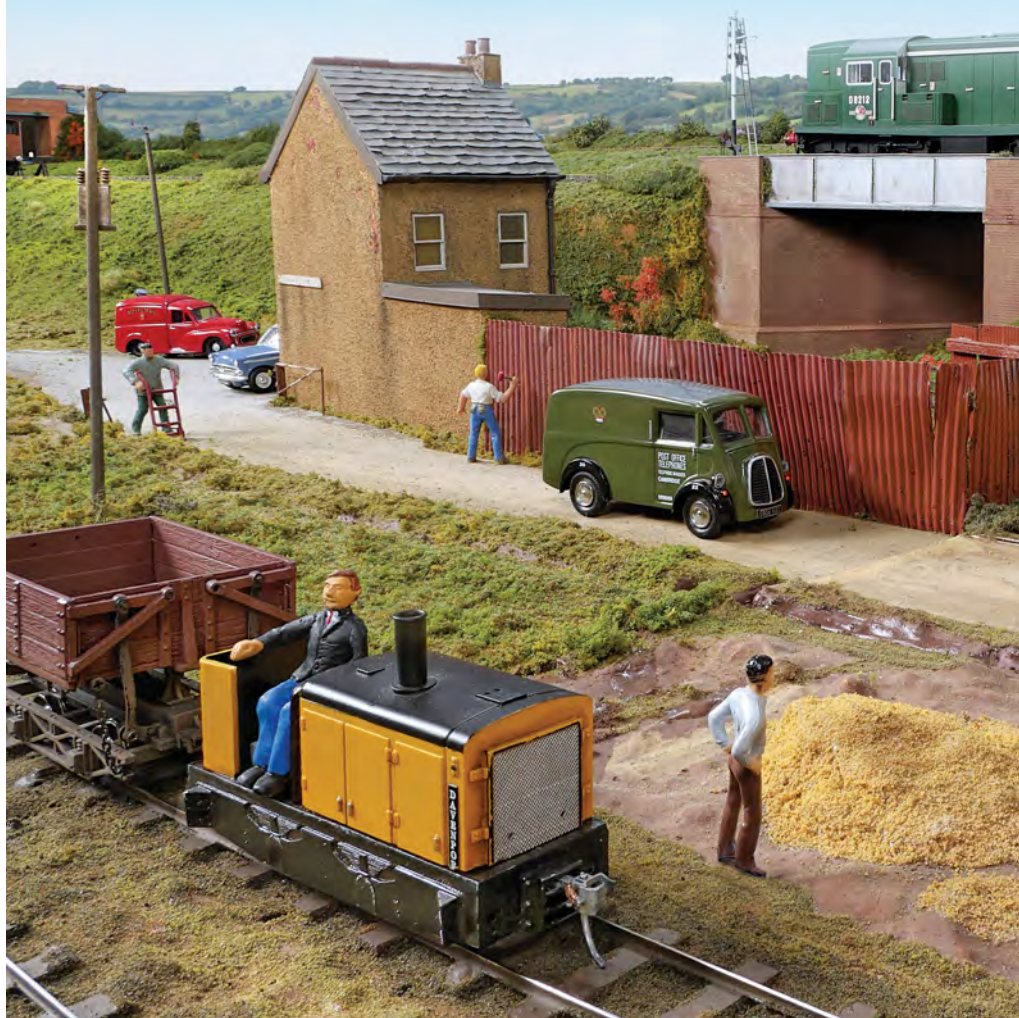
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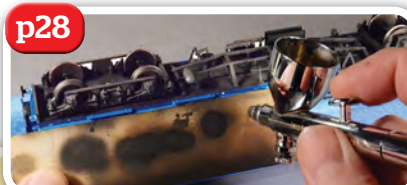
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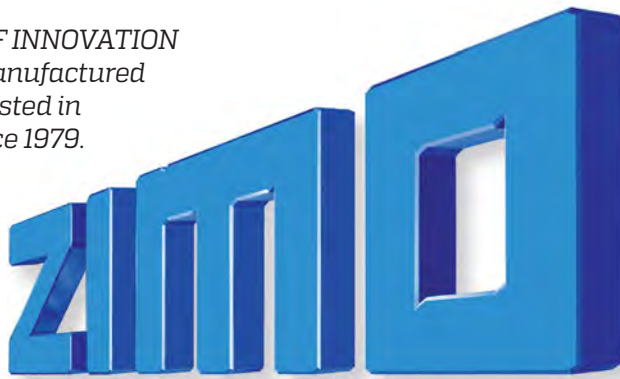
ALSO REVIEWED...

All the latest releases from Bachmann, Dapol, Graham Farish, Heljan, Hornby, Train Control Systems and more.



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Welcome

THE EDITOR'S PAGE



HELLO AND WELCOME to the latest issue of *Hornby Magazine*. March has been a testing time as we have all had to make changes to our lives to combat the coronavirus.

However, we are pleased to be able to report that, at time of going to press, production and despatch of our magazine is currently not affected by the ongoing pandemic. We will continue to update you as best we can should this change. Some postal services may be delayed, but you can keep in touch with our latest updates and see what we are doing to keep distribution as normal as possible by visiting www.keypublishing.com/FAQs.

April heralds the launch of a brand new website for *Hornby Magazine's* readers - Key Model World. The new site is set to go live on April 2 2020 and ushers in a new era of multi media content from the magazine. The site will have all the content we currently host via hornbymagazine.com including news, event listings and model video reviews, but there is also greatly expanded content for those who subscribe to the site. This includes full access to the latest issue of the magazine in an exciting new digital format as well as a growing archive of past issues for you to enjoy again at the click of a mouse.

Moreover, we have exclusive online content to go with each issue, so a subscription to Key Model World will give you extra features from the *Hornby Magazine* team that you can't get anywhere else. The digital age also means we have a perfect opportunity to combine text, images and video in one

location making *Hornby Magazine* even more immersive. Better still existing *Hornby Magazine* subscribers can login and explore the full site as part of their subscription package. Find out how on pages 14-15.

We are also pleased to welcome a new recruit to our team - Richard Watson. He will be familiar to online followers from his work on YouTube and he joins us to take *Hornby Magazine* forward with even better online material.

We hope that you enjoy the latest issue. It's packed full to the rafters once more with even more guides to inspire your own projects, as you can see below.

Happy modelling!

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE MAY 2020

FIRST REVIEWS

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Bachmann has delivered its Pressed Steel Class 121 for 'OO' gauge.
Train Control Systems new wireless digital controller is put through its paces.
Heljan has refreshed its first 'O' gauge ready-to-run diesel - the Class 35 'Hymek'.

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90 DIGITAL SOUND CLASS 07
Sound and stay alive for an O-6-0

WIN A BACHMANN SOUND FITTED CLASS 159 WORTH OVER £400

HORNBY magazine

Issue 155 May 2020 USA \$10.75 CAN \$12.25 AUS \$14.80 UK £4.80

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SUPER SHED
Discover the secrets of this huge 'OO' model of Immingham Depot

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- TCS wireless digital controller
- Model a mail train in 'OO'
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CHERRY ORCHARD
A multi-gauge brickworks in 7mm scale

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PLUS

- Accurascale reveals new Class 37/4
- Hornby BR '2MT' first look
- Rails plans second SECR box van
- Heljan reruns 'O' gauge GUV

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Enter our latest competition to win this model.

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INSPIRATIONAL LAYOUTS

18 CHERRY ORCHARD
This East Anglia brickworks layout combined standard and narrow gauge operations in 7mm scale. Ron Bailes explains its genesis.

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Thistle Modelmakers started this 'OO' gauge Scottish Region layout to encourage club members of all skill levels.

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This super shed layout fills 42ft x 4ft and is a near scale model of the real location.

PLUS

- Accurascale reveals all-new 'OO' Class 37/4
- Rails of Sheffield plans early SECR box van
- Hornby confirms the identities of its '2MT'
- Heljan reruns its popular 'O' gauge GUV

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HORNBY '2MT' 2-6-0

FIRST SAMPLE SURFACES



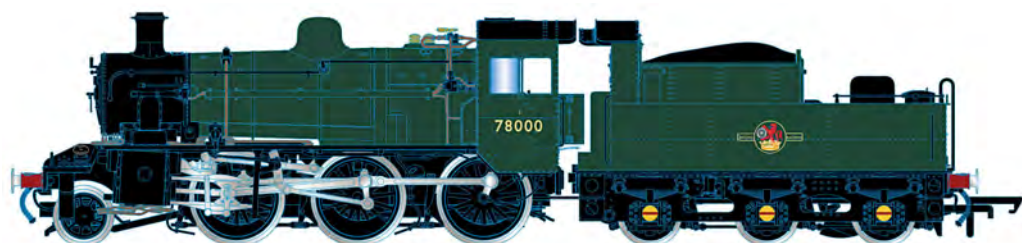
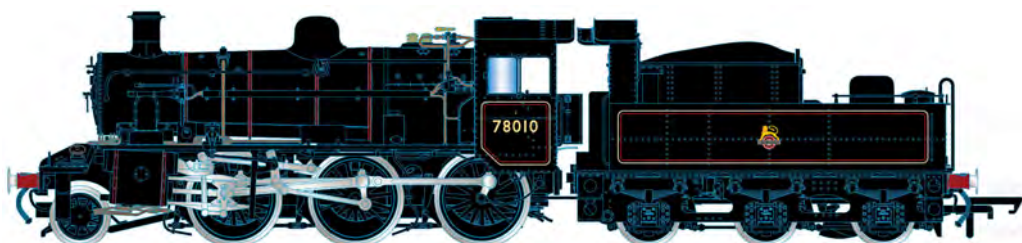
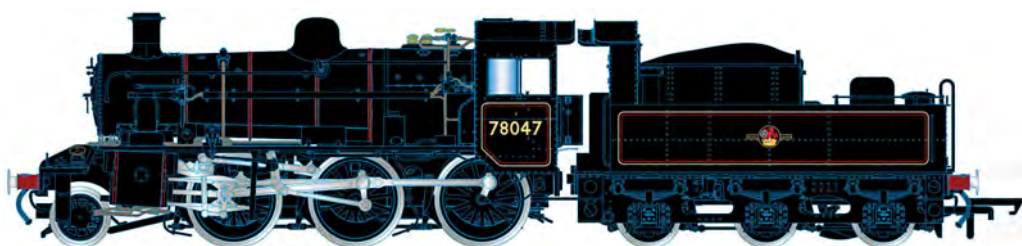
HORNBY took delivery of the first engineering sample of its forthcoming 'OO' gauge BR Standard '2MT' 2-6-0 in late February for evaluation.

65 of these Riddles-designed locomotives were built at Darlington in the 1950s, with examples shared across BR's Western, Midland, Eastern and Scottish Regions.

First announced in January, Hornby's new model will appear as 78010 in BR lined black with early crests (Cat No. R3838), 78047 in BR lined black with late crests (R3836) and 78000 in BR green with late crests (R3839). The impressive specification includes a diecast locomotive boiler and chassis, five-pole skew wound motor, eight-pin Digital Command Control (DCC) decoder socket, space for a 28mm diameter speaker, metal buffers, separately applied handrails and more.

Priced at £179.99 each, delivery is anticipated in late 2020/early 2021.

● Visit www.hornby.com for more details.





Hornby receives 'CORONATION SCOT' 3D SAMPLES

Development of Hornby's 2020 collection of LMS 'Coronation Scot' carriages for 'OO' gauge saw the arrival of a set of 3D printed stereolithography samples. These are produced to inspect the CAD drawing work in a 3D format before

progressing to the tooling stage.

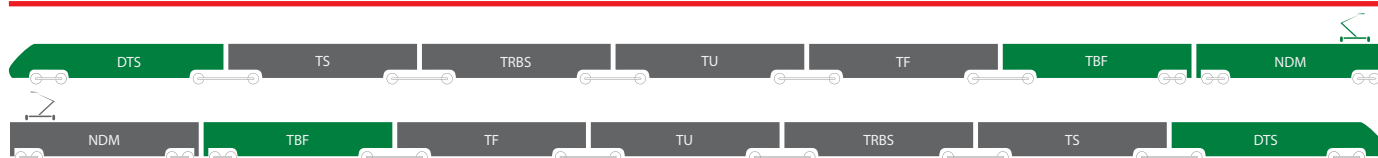
The Hornby collection will cover Stanier Diagram 1912 50ft Restaurant Kitchen 30084 and 30086 (Cat No. R4963/R4963A), Diagram 1902 65ft Restaurant First Open 7507 (R4964), Diagram 1981 57ft Restaurant Third Open 8961,

8993 and 8996 (R4965/R4965A/R4965B), Diagram 1905 57ft Brake Third Corridor 5812 (R4960), Diagram 1960 First Corridor 1069 (R4962) and Diagram 1961 57ft Brake First Corridor 5052 (R4961).

The first batch will all be released in LMS lined Caledonian Blue to

match the streamlined 'Princess Coronation' 4-6-2s released by Hornby in the same colour scheme. Release is currently estimated as Autumn 2020 with prices set at £47.99 per coach.

● Visit www.hornby.com for more information.



HORNBY ISSUES APT-P FORMATION GUIDES

Hornby has issued a useful set of graphics to confirm the intended formations of its forthcoming 'OO' gauge models of BR's Class 370 Advanced Passenger Train Prototype.

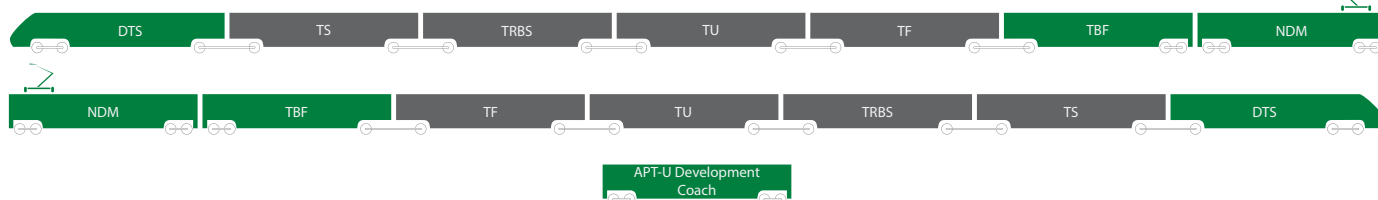
A five-car pack of 370003/004 (Cat No. R3873) and a seven-car pack of 370001/002 (R3874)

are currently planned with additional trailer vehicle twin packs offered to complete prototypical sets of up to 14 vehicles in the respective early (plain yellow front) and later (black windshield) APT livery. Sufficient twin-packs of trailers (R40011/40012/40013/40014)

will be available together with an additional motorised Non Driving Motor (NDM) vehicle (R3948) to complete unit 370003/370004, while trailer car twin-packs R40011A/R40012A/R40013A/R40014A to form a 14-car 370001/370002, which also features both a

motorised and a dummy NDM vehicle, are also planned. Whilst R3874 also comes with the APT-U Development vehicle included, this can be removed from the formation if developing a full 14 car set.

● Visit www.hornby.com for more information.



HITACHI CLASS 800/0 TEST TRAIN COACH PACK

Hornby's long-awaited new 'OO' gauge Hitachi Class 800/0 Test Train coach pack (Cat No. R4897) arrived with retailers during March.

This latest release enables the full five-car test train to be modelled with inclusion of Motor Standard Open (MSO) 812002, MSO 813002 and Motor Composite Open (MCO) 814002, completing the formation for set 800002, following the previous release of the Driving Trailers (R3579) in their distinctive promotional test train colour scheme.

Priced at £179.99, they are available now from Hornby stockists.

● Visit www.hornby.com for more details.



Accurascale adds **MODERN CLASS 37/4s** TO ITS RANGE

CONTEMPORARY ERA Class 37/4s are being modelled for 'OO' following Accurascale's announcement of its fifth and final Class 37 variant for its first production run. The series of four locomotives all model Class 37/4s which are currently running on the national network in a variety of colour schemes which haven't been modelled before accurately.

The fleet of 31 refurbished Class 37/4s was completed at Crewe Works in 1985-1986 with the most significant upgrade being the addition of Electric Train Heat (ETH) to allow them to work with more modern coaching stock. Withdrawals through DB Schenker started in the late 2000s, but Direct Rail Services acquired 13 engines to join its existing two and rebuilt eight for further use.

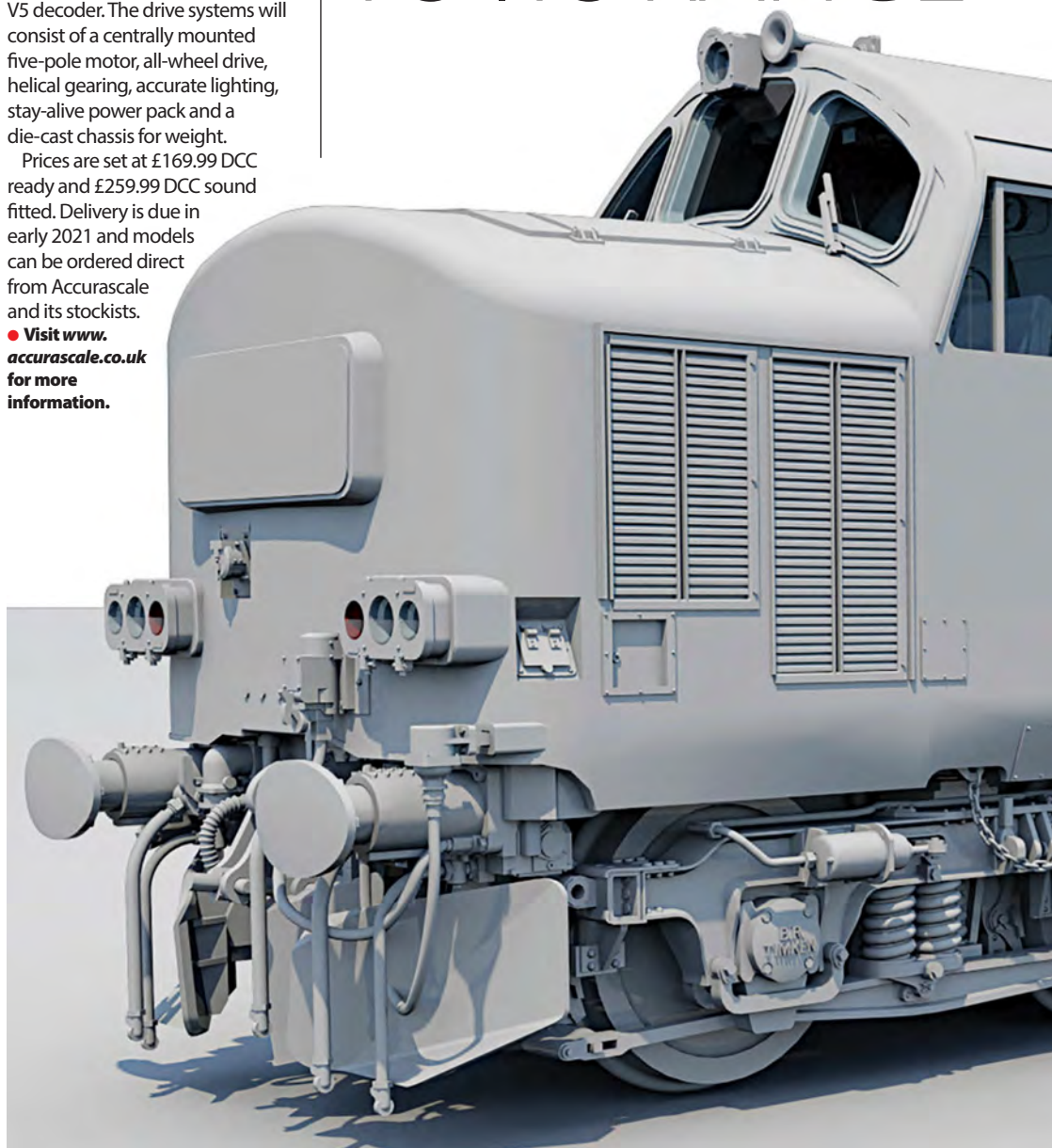
The DRS overhauled locomotives have a number of detail differences which haven't been modelled before including 37423 which is unique in the sub-class for having WIPAC light clusters, a cab top headlight, nose end multiple working sockets and numerous other details. All this is being modelled by Accurascale for its version of 37423 *Spirit of the Lakes* in DRS Compass livery. It will be joined by models of DRS operated 37409 *Lord Hinton* in BR large logo blue, 37419 *Carl Haviland* 1954-2012 in InterCity Mainline colours and 37425 *Sir Robert McAlpine* in Regional Railways colours. These locomotives will also feature unique details including large LED taillights and plated bodyside windows.

The specification for the new Class 37/4s matches that announced for the previous Class 37/0 and 37/6 sub-classes with a choice of

DCC ready and DCC sound fitted formats – the latter with a twin speaker set up and ESU LokSound V5 decoder. The drive systems will consist of a centrally mounted five-pole motor, all-wheel drive, helical gearing, accurate lighting, stay-alive power pack and a die-cast chassis for weight.

Prices are set at £169.99 DCC ready and £259.99 DCC sound fitted. Delivery is due in early 2021 and models can be ordered direct from Accurascale and its stockists.

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



HELJAN ANNOUNCES FURTHER 'O' GAUGE CLASS 37/4s



HELJAN is to produce a second run of its popular 'O' gauge Class 37/4 Co-Co diesel.

Three new liveries are planned as 37421 in Colas Rail Freight (3748), in unbranded Direct Rail Services blue (Cat No. 3747) and Royal Scotsman maroon (3749), together with a re-run of BR 'large logo' blue (3741) and



Trainload Freight unbranded grey (3745) examples. Priced at £599

each, they will be available in limited quantities later this year.

● Visit www.facebook.com/heljanas for more information.



Accurascale's series of Class 37 sub-class models is shaping up nicely, offering additional choice for modellers. This is a 3D render of the CAD drawings for 37423.

HELJAN'S 'OO9' L&B BALDWIN LYN PROGRESSES

HELJAN recently took delivery of the latest running sample of its forthcoming 'OO9' Lynton and Barnstaple Railway (L&BR) Baldwin 2-4-2T *Lyn* for approval.

Due for release later this year, *Lyn* will appear in pre-1906 L&BR dark green (9981), post-1906 L&BR dark green (9982), SR (ex L&BR) dark green (9983), pre-1932 SR lined olive green (9984) and



post-1932 SR lined olive green (9985), plus an unnumbered

plain black example (9980), with livery artwork now complete and

decorated samples awaited.

Heljan's highly detailed model will feature etched metal cowcatchers, period specific chimney, coal rails, smokebox doors, water tank filler hatches, plus LED headlamp, six-pin Digital Command Control decoder socket and much more.

Priced at £239.95 each, delivery is anticipated during late 2020.

● Visit www.facebook.com/heljanas

DAPOL 'O' GAUGE '14XX'

DAPOL'S eagerly awaited 'O' gauge Great Western Railway (GWR) '14XX' 0-4-2T arrived with retailers during March (HM150).

Amongst the 15 different variants offered covering '14XX', '48XX' and '58XX' examples are 1432 in GWR green (Cat No. 7F-006-020), 4800 in Great Western green (7F-006-001), 5811 in Great Western green (7F-006-050), 4871 in GWR 'shirtbutton' green (7F-006-002), 5809 in GWR 'shirtbutton' green (7F-006-051), 1405 in BR black with early crests (7F-006-021), 5819 BR black with early crests (7F-006-052), 1444 in BR lined green with early crests (7F-006-022) and 1426 in BR lined green with late crests (7F-006-023). In



addition, unnumbered variants are available in GWR green (7F-006-020U), GWR 'shirtbutton' green

(7F-006-002U), Great Western green (7F-006-001U), BR black with early crests (7F-006-021U),

BR lined green with early crests (7F-006-022U) and BR lined green with late crests (7F-006-023U).



'TURBOTS' GALORE

Dapol's new 'O' gauge YCV 'Turbot' bogie ballast spoil wagons are due to arrive in shops shortly.

Rebuilt in the 1980s from 1960s vintage Bogie Bolster E wagons, they were added to BR's civil engineers' departmental fleet for use on engineering duties,

particularly for ballast spoil.

Dapol's latest 'O' gauge wagon features separately applied details, individual side doors, stanchions, diecast metal chassis, sprung buffers and more. Six models are expected – three in 'Dutch' yellow and grey as DB978337/DB978407/

DB978702 (Cat Nos. 7F-043-004/005/006) and three in EWS maroon as DB978363/DB978396/DB978309 (7F-043-001/002/003). Prices are set at £69.95 each.

Meanwhile, a second batch of Dapol's 'OO' gauge YCV 'Turbot' wagons is due imminently.

Again, six models are due, three in 'Dutch' livery as DB978279/DB978372/DB978105 (4F-043-007/008/009) and three in EWS livery as DB978003/DB978644/DB978411 (4F-043-010/011/012). Each is priced at £26.50.

● Visit www.dapol.co.uk.



Prices are set at £225 DCC ready, £255 DCC fitted and £400 DCC sound-fitted.

● Visit www.keymodelworld.com for our first look at the production version of the Dapol '14XX' 0-4-2T.

Routemex 'O' gauge colour light signals



Routemex has introduced a new range of 'O' gauge colour light signal kits. The range offers two, three and four aspect signals and each kit will build one signal. All parts are included in the kit including three different target boards, ID plates, telephone boxes and base designs.

The manufacturer has designed the kits for assembly with adhesive using nickel silver and resin components while the LED cluster is pre-wired. Prices start at £20 for a two-aspect colour light rising to £28 for a four-aspect type.

● Visit www.routemex.com.

Heljan plans new GUVs for 'O'

A new batch of ready-to-run Mk 1 General Utility Vans (GUVs) has been announced by Heljan for 'O' gauge as part of its relaunch of the Mk 1 carriage range.

This will be the second production run of these all-purpose parcels vans and this new batch will feature new liveries and weathered finishes. Each vehicle will have working screwlink couplings as standard. Planned for release are versions

in BR maroon (Cat No. 4991), BR maroon with a weathered finish (4991A), BR blue (4992), weathered BR blue (4992A), BR blue with Express Parcels branding (4993), BR blue and grey with Motorail branding (4995), InterCity livery with Motorail branding (4996) and Network SouthEast colours (4997).

Prices are set at £199 for pristine examples and £215 for weathered versions. A release date is to be confirmed.

Rails of Sheffield expands wagon range

Rails of Sheffield is producing a second version of the South Eastern and Chatham Railway (SECR) 16ft covered goods wagon in partnership with Dapol. The 'OO' gauge ready-to-run model will follow on from the successes of its first batch of Diagram 1424 box vans by offering the earlier version in SECR and Southern Railway colour schemes.

The wagons were introduced in 1904 with 110 being built over the next four years. Most were equipped with Hill's brake gear which had brakes on one side of the wagon only together with levers to apply them on each side. Rails' model will have this type of braking system modelled together with the Eros vents.

Liveries selected cover SECR light grey as built, SECR dark grey applied from 1917 and SR brown which the vans carried between 1923 and 1936. In addition, a version will be



offered with experimental pressed steel doors, only two wagons had this modification, in early SECR grey.

The Rails SECR box vans are being designed and produced solely in the UK using modern technology to allow short

runs of these wagons. Prices are set at £32.99 and the full range of wagon identities can be seen at www.railsofshffield.com.

Introducing... KEY MODEL WORLD



Hornby Magazine is launching a brand-new website to combine its print and digital content in one space. We introduce *KeyModelWorld.com* and its features.

On April 2 a brand-new website for *Hornby Magazine's* readers is launching - Key Model World. The new site ushers in a new era of multi media content from the magazine and will bring together the latest issue together with expanded content as well as a growing back-catalogue of past issues. The site will also include a PDF reader to display the latest issue in magazine format.

Key Model World is shared between Key Publishing's *Hornby Magazine* and sister title *Airfix Model World* and offers a combination of free and premium content. Existing subscribers to the two titles will get instant access to the full site using their subscriber number offering a huge resource of modelling material at the click of a mouse.

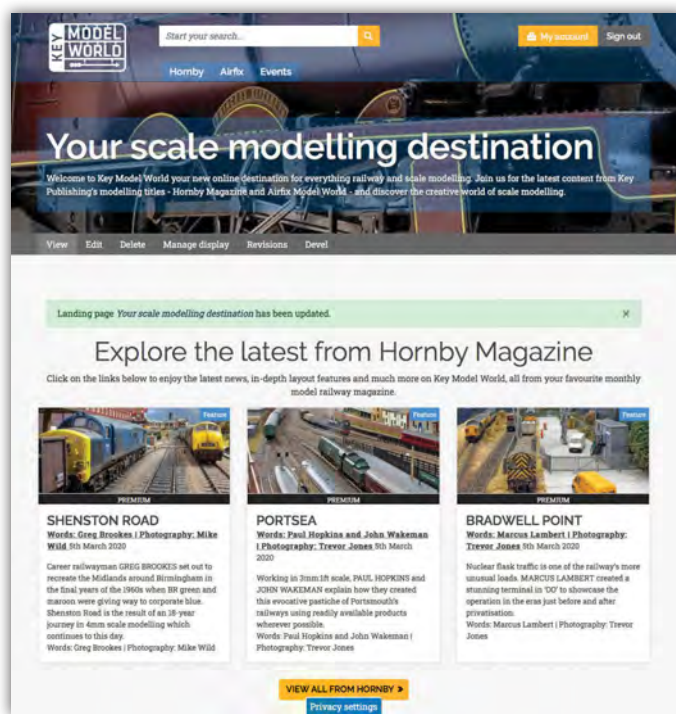
Online subscriptions at discounted introductory rates are available too starting from £34.99 for a full year (full price £49.99). Alternative rates for three and six month

subscriptions will also be available.

Content for all will include the latest news, event listings and new model videos following on from the established pattern on www.hornbymagazine.com plus there will be expanded features for those who subscribe to the site including extra images, exclusive videos and much more.

Brand new and exclusive content is also being developed to go live on Key Model World each month alongside the magazine's release. April will see release of a full step by step guide and time-lapse video of our garden scene (see pages 46-47) as well as a full step by step guide to installing digital sound in Heljan's latest 'O' gauge Class 35 to go with our review of the new release (see pages 76-79). Subscribers will also be able to access exclusive video of Ron Bailes' Cherry Orchard (see pages 18-25) and Immingham Depot (see pages 96-103).

● Visit keymodelworld.com today and find out more.



ONLINE EXCLUSIVES THIS MONTH

Cherry Orchard – discover more about this wonderful 7mm scale layout in our exclusive online video as well as being able to see the full suite of images from our photoshoot.

Making a scene – read our full step by step guide to the garden scene from this issue and watch it being built in time-lapse at keymodelworld.com

'Hymek' sound – the arrival of Heljan's new 'O' gauge 'Hymek' B-B diesel prompted us to install digital sound. We show you how in a special feature on

keymodelworld.com plus you can watch video of the fully sound fitted model running on our editor's garden railway.

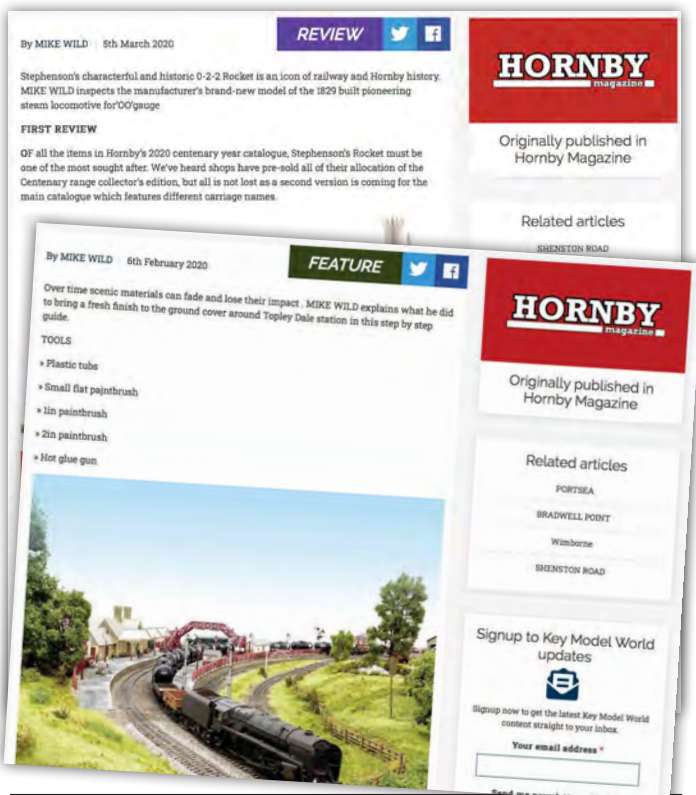
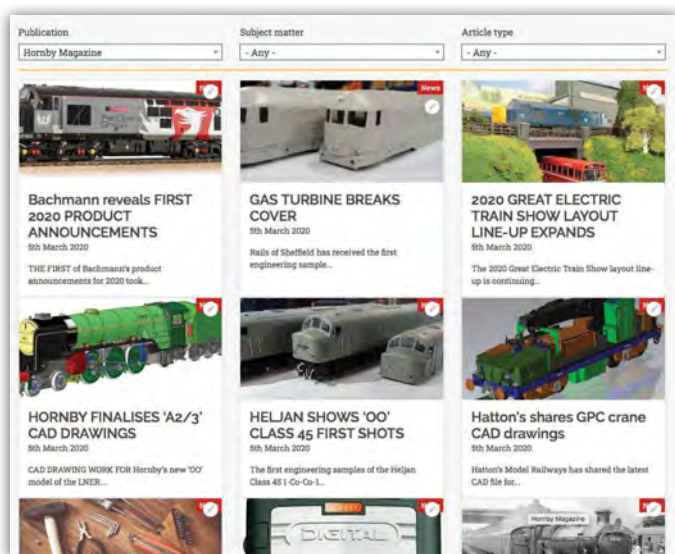
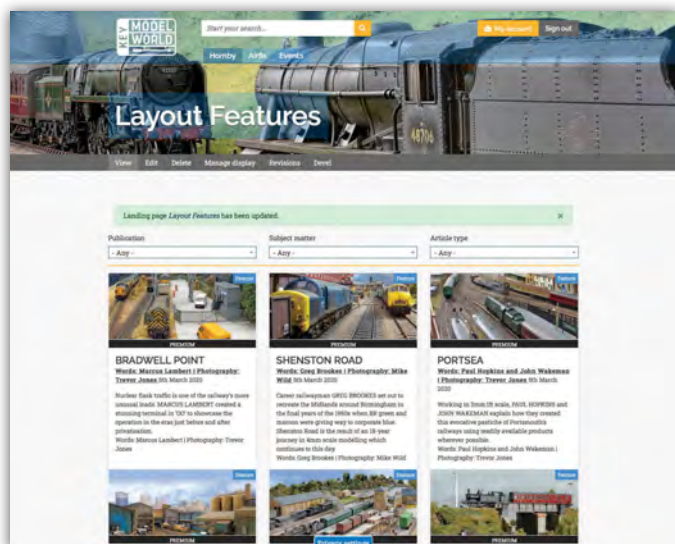
Immingham Depot – take a tour of Immingham Museum and Heritage Centre's 'OO' gauge model of the huge depot in our latest video as well as seeing extra images.

● **PLUS:** Exclusive new online videos of Greg Brookes' Shenston Road (HM154), Lewis Bucknell's Yorkshire Dales Model Railway (HM152), Milton Keynes MRS' Brinklow (HM151) and much more!



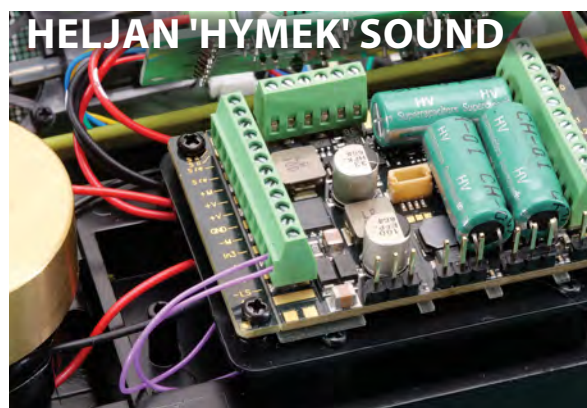
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WIN! A BACHMANN SOUND FITTED CLASS 159 FOR 'OO' GAUGE



HORNBY MAGAZINE is offering the chance to win one of Bachmann's all-new 'OO' Class 159s fitted with digital sound. The three-car unit is worth £429.95 and features twin speakers, a single ZIMO PLUX22 decoder, directional lighting, interior lighting, power couplings between cars, working BSI couplings and much more.

The unit is the brand-new version which arrived in the shops during March – see HM153 for our full review. It is finished as 159013 in Network SouthEast colours – the first livery applied to these three-car units. The fleet of 22 units are still in front line service with South Western Railway.

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

Which operator first used the Class 159s?

- A.** Network SouthEast
- B.** InterCity
- C.** ScotRail

HOW TO ENTER

● For your chance to win, simply visit www.hornbymagazine.com, click the competition tab on the menu and fill in the online entry form. Alternatively, send your name, address, e-mail and answer to: 'Hornby Magazine Class 159 Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. UK. Online entries open at 9am on April 2 and the closing

date for entries is May 25 2020 at 5pm GMT. The winners will be notified no later than June 1 2020. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Bachmann, their family members or anyone else professionally connected to the company. No purchase necessary.

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Cherry Orchard

*It is almost 30 years since **RON BAILES** embarked on the creation of this impressive 7mm scale layout which combines standard and narrow gauge operation. He explains how it has tripled in length from the original design to deliver an impressive 36ft long exhibition model of an East Anglian brick works.*

PHOTOGRAPHY, TREVOR JONES





Right: A busy scene along the road into the works.

BTH Type 1 D8212 propels out of the exchange sidings, while a narrow-gauge Davenport engine shunts waste wagons into the pressing shed. It's hard to believe that the chap fixing the fence has been at it since 1995, but then the same could be said of the man shovelling sand into the wheelbarrow.



Below: A narrow gauge train emerges from the quarry tunnel destined for the pressing shed and passes the old quarry workings. BTH Type 1 (Class 15) D8212 and train wait to propel out of the exchange sidings while a Derby Lightweight DMU brakes for signals approaching the station. The BTH Type 1 is a Little Loco Co model while the DMU is an early Bachmann Brassworks product. The narrow gauge engine and wagons are also Bachmann.



CHERRY ORCHARD is the culmination of 25 years of modelling. It started in 1990 with the acquisition of a set of baseboards measuring 12ft x 2ft and has since grown to a total of 36ft x 4ft while also encompassing the addition of standard gauge to the original narrow gauge scene.

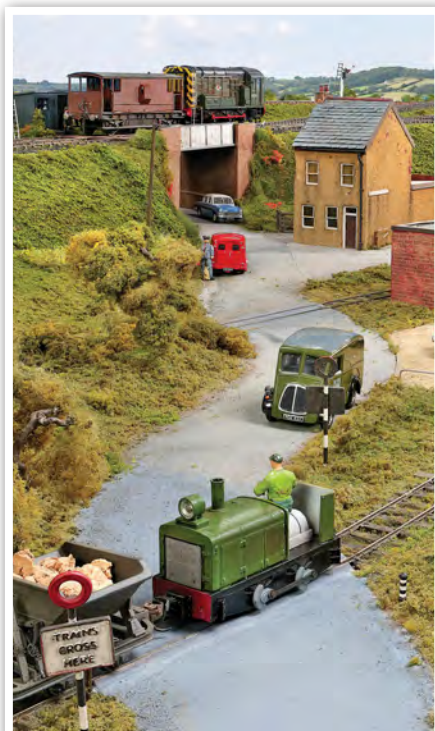
I have been working on the railways since 1974. Having held a number of posts over the years, the most enjoyable was as a secondman at King's Cross from 1980 to 1983. I still drive trains today, but on the Swindon and Cricklade Railway.

During 1990 my current layout, Ronsthorpe, was nearing completion and a new project was being considered. At the time the Western Model Railway Society was looking to reduce the number of projects within the society and so a part-built 'O-16.5' narrow gauge layout of 12ft x 2ft came my way. 'O-16.5' uses 16.5mm track with 7mm scale locomotives and rolling stock to represent narrow gauge railway operations. The original aim when I took ownership of the baseboards was to remove the trackwork and build a new 'N' gauge layout on the baseboards. However, a visit to a show in Swindon revealed some of the new narrow-gauge locomotive kits in 'O-16.5' based on items at the Stevington and Turvey Light Railway. A visit to the brick works at Cherry Orchard, which had a narrow gauge railway, and another at Star Lane provided the inspiration for the layout and the die was cast for a new narrow gauge layout in 7mm scale.

This first phase focused purely on narrow gauge operation. The 12ft x 2ft area was made up from three 4ft x 2ft baseboards and I soon realised that I could reuse the track on the first boards meaning that I had only one board to complete. This was done with Peco code 100 narrow gauge track, but I replaced the rails with code 75 to bring it into line with the original track. Control was via analogue using Gaugemaster handheld units while point switching »



3 A Simplex 4wDM takes a trio of waste wagons past the narrow gauge engine shed with the kiln and brick loading dock in the distance. The shunter is heading towards the lower yard on the bottom of the incline. The kiln board was first shown at Dortmund in Germany and extended the narrow-gauge layout to 16ft.



4 Cherry Orchard Lane with a narrow gauge train passing over the level crossing on its way to the pressing shed. On the main line an English Electric 350hp shunter shunts an ex-LMS 20ton brake van into the exchange sidings. While the layout is not a true model of Cherry Orchard brickworks, the house and entrance to the works is based on actual buildings at Cherry Orchard.

was actuated by H&M motors.

The scenery is made from using the chicken wire and plaster bandage method which was then covered with Artex. This is then formed into the details of the landscape as it was laid. Once it had dried, it was painted with a mixture of water and acrylic colours. The buildings are made from foamboard covered with modeller's clay. This was then scribed to form the brickwork - a lengthy process but well worth it. Details were added from the photographs taken at Star Lane and Cherry Orchard which gave the layout the look that I was trying to achieve. Indeed, the road name is made from an actual photograph of the street name at the location.

The railway runs from the clay mound across old workings to the pressing shed, where the clay is then unloaded and turned into bricks. The locomotive shed is next to the pressing shed with the works offices nearby. At the clay mound a modified Corgi Priestman Club shovel was used to load the skip wagons via a loading hopper. The clay then gets worked to the pressing shed where the skip wagons are then unloaded. Locomotives are kits of the types used on narrow gauge railways: Ruston, Simplex and Orenstein and Koppel with skip wagons built from

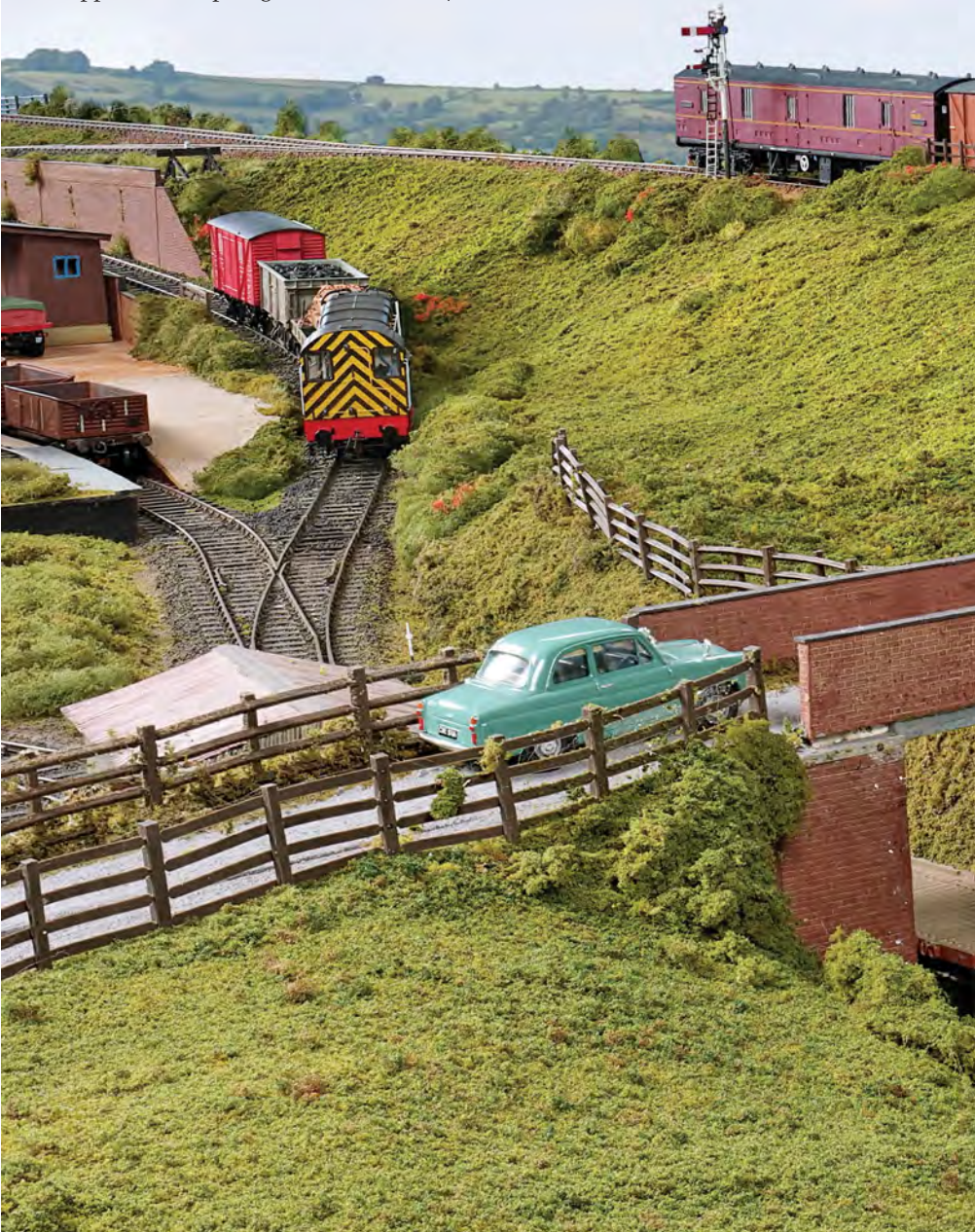
Wrightlines kits. Some other wagons were converted to an engineer's train and a wagon for fuel for the digger.

While the layout was complete, plans were already afoot to add a kiln, standard gauge sidings and at some stage in the future a standard gauge feeder to a mainline. This would enable the layout to depict the brick making process from dug clay to the finished bricks being transported away on the standard gauge feeder.

THE FIRST EXTENSION

I worked on the plan to add a standard gauge aspect to the layout. This involved adding a kiln with standard gauge loading sidings followed by the connections and a small engine shed based on the one at Winchester (SR). To start with this involved adding another two 4ft boards to the layout making it 20ft long. The first board included the kiln building with its own narrow gauge track and two standard gauge sidings either side. The kiln area is based on the brickworks at Stewartby, not far from where I live.

The second board contained the pointwork and engine shed, and I also laid in the future connection to the standard gauge feeder line. The aim at that time was to have the final board



as a 4ft long storage yard. This actually meant that the layout would be 24ft long, so you can see how it had started to grow. The standard gauge track work is Peco laid on a cork bed, scenery being constructed as before. The engine shed was built using aluminium corrugated sheet on a balsawood framework. Again, the points were powered by H&M point motors and control was built into the existing control panel, which was built to allow the planned extensions. Control of the track sections were added to the cab control of the original layout.

The first 'O' gauge locomotive kit I built was a little Ruston 48DS 4wDM and some Slaters 'O' gauge wagon kits. BR built a batch of high bar wagons for brick trains out of Culvert brickworks, so I based my brick traffic wagons on those. In order to make the high bar work correctly, I used two sets of castings, modifying them to allow the high bar to swing over to either side of the wagon when not in use, as per the prototype. Later I built a Fowler 0-4-0 locomotive kit based on those used by British Leyland at the Pressed Steel Fisher works in Swindon.

I was asked to show the layout at Swindon, my hometown, and as the storage yard was not built yet I used a suitable length of wood held in place by »



5 The standard gauge engine shed is based on one at Winchester. The works' Ruston 48DS is ready to start work. The level crossing gates are closed as BR Type 2 D5037 passes with a passenger train. The carpenter has been fixing the fence since 1999.



6 Brush Type 2 D5597 heads a parcels train through the station while Drewry Class 04 D2240 shunts the lower yard. It appears that the car driver is having words with the bus driver about passing each other on the narrow lanes. The Eastern Counties bus has been on loan to the layout since 2007.

clamps to the layout and a tripod at the outer end with a single line of track.

At this time, the Western MRS had just invested in the Lenz Digital Control system. This system looked to be the future of model railway control and so I invested in the then new Compact system by Lenz to begin my journey in digital. Both my locomotives were fitted ready for the Swindon show and the Lenz system was first used at the exhibition. The workings of this system were interesting to both us as operators as well as the public. Having got this far the layout, at 24ft x 2ft and now including a storage area and small goods yard, was invited to several shows and ran very well. However, I had ideas to get on and build the standard gauge feeder, but this was still a distant dream, including the rolling stock required to run it.

THE FEEDER

The first step for creating the mainline was construction of the rolling stock. With the Eastern Region theme I looked into suitable prototypes and decided that wagons would be from Slaters kits while the first locomotive would be a Steve Beattie kit for a Class 15 Bo-Bo diesel. A two-car DMU was needed and fortunately while visiting Derby depot I was talking with one of the drivers who was thinking of selling a Class 101 DMU which fitted my requirements.

Construction of what turned out to be a 36ft extension to the back of the layout, making the layout 36ft x 4ft when fully erected, then started. The standard gauge feeder would be a single line with an off-scene yard at each end, a station at one end of the layout and two exchange sidings with a headshunt. The connection between the brickworks and exchange sidings would be via an incline as the mainline section of the layout was to be 4in higher than the front section. This was to allow the old narrow gauge layout to run underneath in order to swap the loaded and empty skip wagons.

It soon became clear that the work involved was going to take some time and took ages to get all the woodwork to such a stage that we could start laying the track. Having decided the final layout of the trackwork we hit our first problem. In order to fit the sidings and incline in, we needed a double slip and as Peco's ready-made product wasn't available at the time Stuart Prentice rapidly assembled a C&L kit for the purpose.

Scenery was made in the same way using chicken wire to cover the open framework. The narrow gauge was extended to run around the back of the layout but would mean that the working digger at the front was now redundant and so was taken off, but I decided to leave the hopper in place, which looking at the prototype was common. I had reached a point where the layout was all coming together and would be ready to display. Brighton Model World invited us and so we now had our next target date to get the layout ready.



The area in front of the right-hand storage yard has been enhanced with the addition of a Brewery yard. The Drewry 204hp (Class 04) is shunting the yard today. All the wagons in the yard are kit built – now you can buy most of these ready-made!

LESSONS LEARNT

In February 2003 we took the layout to Brighton, its first show in the new format. The storage yard at the siding end was a four-road sector plate and at the station end of the layout we used cassettes made from aluminium L section screwed to MDF. Control of the layout was still by the Compact unit by Lenz with the narrow gauge still running under analogue cab control. While the layout was complete, the scenery at one end was not, and a grass mat was used to finish this section. On the rolling stock side, the Class 15 was finished, but unpainted and the DMU was in unlined green. The show opened on the Saturday and we started what turned out to be an interesting weekend.

While the narrow gauge ran well, the wagons kept coming uncoupled under the rear of the layout. The 'O' gauge was running well, but we had problems with reliability of the point motors for the double slip. To compound matters we were losing control of the layout on the DCC side which in turn started to affect the point motors.

The DCC system we had chosen wasn't powerful enough to deliver all of what we needed so, after the Brighton show, the Lenz 100 system was bought as an upgrade, together with a power booster and higher amperage transformer. The point modules were replaced and the two burnt out point motors replaced.

I was invited to South West Herts show in April 2004, but I had underestimated the amount of rolling stock needed. I arranged to borrow some suitable stock until I had what I needed which has included the addition of a DJH Class 31 kit and ready-to-run Class 03 from the same source.

LAYOUT COMPLETE

The layout had by 2005 been completed and went to the Bremen show in Germany that year. New point motors and modules were fine, and the new rolling stock was also running well. However, there was more point motor trouble so I decided



to rewire the DCC side of the layout, fit better point modules and use SEEP point motors. The mains units for the DCC were also changed to give more amps.

During the rest between shows, I had ordered a Just Like The Real Thing Class 24 kit and a Brassworks Class 08 shunter. My aim was to have them both ready for Tolworth, but in the end I ran out of time and patience with both and they ended up in the drawer until I had more time to understand where I was going wrong.

Tolworth Showtrain was attended in November 2007. By this time the layout was running well but had still not completed a show with the layout working at the end of it. More point motor trouble occurred and I made the decision to fit Tortoise motors. This was a 'Eureka!' moment and the fitting and operation thereafter was fantastic. After this show the full set of point motors were replaced with Tortoise slow-action types.

Just after Christmas 2007, I received an invite to attend Oldenburg in February 2008. This was the layout's third trip abroad and the second with the full layout. Work on my two locomotives was restarted with the aim to finish them by the show date. The Brassworks Class 08 only needed some details added and painting. I was pleased with the result so decided to push ahead and finish the Class 24. This involved removing all the old paintwork and starting again. Well this time all went well, and it was ready one night before we set off for Germany.

The layout went up well and the points all worked fine for the whole weekend.

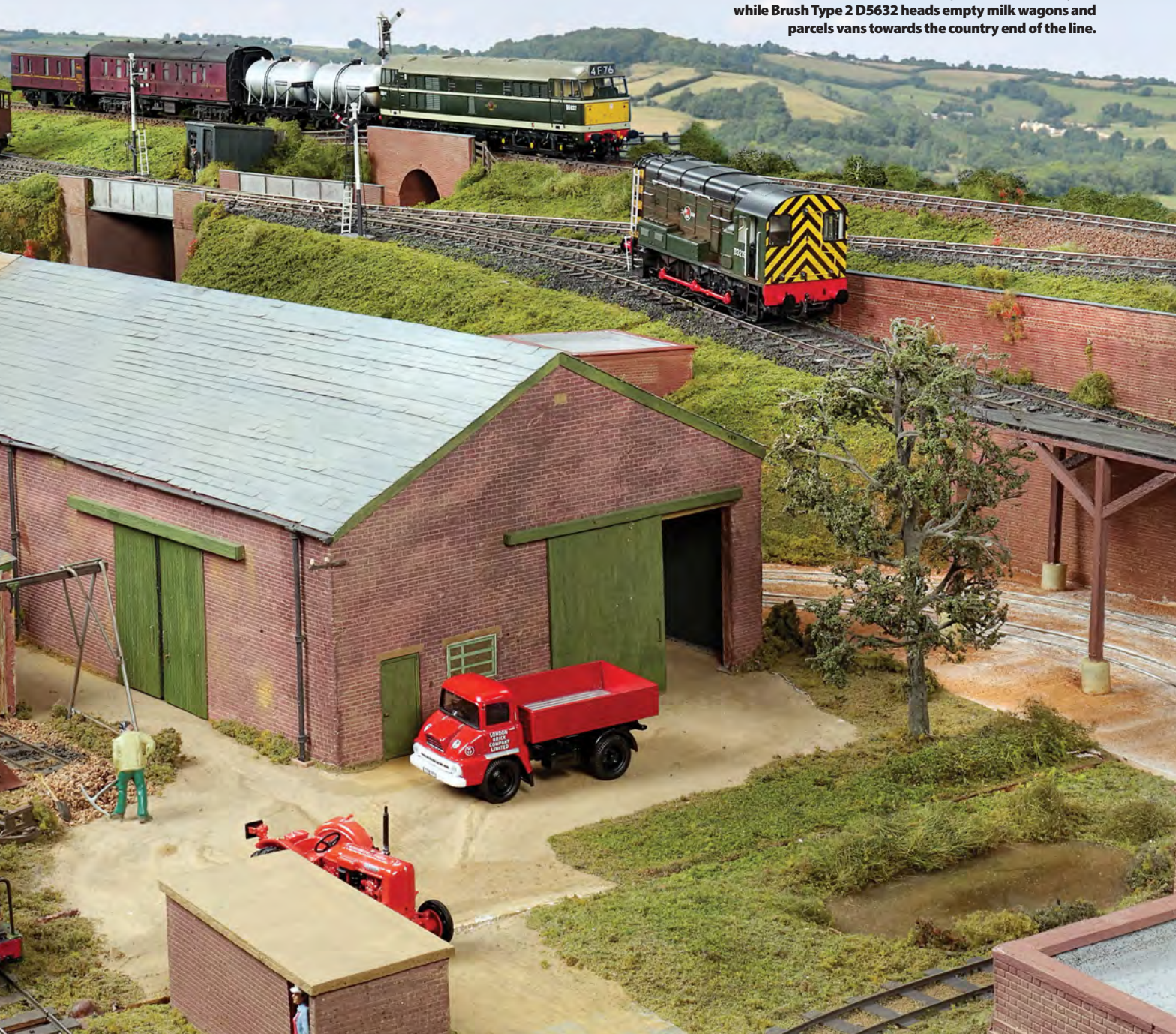
It was decided after Oldenburg to change the goods yard area at the front of the layout, extending it by another 4ft, but not extending the overall length of the layout. Now the layout had 13 4ft x 2ft baseboards with 6ft fiddle yards at each end.

The 2009 St Albans show came and went with no major incidents and with the layout running well. Being placed at the back of the stage helped the sound-fitted engines, which could be heard along the length of the layout with ease above the noise of the show. The new goods yard looked good and ran well. Stuart had purchased a new Brassworks Class 04 ready painted. The sound unit on this model was fitted with a 100ohms bass reflex speaker, which worked very well. Running on the narrow gauge was improved by the purchase of and modification of Bachmann Spectrum 0-4-0 diesels and their V-dump skips, which provided us with automatic uncoupling.

With an invite for Trainwest at Melksham in April 2010 coming up, a new traverser was built for the station end of the layout. Up to now I had used cassettes, but I found the traverser method better for the scale being »



The pressing shed formed the end of the original 1995 layout. A Simplex propels waste wagons towards the pressing shed. In the background English Electric 350hp D3219 heads up the incline to pick up the next load of wagons for the lower yard while Brush Type 2 D5632 heads empty milk wagons and parcels vans towards the country end of the line.



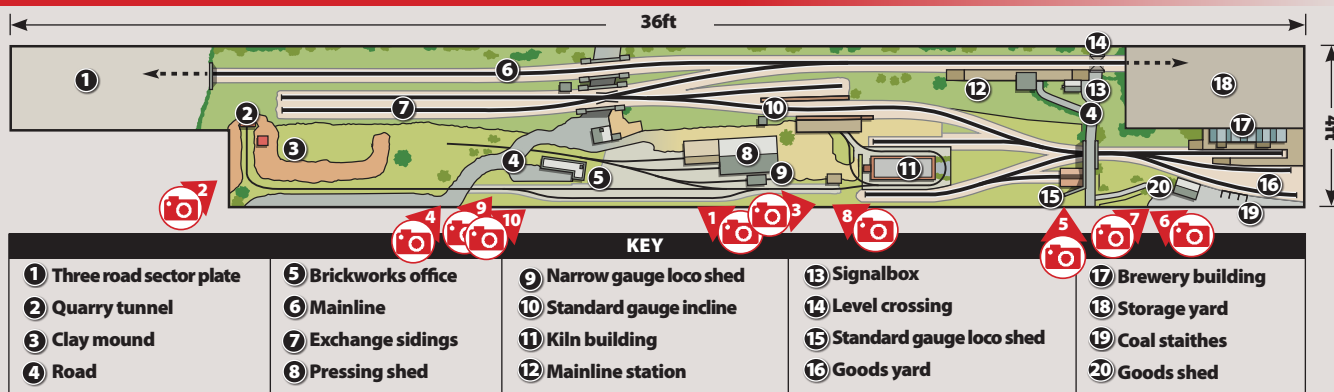


Left: The postman empties mail from the postbox as a Class 08 shunter works the exchange sidings above. The house is scratchbuilt from foam card, covered with fine ballast and then painted. The red areas on the side of the building are where the glue was missing and pointed out in red to show the rendering is missing.

Below: Del Boy Trotter's Robin Reliant van is in the car park, even though it is actually too modern for the layout. Empty narrow-gauge skip wagons wait to be worked to the quarry, while the empty waste wagons are shunted into the pressing shed. BR Derby Type 2 D5037, a Just Like the Real Thing kit, works a short passenger train. All the buildings are scratchbuilt in this picture, all using foam board, with the brick details scribed into clay and glued onto the side of the buildings.



CHERRY ORCHARD TRACK DIAGRAM (Not to scale)



used. I had purchased a Heljan Class 20, which was a little out of place for the area modelled but correct for the period, and it was new. On the Sunday we found a stand with an 'O' gauge Class 20 sound unit which was later fitted by Stuart in record time to bring it into service with sound after lunch.

A few weeks into the New Year an invite was confirmed for the Warley Show at the NEC in 2011. The layout needed some signals and working level crossing gates. While the first signal was built, it needed to be fitted. The signal went in with no problems and was worked from a Tortoise motor. The level crossing gates are operated by Servo motors.

RECENT DEVELOPMENT

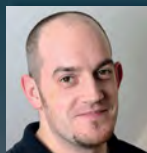
The Warley Show seems a long time ago now, but it was an interesting two days, not without its problems. The layout over the years has visited many shows up and down the country and it seems we have passed several years without any work being done to the layout very quickly. So now that the layout can be stored and exhibited without having to repair it after every show we have time to sort the rolling stock.

However, the days of always kit building in 'O' gauge are now long gone since the increase in ready-to-run rolling stock. With more locomotives, coaches and wagons becoming available each year, this has made 'O' gauge similar to 'OO' gauge, only needing to build kits for the odd wagon or coach as required. Also, sound chips have made some substantial changes from basic to those that now have braking built in and stay alive fitted. My Ruston 48DS has not run for more than 10 years – but now fitted with sound and stay alive it is just unbelievable the difference from when I first built it.

Having started this project in 1993 and with it still going is it worth all the time and money? I think so, having enjoyed the building of the layout, the fun and meeting different people over the years. You may wonder why it has taken so long? I am involved with many other interests, and of course I need to work for a living as well. So, while it has taken 27 years so far, I don't see it ending soon. 

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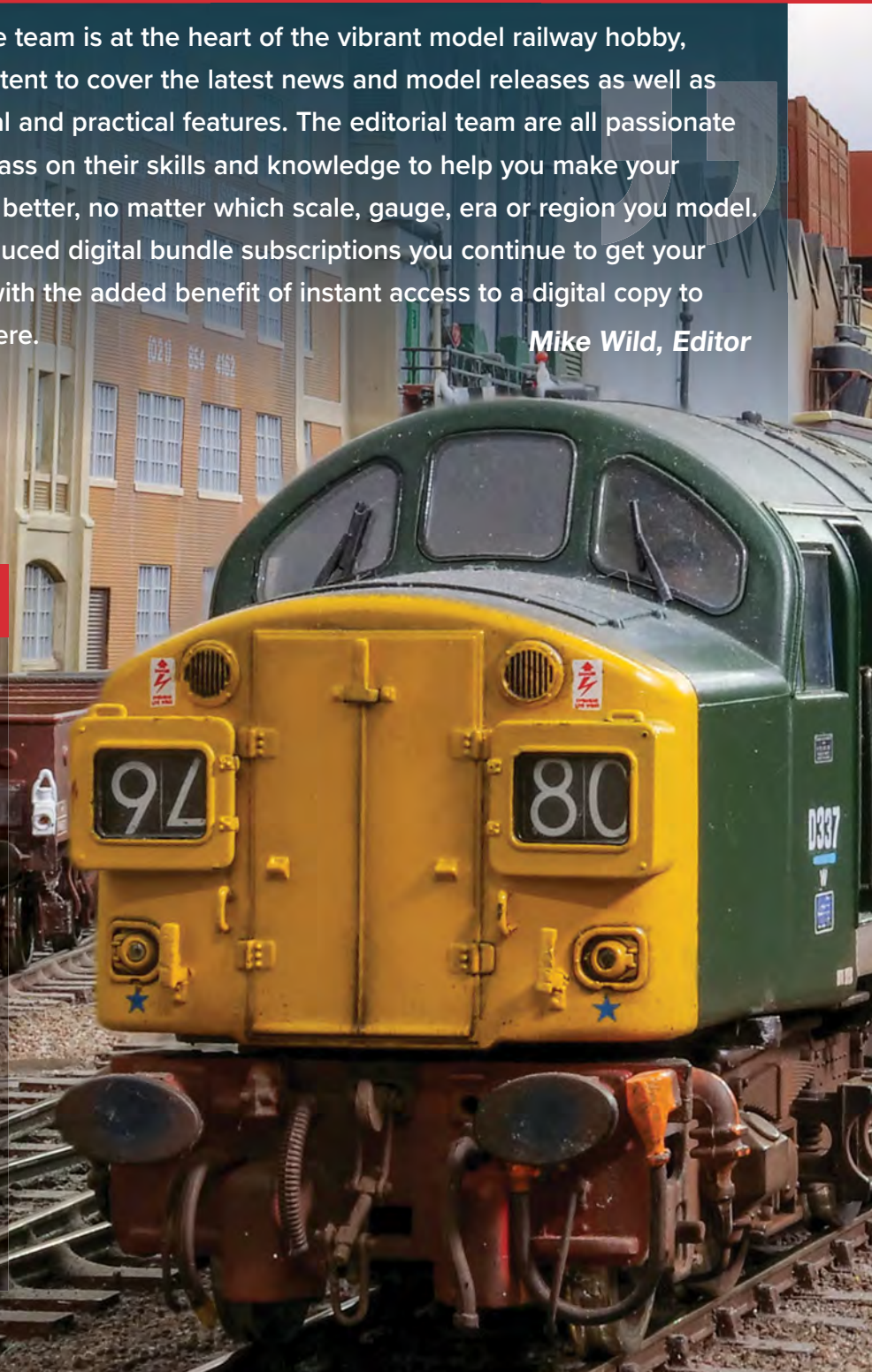
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NIGHT MAIL

The dark, mysterious world of cross-country postal traffic is something that's rarely modelled. **TIM SHACKLETON** explores the possibilities.

I LOVE being close to the railway at night – my imagination runs riot and almost anything becomes possible. Despite my obsession with detail I've often wondered about a layout set during the hours of darkness, with little to be seen other than mysterious black outlines and random pools of light. Compensating for the lack of visual information, there'd be a huge emphasis on evocative sound – the swish of tyres on wet roads, muffled voices, whistles, the tickover of unseen diesels.

Overnight travel confers a magical atmosphere on busy stations such as Crewe, Cardiff or Carlisle, while marshalling yards are (or were) even more enigmatic once darkness fell. Some of my best memories of steam days are set in the small hours, with the sounds of distant shunting (which went on around the clock), the clank of light engines, the abrupt movement of point and signal rodding, the equally sudden arrival of overnight trains from exotic places such as Stranraer and Penzance, Aberdeen and Fishguard, Swansea and Holyhead. Most shadowy of all were the mysterious workings of parcels and mail traffic.

Everyone knows W. H. Auden's verse *This is the Night Mail crossing the border...* with its hypnotic four-cylinder rhythm. The early hours were when you saw unusual things, even in Yorkshire, none more foreign to my eyes than bogie vans in Post Office red emblazoned with the royal cypher, criss-crossing the country on their smartly-timed interconnecting journeys. Some of these mail trains carried passengers unwise or desperate enough to travel at such an hour – I rode the overnight York-Swansea a number of times (invariably double-headed in steam days, heavy enough at times to warrant a 4,500hp combination of English Electric and BR/Sulzer Type 4s). More modeller-friendly – but off-limits to the travelling public – was the Whitehaven-Huddersfield »

Midnight Rambler - In steam days the shadowy, gaslit atmosphere of railway stations late at night was the stuff of dreams. This is very much the kind of cinematic *Brief Encounter* mood I wanted to evoke – Manchester Exchange in 1967, as the last few passengers pray their trains won't be late and the station readies itself for the nocturnal rush of mail, parcels and newspaper traffic. Such workings, connecting with other, equally urgent services, were always smartly timed.



Travelling Post Office (TPO) that left the Cumbrian coast in the early evening and called at Preston, Bolton and Manchester Victoria before reaching its destination around 12.30am. A scant half-hour was allowed for business before the train was on its way back, with arrival in plenty of time for breakfast (and for early-morning daylight photography – unlike vampires, not all TPO trains appeared only after night had fallen).

Like many of its kind, the Whitehaven-Huddersfield had an achievable formation – a Mk 1 Post Office sorting van bookended by three BR Mk 1 BGs used as stowage vans (very occasionally a GUV might be substituted). All these are available from Bachmann, while Hornby offers an excellent BG. The liveries obviously changed over time, but the choice of vehicles – as with many mail trains – remained pretty steady until the service was withdrawn on September 27 1991. Motive power was equally consistent – a Stanier 'Black Five' or even a 'Britannia' in steam days, while most TOPS-era photographs show the train in the charge of either a Class 31 or 47, with a '25' standing in on occasion. So, with all this mysterious and undeniably evocative overnight traffic on offer, let's see about making a start. **Hm**

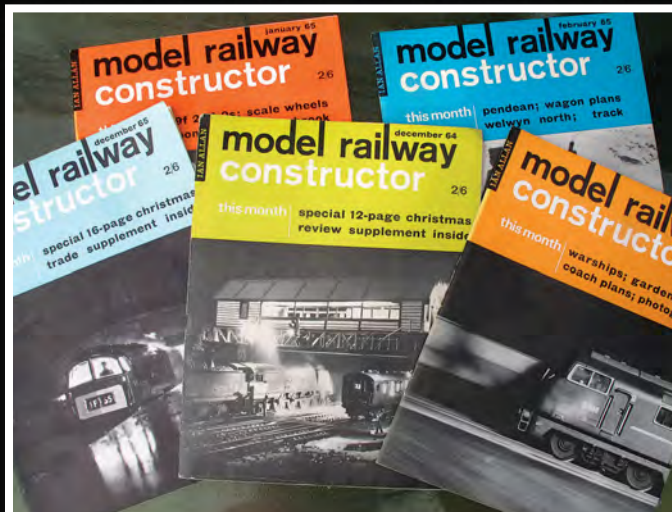


The magic continued well into the diesel era, as Alan Whitehouse found when he followed these enigmatic overnight trains around the country as part of the long-term research for his 2016 book *Night Trains of British Rail*. Here we see the Whitehaven-Huddersfield TPO with the usual four-coach formation at the start of its journey, with sorters hard at work ahead of the five-hour journey (left and below). A little before 1am on the final night of operation, September 27 1991, an unidentified Class 31 is seen at Huddersfield ready for the return journey with extra vehicles added to the consist (below right). A far more minimal TPO (the antithesis of the majestic Up Special seen in *Night Mail*) was the Lincoln-Derby leg of the Lincoln-Crewe TPO which, in the late 1980s, consisted of a BG and TPO hauled by a Class 31, in this case 31413 *Severn Valley Railway* awaiting departure (above). **Alan Whitehouse.**





Below: Between 1964 and 1966 the great railway photographer Colin Gifford – then art editor at Ian Allan – produced a spectacular series of staged covers for *Model Railway Constructor*, several of which featured night scenes. These had a huge and lasting influence on me, as did Colin's work generally.



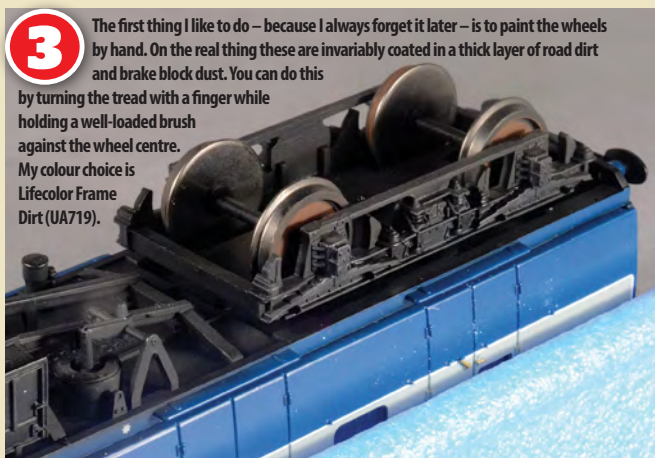
STEP BY STEP RECREATING A SHORT TPO IN 'OO' GAUGE



I like to use acrylic paints, and airbrushes, for weathering areas such as coach underframes, roofs and ends. They dry quickly and provide a stable surface for subsequent applications with enamel washes or weathering powders. I've no idea how many of these excellent LifeColor sets (Black Rubber – CS27 and Rail Weathering – CS21) I must have worked through over the years – dozens, easily.



Weathering powders are great for detailing and subtle touches of colour. You only need tiny quantities so it's a very economical approach! I bought these MIG products a good ten years ago and I'm still barely half-way through each 20ml pot. Unlike paints, weathering powders seem to show no obvious sign of ageing.



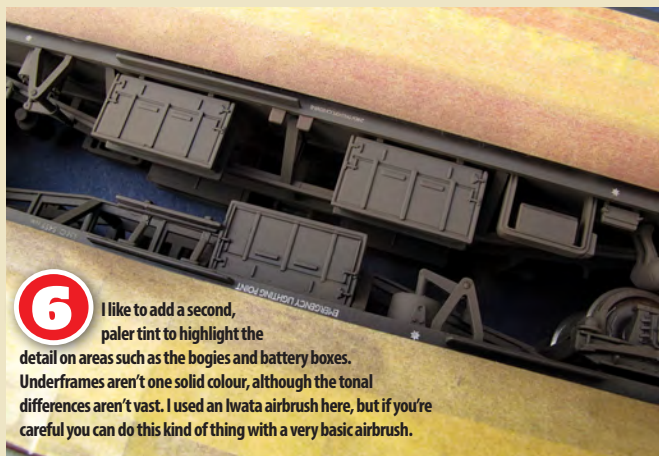
The first thing I like to do – because I always forget it later – is to paint the wheels by hand. On the real thing these are invariably coated in a thick layer of road dirt and brake block dust. You can do this by turning the tread with a finger while holding a well-loaded brush against the wheel centre. My colour choice is Lifecolor Frame Dirt (UA719).



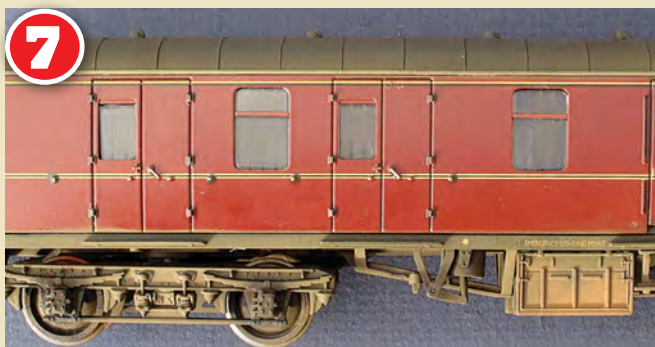
Bodysides are generally clean so, to minimise the risk of weathering paints getting where I don't necessarily want them to go, I prefer to mask them off before tackling the roofs and underframes. The sides and ends will be weathered in due course, but much more lightly.



If you prefer you can simply use a suitably-sized piece of card to mask the bodysides while you're weathering the underframe. Either way, I find it helps to invert the model in a foam cradle.



I like to add a second, paler tint to highlight the detail on areas such as the bogies and battery boxes. Underframes aren't one solid colour, although the tonal differences aren't vast. I used an Iwata airbrush here, but if you're careful you can do this kind of thing with a very basic airbrush.



Once the paint is thoroughly dry (whether using acrylics or enamels I like to allow at least 24hrs for this) final detail weathering is done with MIG powders – touches of brake block dust, caked-on grease on the axleboxes and so on. A few random stains and trickles won't be out of place either.



The roof colours are treated a similar way, with two applications of colour. Be sure to take the weathering right down to the cantrail – this is why masking tape is such a good idea, so you're not worried about getting paint on the coach sides.

Evening shadows lengthen as a mail train makes its way across the country. This is the Night Mail crossing the border. Bringing the cheque and the postal order...



9

The big reveal – always one of my favourite modelling moments. You should always use a gentle masking tape such as Tamiya that's specifically intended for modellers – the kind used in car-spraying and other industrial applications has far too much grip for our purposes and can snatch at printed lettering, paint or both.



10



In 1965 BR workshops changed to an 'airless spraying' method of painting coaching stock. The main visual consequence was that the ends of maroon coaches quickly began to be painted the same colour as the sides. I needed to dismantle this Bachmann BG to correct some accidental damage so I decided to give it the treatment – I used a red primer and then car paint, Ford 'Burgundy Red'.

11



The outcome – an electrification warning flash might be an idea, especially as this vehicle retains the end steps that, as a safety measure, were removed from BR Mk1 stock from the early 1960s onwards. The grab iron (0.45mm wire) replaces one I lost.



12

Soft evening light settles on an outbound mail train. When the new corporate colours arrived in 1965, BR seemed to repaint its Mk1 coaching stock a lot quicker than its locomotives. Ad hoc mixtures such as this were typical of the period.

On the road again

Train Truckers meets *Scrapheap Challenge* as **TIM SHACKLETON** improvises a rail/road convoy out of a pile of cast-offs.



IT'S ONLY GUYS doing their job," said Greg, who drives 2000-ton freight trains for a living. "I don't know why they big it up into such a drama." We were talking about the TV programme *Train Truckers*, which I'd never seen, but I was more intent on the scale-length trains of slab steel and coil that were rumbling past

on Greg's impressive home layout set in Aston Villa territory (HM154). So, when I got back to Suffolk I watched a couple of episodes on catch-up, and was intrigued by the modelling possibilities – my father had been in road haulage

all his life so I knew the ropes.

The way things come together never ceases to fascinate me either. A couple of days later I was rummaging through a cupboard and found a bag of discarded models I'd completely forgotten about. Among the detritus were a couple of Airfix locomotive kits that I'd once used for weathering experiments. They were in a sorry state after many years squirreled away in the darkness but sufficiently recoverable for me to put two and two together – here was prime *Train Truckers* material, surely!

This feature is the result. No TMD layout is complete without a shabby-looking diesel being hauled off to the scrapyard and every roadway scene has to have a Class 800 parked up on a

low-loader. I wanted something different, however, and I wanted to do it properly as well as making it readily achievable.

My choice was to present an ex-Barry '9F' 2-10-0, still largely derelict but showing signs of partial restoration, being moved from one preservation site to another on the kind of heavy-haul vehicles I'd seen from time to time thumping along the motorway, hazards flashing, at a steady 40mph.

A trawl of the internet produced



On June 7 2007, 4930 *Hagley Hall* makes good time along the M5. Shot from a convenient overbridge, this view gives a good idea of the way the locomotive is standing on rails anchored to the trailer as well as the specialised equipment carried on board. Jamie Woodland, Allelys Heavy Haulage Ltd.

Below: For me, making creative use of cast-offs (mine and other people's) is a fascinating aspect of the hobby. I'm particularly pleased by detail touches such as the tail lamp on the '9F', the securing chains, the dirt build-up behind the cab on the green Stobart unit, the green mould on the tender underframe and the equipment stashed in the well on the eight-axle low-loader. I still think I could have made more of an effort with the pipework linkages on the tractor-trailer units.



a couple of discontinued die-cast lorries at extremely affordable prices while my various stockpiles furnished other usable bits and pieces. As for the results, I'm sure bona fide preservationists and transport buffs will find plenty of faults in terms of missed (and misinterpreted) detail but with this kind of weekend project, I feel it's the overall impression that counts. [16mm](#)

Allelys Heavy Haulage are undisputed market leaders in this highly specialised field. Here we see 71000 Duke of Gloucester, lashed to a steerable 11-axle trailer, performing an awkward shunt at Crewe Heritage Centre on October 12 2015. [Tim Shackleton](#).



'9Fs' at Barry, when still reasonably intact. The condition of some has deteriorated badly – part-dismantled, severely corroded, short of vital parts, short of even more vital funds, they may never steam again. But in the unpredictable world of steam locomotive restoration, miracles can and do happen. [Tim Shackleton](#).



1



Start of the journey – these broken-down Airfix models date back a good 40 years, but they were perfect for what I had in mind. Though the kits are still available from Dapol, you can usually find something in a similar condition going cheaply at a local show or swapmeet.



2

Another opportunity – a Bachmann BR16 tender bought on the off-chance some while ago and waiting its moment.

TIP

Secondhand stalls are a perfect place to pick up the items you need for a project like this.

3

I had to look a little harder (and dig a little deeper) to find these Oxford Diecast low-loaders in Stobart livery. Would you find a preserved '9F' on a Stobart trailer? I'm not sure – again, it was the overall effect I was after.



4



By comparison with the Bachmann model there are a lot of compromises in the old Kitmaster '9F' but with a saving of at least £100 on typical prices I could live with most of them. The clumsy handrails had to go, however – I used a brutal-looking cutting burr in my Dremel.

5



The power tool shaved most of it off and then I got to work with a blade. I used one that was just starting to lose its cutting edge – fine for taking off thin slices of plastic but not so sharp it takes half the boiler with it too.

6

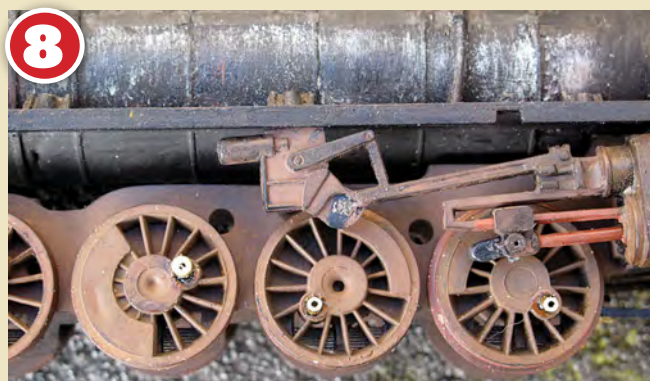


With many types of hand tool, it's useful to work 'into the light' – with the model between yourself and your light source. The shadows enable you to see bumps and blemishes more easily.

7

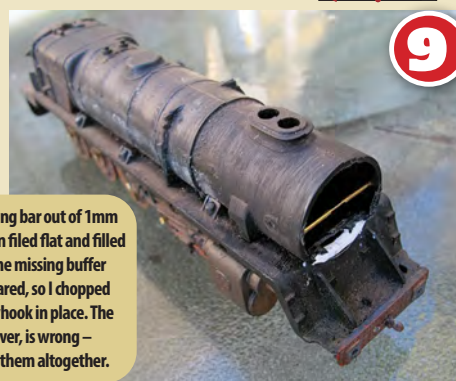
Mock-up – you can see how I've chopped bits off the valve gear, removed the smokebox door and made a replacement for the missing buffer beam. The whole thing sits nicely on the eight-axle trailer without needing the extendable stretch facility.





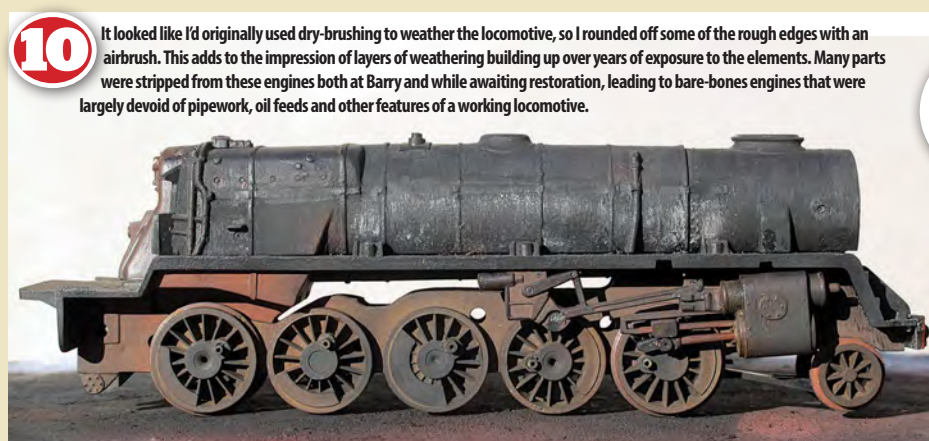
8

Fitting crankpins makes a big difference – I made these out of lengths of brass capillary tube set into holes drilled into the wheels. Go carefully – heat from the drill can easily melt soft plastic.



9

I made the smokebox door locking bar out of 1mm brass rod with the centre section filed flat and filled in the outer rim with styrene. The missing buffer beam had mysteriously reappeared, so I chopped off the buffers but left the drawhook in place. The shape of the steam pipes, however, is wrong – perhaps I should have removed them altogether.



10

It looked like I'd originally used dry-brushing to weather the locomotive, so I rounded off some of the rough edges with an airbrush. This adds to the impression of layers of weathering building up over years of exposure to the elements. Many parts were stripped from these engines both at Barry and while awaiting restoration, leading to bare-bones engines that were largely devoid of pipework, oil feeds and other features of a working locomotive.



11

A gentle dusting with rust-coloured weathering powders helps finish things off nicely. Asbestos cladding was everywhere on scrap locomotives, betrayed by an ominous white powder spilling out from beneath the boiler cladding. Not until the early 1970s was the health risk fully understood – drastic steps had to be taken to strip asbestos from railway equipment of all kinds.



12

The preservationists have been making headway with the tender – it's now in various shades of primer. The bunker and chassis, though, are still *au naturel*.



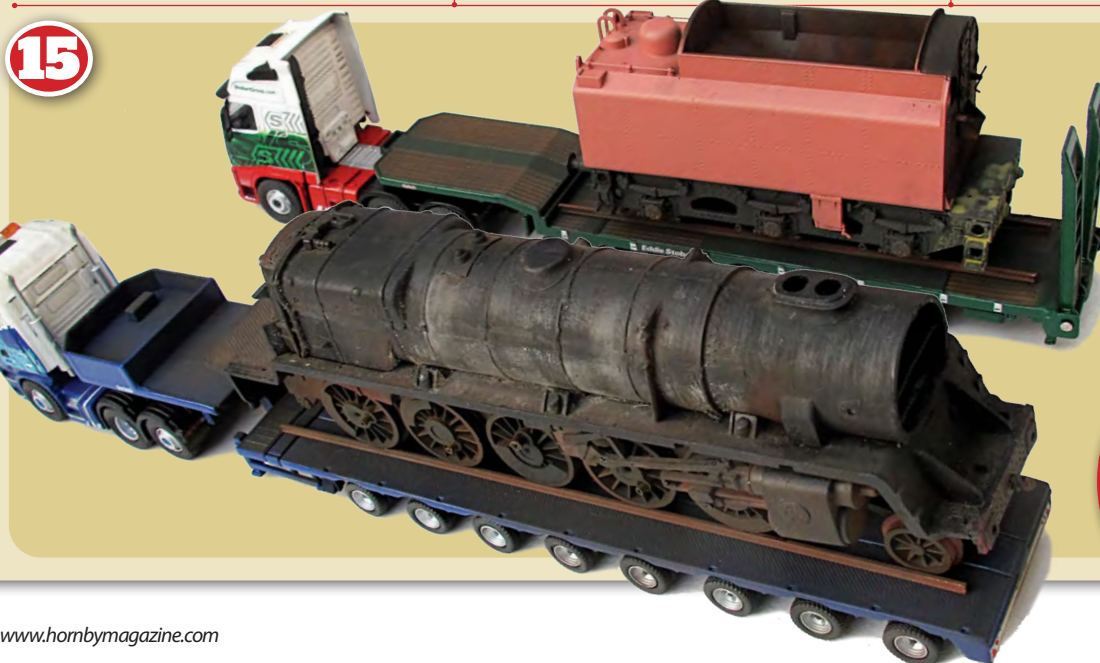
13

I kept the weathering of the tractor-trailer units very simple – despite heavy, intensive use these vehicles invariably look smart. The decks and undersides of the low-loaders are lightly airbrushed and I've run a thin grey-brown wash over the cab roofs and then wiped it off so the residue collects in the panel lines. I hand-painted the tyres to get rid of the shiny black and then brushed gunmetal weathering powder over the steel parts of the flatbed.



14

Rust colours can often be much too lurid for comfort, which is why I'm a great fan of LifeColor's pre-mixed weathering paints – whether applied by hand or by airbrush they perfectly capture the muted, strangely beautiful colours of the real thing. I use them extensively on projects such as this.



15

As per prototype, the locomotive and tender sit on flat-bottom rail (code 70 in this instance) secured to the flatbed of each trailer. As well as minor detailing – I must do something about those solid pipes leading up to the clack valves – I need to chain the wheels to the trailer. I'm pleased by the contrast between the partly restored tender and the bare hulk of the '9F'.

TIP

The old Airfix '9F' plastic kit provided the perfect basis for a down-at-heel restoration project. There is no point using an expensive brand new item for this.



BR 4-6-0 CLASS 5PSF '44871'



BR 4-6-0 CLASS 5PSF '44781'



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OF 1004



BR 4-6-0 CLASS 5PSF '44781'



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BR 4-6-0 CLASS 5PSF '44781'



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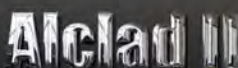
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WHY SETTLE FOR ANYTHING LESS?

Zero 1

THE DIGITAL DAWN

Hornby utilised cutting-edge technology for its Zero 1 digital control system in the late 1970s. **MARK CHIVERS** looks back at a revolutionary development which was literally decades ahead of its time.

HORNBY UNVEILED ITS revolutionary new model railway control system, Zero 1, in the 25th edition of its annual catalogue in 1979. Its snappy brand name reflected the use of binary numbers and the system really was ahead of its time which is now considered a precursor to the Digital Command Control (DCC) offerings available today.

Developed around Texas Instruments' technology, Zero 1 was vastly different to what had gone before as you could now operate locomotives individually, up to 16 of them, without the need for section switches or isolating tracks as power to the rails was now constant. Special address modules in each engine,

dubbed 'chips' at the time, interpreted commands from the main controller for acceleration/deceleration and speed rates. Zero 1 was a 4amp system which operated on the two wires principle and delivered 18volts AC to the track for powering motive power and accessories.

The range comprised a master controller (Cat No. R950), slave controller (R951), hand-held slave controller (R952) and locomotive modules (R955) initially, with accessory modules (R956) following in due course. The third and final phase included a rather impressive looking Micromimic display system with a display module (R953), display panel (R957), display console (R958) and display leads (R959).

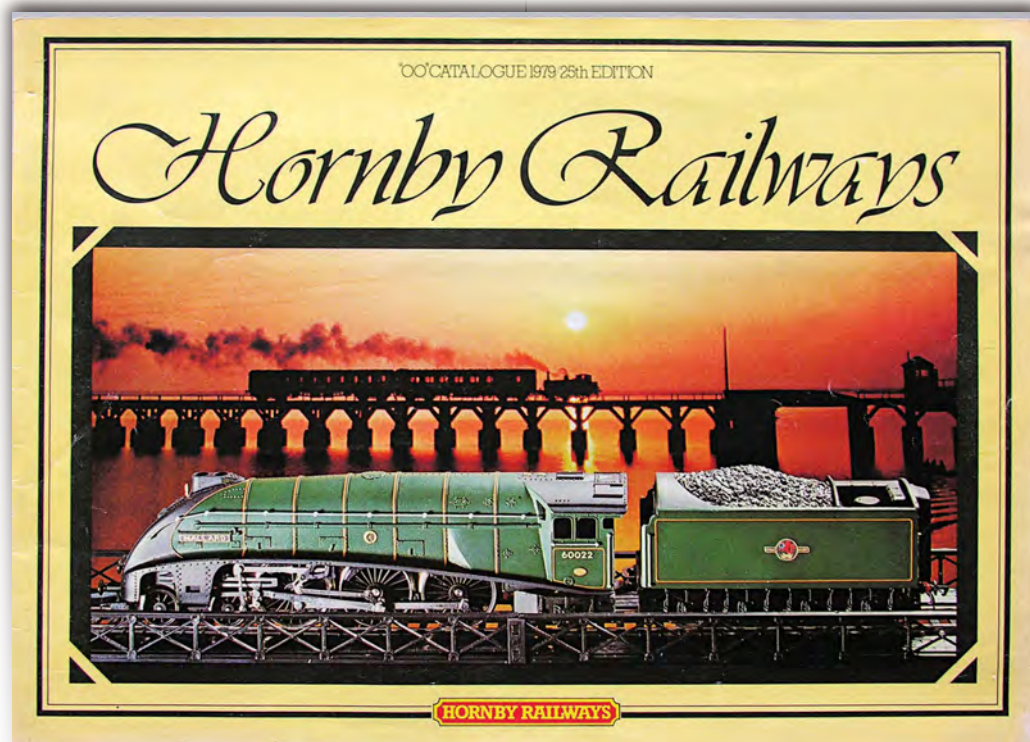
Interestingly, much like the proverbial bus, there were other similar controllers being developed at the time to rival Zero 1 including the Airfix Multiple Train Control (MTC) system, which was frequency-based and Hammant and Morgan's (H&M) digital HM5000, which shared compatibility with Hornby's product.

PUSHING CONTROL

Zero 1's master controller featured a push-button keyboard, slide control regulator, indicator lights, a roster reminder, a groove to store a pen or pencil - remember, this was the '70s - and a panic button offered reassurance should things get out of control. In addition, up to three slave controllers could be linked together to allow



Zero 1 ushered in a new choice of model railway control in 1979 and was modern for technology of the time. It was capable of running 16 locomotives independently and could control up to 99 accessories.



Zero 1 launched in the 1979 Hornby catalogue, but its time was short. Production ceased in 1986.

four locomotives to be directly controlled, while the system's memory could also store running characteristics for the remainder of the motive power roster. It could also support up to 99 accessories.

Locomotive address modules developed over time but needed to be connected directly to the motor wiring on each individual locomotive. Spade connections made some of these connections quite straightforward, although some older models required the intervention of a soldering iron - rather like hard wiring a DCC decoder today. Special silver paint



was used for coding or recoding address modules. However, this mix of modern technology and older style mechanisms could sometimes prove to be inefficient as a result of corrupted signals. Rail joints also needed to be snug.

Meanwhile, accessory modules which provided control for four turnouts or signals could also supply a burst of current for point changing or continuous current for accessories such as colour light signals, in similar principle to the digital accessory decoders of today. A pack of live point clips was included to transform self-

isolating turnouts to permanently live. With constant power to the track, locomotive or interior carriage lights (where fitted) were also permanently illuminated.

NEW HORIZONS

The final phase of the system was the mimic display with its honeycomb backplate. Each screen measured 280mm x 200mm and fine lines of self-adhesive tape could be cut to size/shape and added between the marked squares to create a mimic track diagram, while LEDs showed the current state of turnouts. Each

display panel was supplied with four pairs of LEDs and could power eight pairs in total, while extra LEDs and modules were sold separately for further expansion.

In practice, installing and coding locomotive modules could be time-consuming and developing the mimic track diagram with sticky paper tape could be cumbersome, but it was innovative technology at the time. There were even plans to introduce sound and pre-programming functions – an area that we have come to take for granted with digital systems, such as Hornby's RailMaster, today.

Sadly, Hornby's early dabble with digital was relatively short-lived as production of controllers at Margate ceased in 1986 when demand for the system had waned. However, it wasn't quite the end for the system as products remained in the marketplace for some time – module production eventually stopped some five years later – and ZTC Controls even included a Zero 1 mode within its DCC systems. Meanwhile, a buoyant second-hand market still sees examples of the distinctive control system and supporting components appearing from time to time. 

Building **YOUR** first

'O' GAUGE WAGON

TOOLS

- » Craft knife
- » Sanding board
- » Plastic Magic glue
- » Superglue
- » Tweezers
- » Snipe nose pliers

The recent wave of new 'O' gauge locomotives has prompted new interest in 7mm scale modelling, but how do you start expanding your wagon fleet?

MIKE WILD

has the answer in Parkside Models' simple to assemble kits.

KIT BUILDING is a great way to enhance and expand any wagon fleet and in 'O' gauge it is an enjoyable means of creating new vehicles to run with the increasing range of ready-to-run products.

The rise in ready-to-run 'O' gauge, particularly locomotives, means that there is a new need for rolling stock and, while there are plenty of ready-to-run items, kits tend to be available more consistently and allow the opportunity to build something unique to your layout.

It might come as a surprise, but it can actually be simpler to build an 'O' gauge kit than a 'OO' one – the parts are bigger and easier to handle and, from our experience, getting the running right is much more achievable too as they are heavier when constructed without adding weight.

If you are looking to make your first step into 'O' gauge wagon kit building then look no further than the Parkside



Painted with Lifecolor BR bauxite and suitably weathered with Lifecolor Frame Dirt, the Pipe wagon looks the part and is ready for service. We will cover painting and weathering in a separate feature.

Models range of plastic kits. These will feel familiar to anyone who has built a plastic kit in the past making them ideal for all skill levels. Each kit contains all the components you need – even transfers. Just add paint, tools and adhesive and you are ready to go.

This step by step guide is aimed at illustrating the basics of building a Parkside Models kit. We've chosen a BR 12ton Pipe Wagon as the subject as we know that open wagons are simpler to complete than covered vans. Having built this kit before we also know the pitfalls and which techniques suit it best. We've also got a nifty product for blackening etched metal parts (there are only a handful in the kit) which makes a difference too.

If you haven't built a wagon kit before, now is a great time to do so and even if you don't currently model in 'O' gauge it will be an evening well spent in assembling one of these well-designed models. The step by step guide explains all. [View](#)

STEP BY STEP BUILDING A PARKSIDE MODELS 'O' GAUGE PIPE WAGON

1

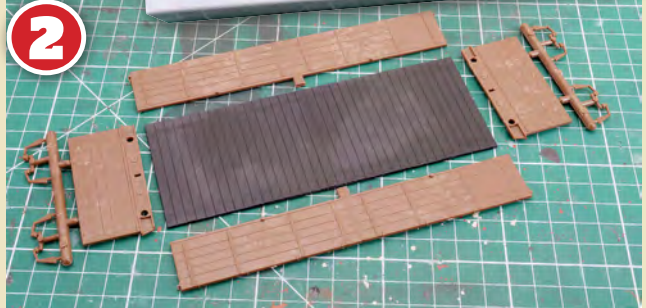


Intermediate
Beginner SKILL LEVEL Advanced

The Parkside Models kit range is well established and offers everything you need to build a wagon apart from tools, glue and paint. BR period transfers are included in the box together with a full set of injection moulded parts. You will also find etched metal and cast metal parts in the 'O' gauge kits.



2



There are two main areas to consider in each kit – the body and the underframe. In all cases we start with the body. If you are choosing your first kit, an open wagon will always be simpler to assemble.

3



To remove the ends from their sprue cut close to the part with a craft knife. Inevitably there will be moulding pips to remove which are simple to clean up.

4



Each part is cleaned up before assembly. We use a collection of Albion Hobbies sanding sticks which come in different colours to distinguish different grades.



STEP BY STEP BUILDING A PARKSIDE MODELS 'O' GAUGE PIPE WAGON



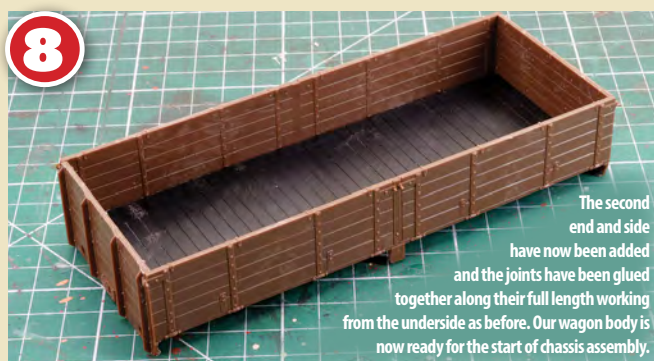
5 Assembly of the body can now start by gluing one of the ends in place. There is a channel at the bottom of the end panel above the bufferbeam which locates the wagon floor. Hold the parts together then brush Plastic Magic liquid plastic cement along the rear face of the joint (away from the visible area) and allow it to set.



6 Adding the glue from below means any residue won't appear on the 'finished' side of the wagon. This is good practice for a neat wagon build.



7 Next the first of the sides can be added to the wagon floor. We tack this in place by cementing the corner to the end and then adding spots of glue to the left, centre and right of the long side. This allows for adjustment should it be required when the second end is fitted.



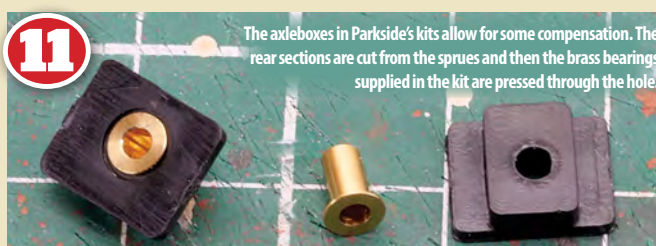
8 The second end and side have now been added and the joints have been glued together along their full length working from the underside as before. Our wagon body is now ready for the start of chassis assembly.



9 The two chassis solebars were cleaned up using a craft knife and sanding stick as per the bodyside pieces. There are channels in the floor which align with the solebars - they have to be curved during installation to fit then between the bufferbeams, but simply snap into place once they are in line. Plastic Magic glue is used to fix them permanently in place.



10 The pipe wagon has additional hinges to add to the doors - four on each side. Cut them carefully from the sprue then align them with the patches on the side of each door as outlined in the instructions. Tiny amounts of Plastic Magic hold them in place.



11 The axleboxes in Parkside's kits allow for some compensation. The rear sections are cut from the sprues and then the brass bearings supplied in the kit are pressed through the hole.



12 Place each bearing support onto the end of the axle and then position them through the 'W' iron loosely.

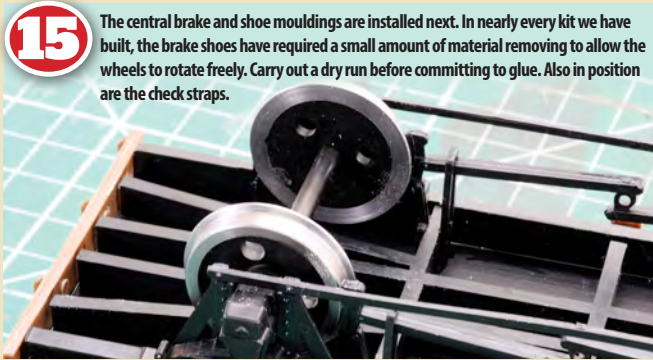
WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
BR 12ton Pipe wagon	Parkside Models	PS17



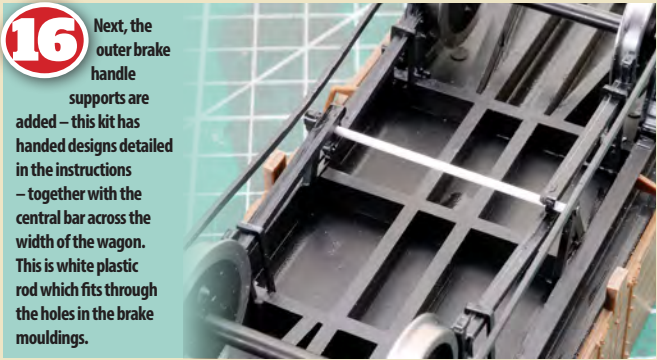
13 A number of axlebox covers are included in each kit, as some mouldings are universal. For the BR Pipe wagon we need BR axlebox covers, as shown here. When glued carefully onto the bearing support the assembly can slide up and down in the guides. It isn't essential to allow these parts to move, but it can help with running.



14 Now we have the basics of a rolling wagon ready for detailing and finishing. At this stage we always take a wagon to a layout and give it a roll test. If anything binds or it doesn't run level check the axleboxes to ensure they are all set level and adjust if necessary.



15 The central brake and shoe mouldings are installed next. In nearly every kit we have built, the brake shoes have required a small amount of material removing to allow the wheels to rotate freely. Carry out a dry run before committing to glue. Also in position are the check straps.



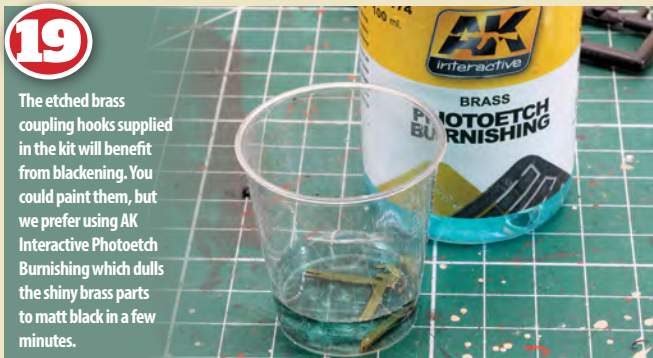
16 Next, the outer brake handle supports are added – this kit has handed designs detailed in the instructions – together with the central bar across the width of the wagon. This is white plastic rod which fits through the holes in the brake mouldings.



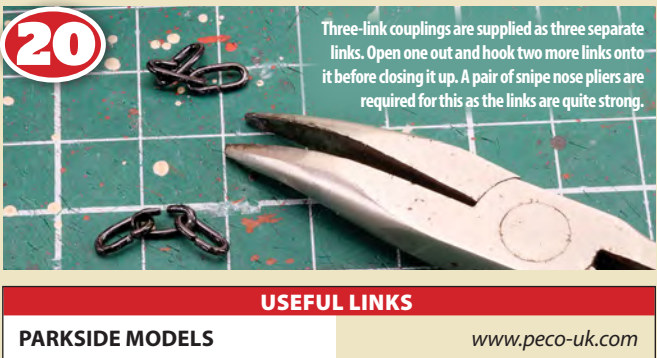
17 To complete the brake rigging, levers are added on each side together with their solebar supports. The brake lever will need gently bending to reach the pivot point on the underframe. Use Plastic Magic to glue these parts in place.



18 Sprung buffers come as a kit of parts, but they are straightforward to assemble. Cut the shanks and collars off the sprue then slide the collar over the buffer from the rear, followed by the spring, then the shank and finally wind the brass nut on the rear. It will take no more than five minutes to assemble all four buffers – and they work.



19 The etched brass coupling hooks supplied in the kit will benefit from blackening. You could paint them, but we prefer using AK Interactive Photoetch Burnishing which dulls the shiny brass parts to matt black in a few minutes.



20 Three-link couplings are supplied as three separate links. Open one out and hook two more links onto it before closing it up. A pair of snipe nose pliers are required for this as the links are quite strong.

USEFUL LINKS

PARKSIDE MODELS

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21 The buffers are a tight fit into the holes in the wagon ends, but a light brush of Plastic Magic around the mating surface of the shank will soon assist them in fitting by softening the plastic. The three-link couplings are added onto the coupling hooks and pushed through the central hole.



22 To hold the couplings in place and provide damping, a spring is added over the rear of the coupling and the ends are opened out to hold it in place.



23 The finishing touches are the addition of the door springs along the chassis as shown in the instructions. These are held in place with Deluxe Materials Rocket Rapid superglue.



24 Completing the wagon ends are a pair of white metal castings for the vacuum brake pipes and the addition of a lamp iron from the etched brass fret. Again, these are held in place with Rocket Rapid. The Pipe wagon is now ready for painting and weathering which we will cover in a separate feature.

Spring garden

With the huge range of off-the-shelf scenic products

IAN GOODMAN

sets out to show just how simple it can be to create an attractive miniature garden to enhance the background of a railway scene.



Noch's laser cut mini cold frames together with garden tools set bring life to the area around the shed.



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TO SEE MORE ON THIS SCENE

Above: A Skaledale 1930s suburban house leads the scene which has a grassed lawn followed by a bare mud area for growing plants.



A Primo Models apple tree stands at the centre of the lawn.

GARDENING is one of the top ten hobbies in the world and those with the knowledge and skills will go to great lengths to create a landscape that many of us can only dream of. However, recreating a miniature garden for a model railway is becoming simpler by the month as more and more innovative, useful and attractive products come to market.

The European modelling scene is awash with miniature scenic details from the likes of Noch, Faller, Preiser and many others. In

this scene we have aimed to bring together a selection of readily available items to show how they might be arranged in a model garden. There is nothing here that can't be bought off-the-shelf, making this project well within the reaches of every modeller no matter what their skill level is.

The basis for the diorama is a panel of 6mm MDF measuring 400mm x 150mm. The headline act is the Hornby Skaledale 1930s suburban house which stands front and centre between the garden and main road. Behind the house is a grassed lawn which is followed by an area for growing and cropping vegetables and fruit. For good measure we have added a Primo Models apple tree at the centre of the lawn while the grass has been bordered with coloured

tufts from Noch as well as a strip of flowers from the Model Tree Shop cut down to fit the space available.

This whole scene took no more than an hour to assemble from start to finish (excluding the drying times for the base layers of paint and gravel) and it would be easy enough to replicate along a street of gardens to give each one a unique character. Further

searching through the proliferation of accessories from the likes of Noch, Faller and Preiser will also bring you to items such as washing lines, animals, window cleaners, home maintenance personnel, gardeners and more. Viessman even produce a gardener which swings a watering can in its eMotion range of active figures for 'HO' scale.

The table with this feature lists the products we have used in making this scene, but the Skaledale 1930s house is currently out of production. For more on this scene including a step by step guide and time-lapse video head over to www.keymodelworld.com where you can get even more detail about how we created this miniature garden. 

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Apple tree	Primo Models	Apple Tree 6-8cm
1930s suburban house	Hornby Skaledale	R9720
15mm high hedging	Faller	181448
Flowering tufts, 104 pieces	Noch	07135
Cold frames	Noch	14358
Beanstalk supports	Noch	13225
Garden tools	Noch	14800
Ornamental plants	Noch	14012
Ornamental plants	Noch	14020
Flower borders	The Model Tree Shop	Flower borders
Blended green fine turf	Woodland Scenics	WT1349
Chinchilla dust (gravel)	Pet shops	
Asphalt paint	Woodland Scenics	ST1453
Burnt umber paint	Woodland Scenics	C1222

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We welcome constructive feedback about the CAD drawings as this will help us to provide the most accurate model possible. Please send to research@krmodels.co.uk

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Appearance and price deter younger modellers



AS A 16-YEAR-OLD, I expect that I am a member of a disappointingly miniscule minority within my age group who reads your excellent magazine and, indeed, delves into the model railway hobby at all. To me, this seems a real shame because there has been an abundance of people my age who, upon witnessing a demonstration of my very basic layout, have been inspired.

There are two key factors that repel young people from the hobby: firstly, it's simply not 'cool' to be a modeller, and many would sadly see model railways as a blemish on their reputations. Secondly, even if this first barrier

was overcome, there would still be very few who began modelling simply because it is unaffordable.

I was gifted my first train set – the Hornby Lakeland – nine years ago, and I have since built up a collection of 32 locomotives to run around a relatively sizeable loft layout. However, I am frequently left frustrated by the leading manufacturers' unwillingness or incapability of catering for people like me. The recent obsession with limited edition releases means that I have no chance to purchase many of the best models, which are often those that ideally suit my layout's time period and location.

There have been some recent examples where models I would have liked have sold out before I

was aware they had been released. How can manufacturers talk about looking forward to the future when they fail to offer options to young people like me, who must surely be enticed if model railways are to survive another century? There is no use in providing starter sets for five-year-olds, RailRoad models for ten-year-olds, and then skipping straight to limited edition releases for affluent adults.

To finish, I would like to commend stores such as Hatton's, who do at least seem to recognise in part the need to engage young people, for without their regular bargain offers, my fleet would consist solely of Hornby 0-4-0STs and RailRoad diesel shunters. Instead, I am able to occasionally invest in such high-

quality products as the Heljan DPU and Bachmann 'Hall'. Yet even these superb deals are rapidly becoming unsustainable as manufacturers raise prices further, and most of my purchases (whether locomotives, coaches or wagons) now come from model railway shows, where pre-owned stores provide a last bastion of affordability in an increasingly elitist hobby. Yet it cannot be solely through the sale of models from the past that our hobby hopes to ensure its future, for this will surely doom manufacturers and retailers alike. So, as prices continue to sky-rocket whilst wages remain stagnant, I beg of the model railway industry to look to the future rather than focussing on short-term gain.

Nathan Smallwood, by email.

A 'Celebration' of scrap!



Having recently taken delivery of a Hornby Ruston 48DS shunter, I thought I ought to make a

layout. Paired with a want for a layout small enough to hide away when I'm at university, Hepton

Scrap was born. It fits inside a Celebration chocolate tub!

Oliver Rowley, Stoke-on-Trent.

Q&A is needed for returning modellers

I am now retired and along with one of my grandsons we are building a 'OO' gauge model railway, having been given a couple of DCC sound locomotives from a friend. We enjoy your magazine but have two comments which you may be able to do something about:

We would like to see *Hornby Magazine* include a regular question and answer section. I think a lot of modellers, especially those returning to the hobby, could benefit from this. We have a number of questions regarding DCC as an example.

Secondly, why do modern models – for all their other details – not come with crew figures fitted to the footplate? One never sees (hopefully) real locomotives travelling along without a driver/fireman, so why should our models run around driverless?

John McKenzie, by email.

Hi John, thank you for your feedback and great to hear what you would like to see the magazine produce in the future. Send us your questions and we'll start compiling a suitable section of replies – Ed.

MIDLAND PUSH-PULL

I have identified a gap in the model market. We benefit from excellent push-pull coaches for the Western Region, and the Southern Region, but the coach desperately needed is the LMS

equivalent in maroon livery suitable for Midland or BR layouts. Bachmann is proposing to bring out the Johnson 0-4-4T quite soon, and such a coach would, in my opinion, be very popular

to complement this model. I have tried to contact the major manufacturers without success. If such a coach were available, modellers would all benefit.

Peter Jones, by email.

Evening Star in the twilight of its career



I see from HM154 that you featured the story of BR's last built steam locomotive - No 92220 *Evening Star*. You may like this photograph taken at Gloucester Eastgate on August 4 1964 of 92220 on an eastbound mineral working. I had seen it on a previous occasion at the back of Cardiff East Dock shed.

Godfrey Stewart, by email

Hi Godfrey, thank you for sending in the image of 92220 from your collection. We were intrigued to see that the locomotive was hauling a rake of 20ton coke hoppers, so much so that after seeing your image we chose to shoot our video of the sound fitted model from HM154 with a set of Hornby coke hoppers. You can see it at www.hornbymagazine.com in the videos section - Ed.

Help needed on fitting DCC to Heljan models

The new Heljan 'O' gauge locomotives are now being designed to be DCC friendly with new colour coded wiring, but all their previous models do not have this facility. Would it be possible for you to publish a step-by-step guide to fitting a non-sound DCC decoder to a Heljan Class 37 or Class 20?

These locomotives have a myriad of wires inside and some have all red and black making identification of which wire goes where difficult. I am sure there are many people in the same predicament as this seems to be a common theme on many model forums, but none seems to give a definitive answer and certainly none that I have found with step by step photographs.

Your guides in the past have proved really useful and I am sure an article on this topic would be well received.

Ian Harris, by email.

Hi Ian, thank you for your feedback. We'll definitely look into this as we are aware that dealing with hard wiring of large-scale decoders can be more difficult. Watch this space for more information - Ed.

THAILAND'S 'CLASS 158S' IN COLOUR



In HM153 you mention the Class 158/159 units being used in Thailand. They were used for one service out of Bangkok to Sila At. At times there was a weekend service from Bangkok to Pattaya as well. I think this has just been revived, or was, but I have not been to Thailand for two years.

Incredibly, passage between cars is over an open platform - a quite different experience to corridor connections. That's fun at 120km/h! The manager of the diesel railcar depot was keen to get some proper enclosed vestibules. I travelled on these units from Bangkok to Ayutthaya.

Terence Page, by email.

FIRST TEN NBL TYPE 2S WERE DIFFERENT

I have just received the latest edition of your splendid magazine in which you review the Dapol NBL Class 21. The first ten had detail differences so that is why Dapol has not

modelled them. These locomotives were allocated to Hornsey for suburban services on the Great Northern from King's Cross, not the Great Eastern as written. The GE allocation was

used in East Anglia for freight and passenger services being allocated to Stratford, Ipswich and Norwich before moving to Scotland.

Ian Taylor, by email.

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St Cuthbert's



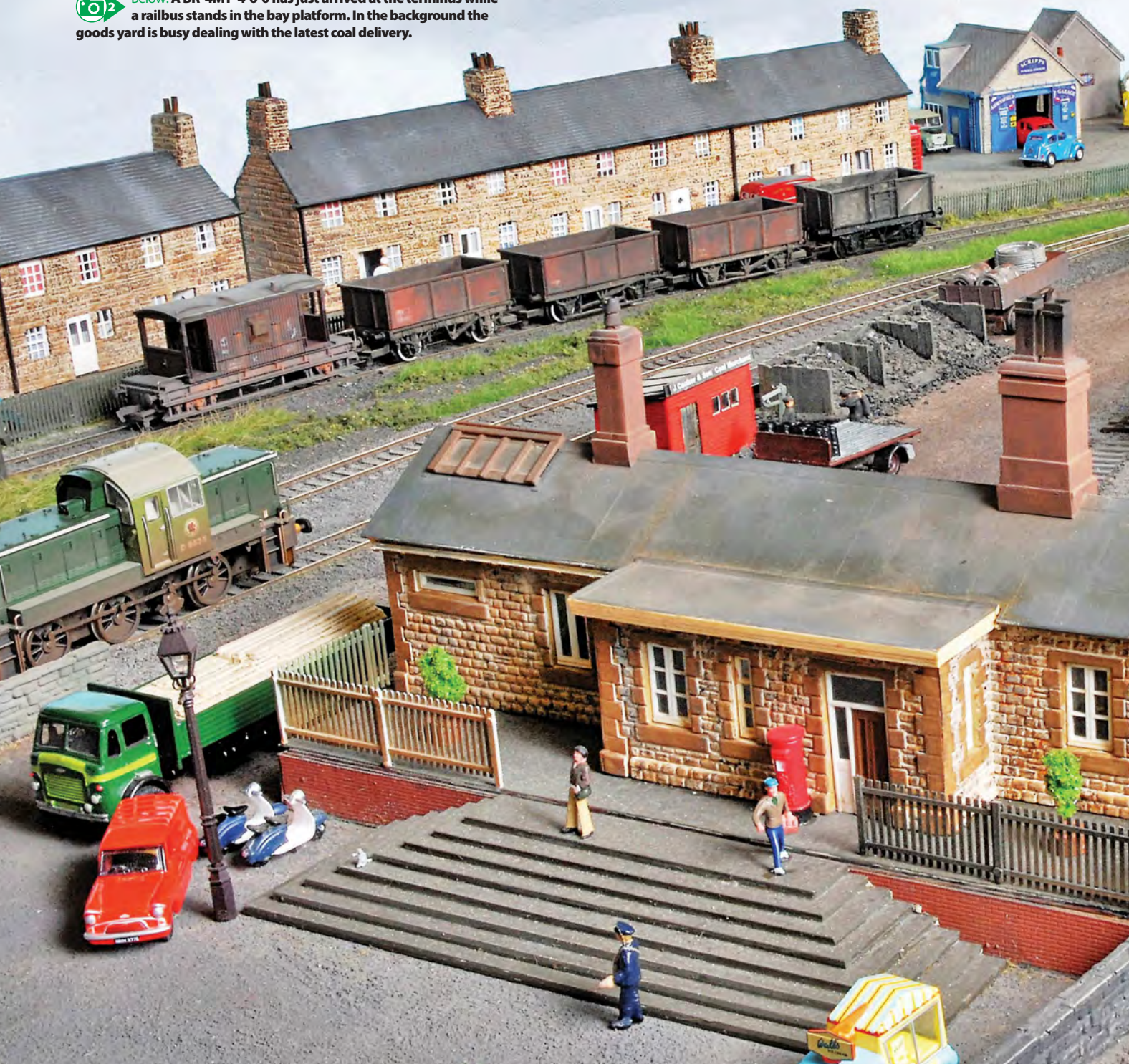
A sleepy terminus in the Scottish Borders just before the Beeching cuts is the setting for Thistle Modelmakers' 'OO' gauge exhibition layout, which was designed for members of all abilities.

STEVE BENJAMIN explains its creation.

PHOTOGRAPHY, MIKE BISSET

1 Above: AA Road Service vehicles gather outside the phone box at St Cuthbert's.

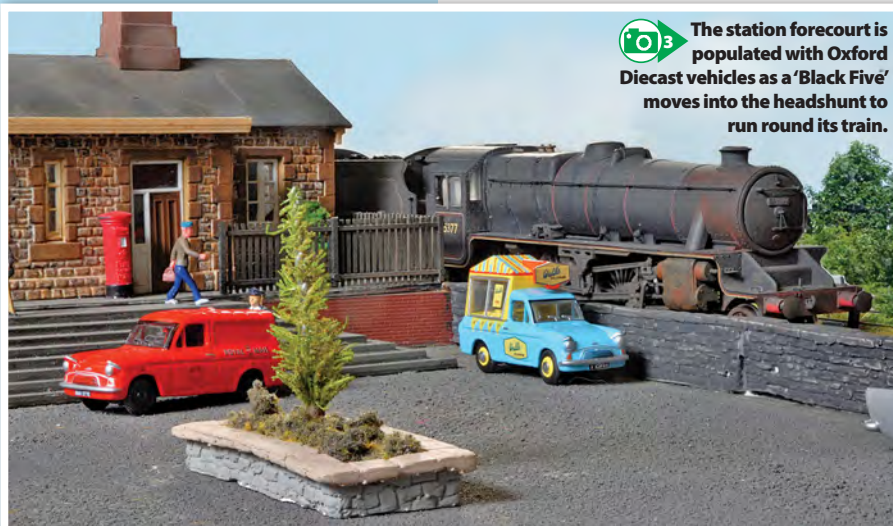
2 Below: A BR '4MT' 4-6-0 has just arrived at the terminus while a railbus stands in the bay platform. In the background the goods yard is busy dealing with the latest coal delivery.



THE IDEA FOR ST CUTHBERT'S grew from our wish to involve all members in the club, new and established, in a project that would enable everyone to develop their skills in the many different aspects of layout development.

Our club has a number of overseas layouts, mainly German and American, and there was a group of members that wanted to build something with a British theme. We wanted to start by sawing wood (safely!) for the baseboard and end with a layout capable of being exhibited at shows. Guidance from the experienced members helped the newcomers see, and work on, every aspect of that development process.

Thistle Modelmakers is no different from any other model railway club in



The station forecourt is populated with Oxford Diecast vehicles as a 'Black Five' moves into the headshunt to run round its train.



wanting to encourage interest in the hobby and St Cuthbert's enabled everyone to gain knowledge from experts in many different topics that will help them be better modellers in future. We hoped that everything would be a learning process and, as you'll see, that has certainly come true during this project.

We decided to base our layout in the Scottish Borders, just prior to the events that followed Dr Beeching's report. It is a typical country terminus with passenger and goods workings still in demand although business is drifting downwards as car and van ownership increases. Steam locomotives and Diesel Multiple Units provide the motive power for passenger traffic. Freight workings provide general goods and coal traffic into the village while milk and cattle are shipped out.

DEVELOPMENT

We had to design a layout that was relatively light whilst ensuring that it maintained enough rigidity to survive transport to shows. Initially a decision was made to construct three boards each measuring 750mm x 1,200mm or as the more 'experienced' members called it, 2ft 6in x 4ft.

9mm plywood was cut into 100mm strips to make the frame and we added in cross-bracing to help strengthen the structure. This was all topped off with a surface of 9mm plywood. It was painted to help stop any twisting before any track was laid. Steel engineers' dowel pins were added for precise alignment. This is essential when you attend exhibitions on a regular basis to avoid derailments and interruptions to the operating timetable.

Track design was an iterative process resulting in a plan that is representative of many country branch termini and maintains the interest of both show visitors and operators with a storage yard to hold the remainder of the stock.

The first version of St Cuthbert's had two boards for the station and town while the third board was a hillside with farmhouses and fields. Underneath these fields was a small storage yard. Having completed the scenery, we stood back, congratulated ourselves and thought "Isn't that good?" >>



A Class 108 DMU gets a clear signal to depart while a 'Black Five' simmers in the run-round loop.



Then we tried to run the layout at its first exhibition, and we realised things were not as good as we first thought. Accessing the off-scene yard was a nightmare - it was too inaccessible for operations and very limiting in what you could do operationally, coupled with the fact that it was so dark underneath that operators couldn't see, even after adding interior lighting. Another learning experience.

An executive decision had to be taken. The hillside board and all its scenery was scrapped and replaced with an open storage yard. After the limitations of the first design, it was decided we needed to have a bit more space, and the storage area was extended by a foot to 5ft long. This would allow us to incorporate a small run-round loop for steam locomotives so we could run trains engine first and reduce the amount of handling of the rolling stock. This version works.

Electrically, we always design for DCC operation using the Lenz system. We have built up a stock of flight cases with separate power, control, track and point modules. This is now our standard for all layouts and means we can wire any of our layouts the same way using 25-way D connectors, male connectors for track boxes and female for point boxes. It also reduces equipment costs. Controller sockets are fitted at the back and front of the layout allowing operators to talk to visitors more easily. We include track sectioning to permit train location feedback, so if we decide to automate operations in future it's simply a case of connecting the layout to a PC Module and a laptop.

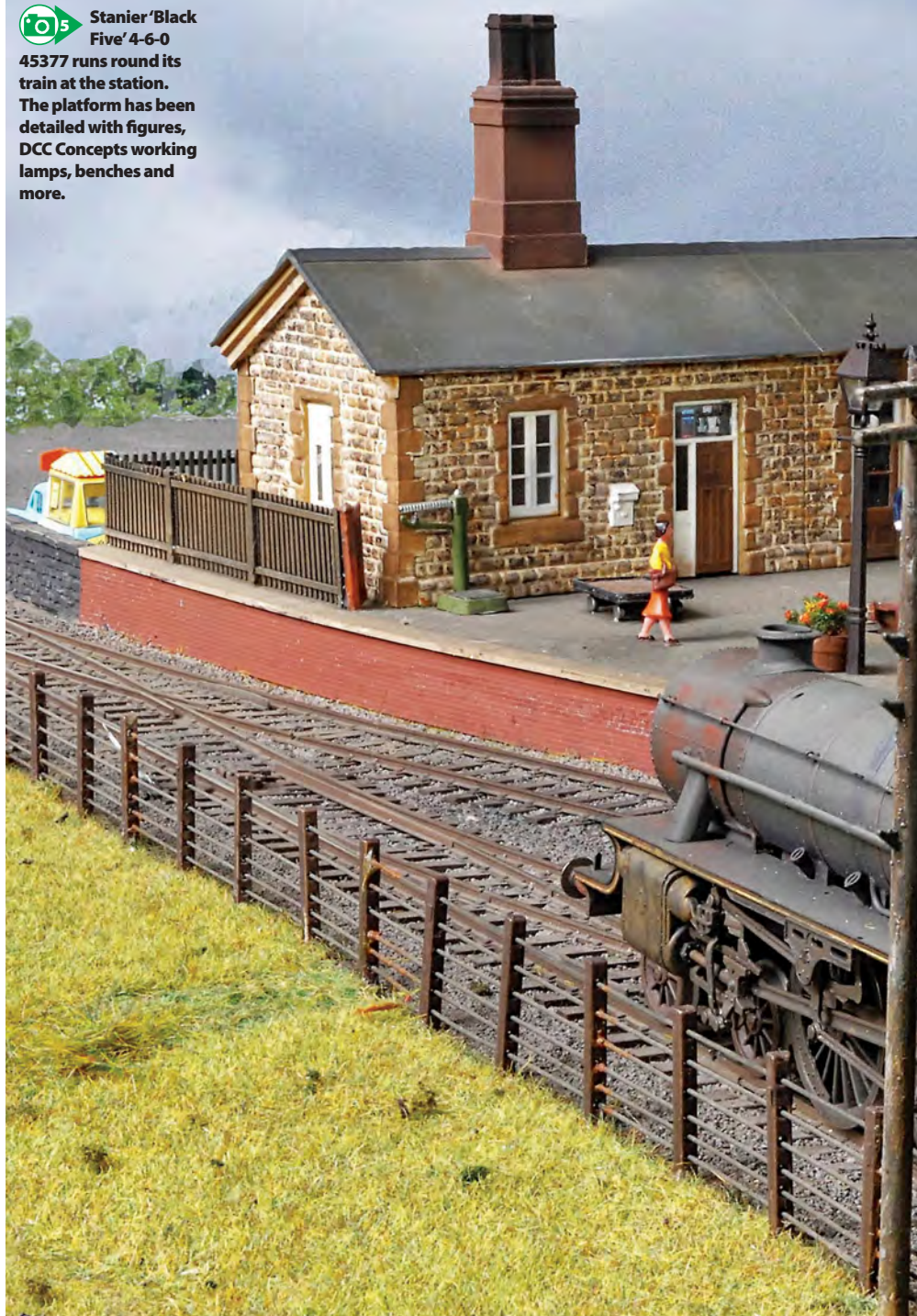
All points are driven by servos connected to MERG servo driver boards linked to the Lenz system. Our run-round loop also incorporates a servo driven sector plate.

The buildings have LED lighting in many of their rooms, controlled by some MERG circuitry. A versatile timer linked to an event sequencer gives a lighting sequence that switches the lights and then cycles them continuously.



Stanier 'Black Five' 4-6-0

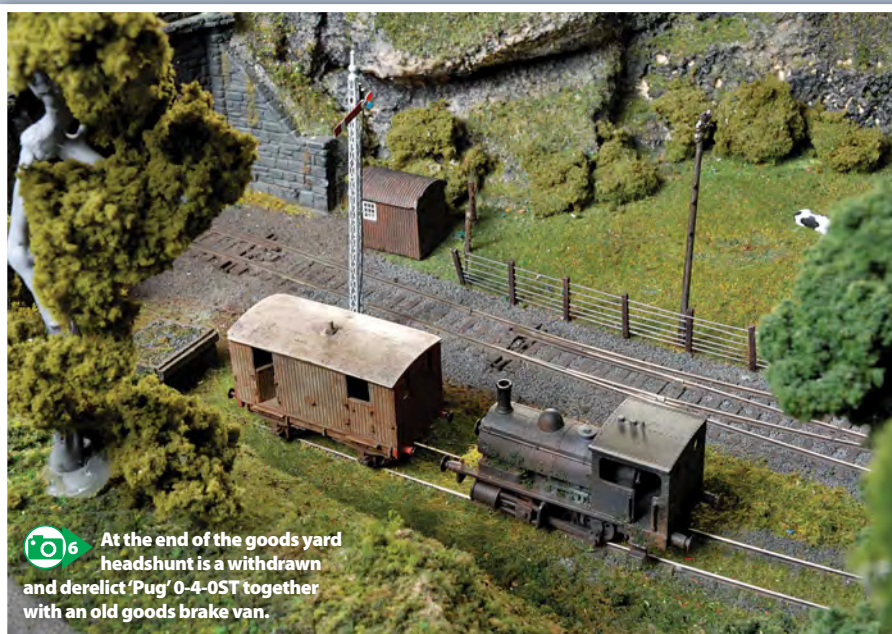
45377 runs round its train at the station. The platform has been detailed with figures, DCC Concepts working lamps, benches and more.



A LAYOUT TOUR

After a long journey from the mainline, we arrive in St Cuthbert's. On a summer evening there is no finer journey - perhaps someone should think about describing it in a book in the future. Passing under the road bridge, the AA motorcyclist has stopped to call his office at the company's telephone box while up in the hills the laird seems to be looking for cover before he sees anything worth a pot shot.

Our train is routed to the main platform. The bay holds a DMU waiting to depart. Beyond that platform, there is some indication of what the future holds, as tracks are already starting to be lifted. The goods yard has had a delivery of fish from the coast and, nearby, the coalman is busy bagging up today's delivery of nutty slack. The brewery has just put a delivery of beer onto the dray wagon as it now trots off to its next eager customer. The taxi waits for its next hire while the ice cream van hopes for some customers»



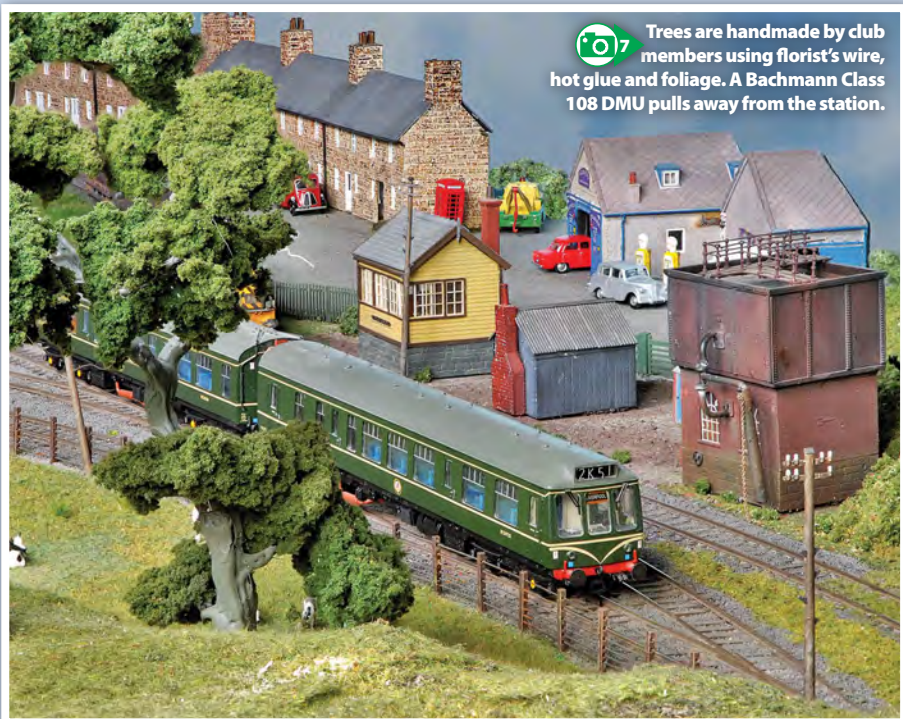
At the end of the goods yard headshunt is a withdrawn and derelict 'Pug' 0-4-0ST together with an old goods brake van.



from the next passenger train arrival. The local garage has a few patrons hoping their repairs won't take too long!

The rolling hills of the Borders have been created using extruded building foam, carved with a knife, scraped with a saw blade and then covered with Jesmonite AC300. This specialist two-part plaster is extremely strong once it has cured and is light but doesn't crack when transported. It provides a very solid support for the trees on the layout as foam on its own will not provide that strength. The rock faces are scribed to highlight the strata and are then painted with exterior rough paint, before being painted with acrylics to look like rocks. The grass has been 'planted' using static grass products and our home-made applicator.

The cottages are Wills kits that have been modified and the stonework stones painted individually to give the required finish. The station building and cattle dock were constructed from kits as first builds by newer members. The water tower was a solo effort by one of our younger members who discovered that shaping handrails

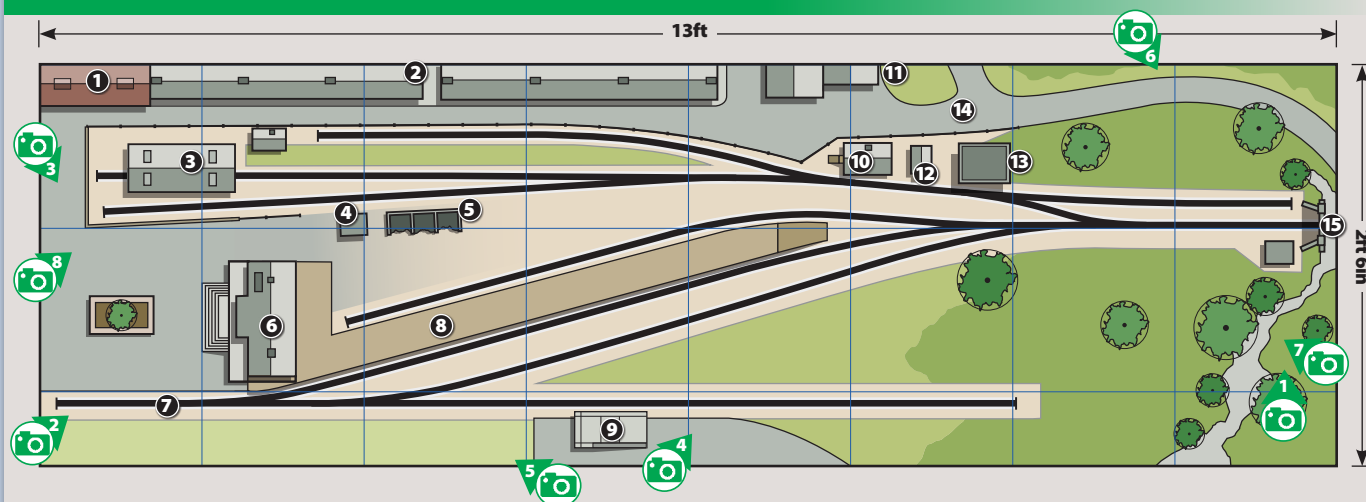


17 Trees are handmade by club members using florist's wire, hot glue and foliage. A Bachmann Class 108 DMU pulls away from the station.

8 A Class 14 diesel-hydraulic shunts the sidings in the goods yard.



ST CUTHBERT'S TRACK DIAGRAM (Not to scale)



KEY

① Brewery	④ Coal office	⑦ Headshunt	⑩ Signalbox	⑬ Water tower
② Houses	⑤ Coal staithes	⑧ Platform	⑪ Garage	⑭ Road
③ Goods shed	⑥ Station building	⑨ Cattle dock	⑫ Platelayers hut	⑮ To/from storage yard

is not as easy as the books tell you.

There are many different methods for making model trees. Our trees are made using florist's wire and hot melt glue. The wire is shaped to roughly represent the branch structure and extruding the hot glue up and down the length of the wire bundle produces the effect of gnarled trees. Running the side of the gun's outlet enables those gnarls to be flattened down to represent smoother bark. The glue quickly cools but can be reheated and reshaped easily. They can be painted using spray cans or acrylics. The leaves use various sizes and colours of flock depending on the species. An advantage is that it remains pliable so branches can be repositioned at will. Since the design maintains that pliability, they are ideal for surviving the effects of travel.

On the scenic side, we need to think about adding or replacing some of the buildings. We've done it before so why change our habits? It's always interesting to add little vignettes that provide interest to the viewer so we'll continue to add these features although what they will be is a topic for discussion on a future club night. We've already changed the brewery's name because we realised that during the build, it had acquired a German one. It now has a more appropriate company name.

OPERATION

Our stock is mainly Hornby, Bachmann and Dapol. The flexible location of St Cuthbert's in Southern Scotland enables us to operate 'Black Fives', DMUs and a shunter. All locomotives are chipped, with some having sound as well. Some of the stock is weathered, some not. Mastering the spray gun, paints and powders is another area for developing club members' skills.

The sequence of trains is currently

led by the operators at the time, so whatever the controller decides, happens. However, there are plans afoot to include a timetable based on a prototypical branch line terminus from the borders. Timetabling will have to be a balance between historical reality and the need for exhibition customers to see trains moving. These backwaters did not see a constant flow of trains coming and going, but visitors have paid money and won't be happy to learn that the next train isn't due for two hours. Finding the happy medium will be another goal.

So, what next? On the operational side, we have built in the ability to monitor train positions and feedback but not implemented it. We will use either JMRI or Railroad & Co Train Controller software to make operation easier. Our copy of the latter was purchased many years ago and used for control of other club layouts so we have experience in using it. JMRI is up-to-date and a free download, so additional cost is not the issue, but we have less knowledge of its use. We haven't decided yet.

ON TARGET

Overall, this layout has met its original goals. Everyone has seen the development process, contributed to it and learnt skills along the way. The confidence of the newer members to offer constructive criticism has grown and we are all much more capable of contributing to future designs. To that end, our next layout will be a modern day representation of Detroit with moving trains and cars. It is being led by one of the youngest members of the club. Hopefully, it will have fewer surprises than St Cuthbert's. 

● If you would like us to exhibit at your show, contact us at secretary@thistle-modelmakers.com



Ashford International Model Railway Education Centre

PRESERVING MODEL RAILWAY HERITAGE

A new permanent model railway centre is being planned for Ashford.

CLIFF PARSONS brings the story of the Ashford International Model Railway Education Centre up to date.

THE Ashford International Model Railway Education Centre (AIMREC) charity was set up four years ago and its main purpose is to preserve some of the finest model railways created over the last 50 years. It will use them for educational purposes by showing the importance of railways in our industrial heritage.

The dream has been to create a permanent exhibition centre to house model railways of different scales and designs. The group had several sites under consideration but these did not come to fruition for various reasons. However, during the last few months we have been given an option to lease the lower ground floor of the old Debenhams store in Ashford town centre together with five other retail units giving us a total area of 38,000sq ft to begin realising our aim. In the meantime, Ashford Borough Council has given us a short lease of a new unit for us to use as a marketing suite for fundraising purposes. The suite is normally open on Saturday and Sunday only from 10am-4pm and has been very successfully patronised each weekend. Admission is free, although with recent events we recommend checking that the suite is open before travelling.

Amongst the layouts on display in the marketing suite we have the Railmen of Kent's winning layout from Channel 5's 2019 *Great Model Railway Challenge* which is proving to be a big hit with the children. It is joined by Cliff Parsons exhibition favourite The Gresley Beat which models the East Coast Main Line in the heyday of the LNER in 'OO' gauge, Gordon and Maggie Gravett's stunning 1:50 rural French scene Pempoul and Orpington and District Model Railway Club's fascinating multi-gauge 7mm scale layout Theobald's Yard.

If AIMREC is successful with its plans, the centre will offer the visitor many layouts in different scales from 'N' to Gauge 3 depicting

THE DETAILS	
Opening times:	10am-4pm Saturday and Sunday
Website:	www.aimrec.co.uk
Facebook:	www.facebook.com/aimrec
Address:	Unit 2, Elwick Place, Ashford, Kent TN23 1AE
Email:	friends@aimrec.co.uk
NOTE: Opening times may not be correct during April and May. Please check with AIMREC before travelling.	



scenes from around the world.

Other modelling disciplines including plastic modelling, military, ships, aircraft and road transport, steam punk and dolls houses will spread the interest and diversification for the visitor centre.

Our vision for the centre is that our visitors, young or old, will be able to immerse themselves in the story of our railway heritage in a hands-on experience, using interactive technology which will be specifically designed and constructed.

As well as attracting visitors to the centre we are also looking for volunteers to help run AIMREC now and in the future. If you would like to get involved or find out more visit our website or email friends@AIMREC.co.uk. We'll be pleased to hear from you. 



AIMREC CEO Cliff Parsons stands in front of his layout, The Gresley Beat.



Left: The proposed site for the full 38,000sq ft display centre is a former Debenhams store in Ashford.

Below: Ashford International Model Railway Education Centre aspires to a 38,000sq ft permanent display of model railways in different scales. Amongst the exhibits is Cliff Parsons' The Gresley Beat which is currently joined in the temporary marketing suite by Pempoul, Theobald's Yard and Railmen of Kent's Great Model Railway Challenge winning layout.



Left: The current location of the AIMREC centre is a temporary suite in Elwick Place, Ashford. The exhibition is normally open on Saturday and Sunday between 10am and 4pm. Please check before travelling.

NEXT ISSUE

- Don't miss our full feature on Cliff Parsons' stunning Gresley Beat 'OO' gauge layout in the next issue of *Hornby Magazine* – on sale from May 7 2020.

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Bachmann Class 121 DIESEL RAILCAR

The Pressed Steel single-car Class 121 DMUs have been a popular subject. Bachmann has released a brand-new version for 'OO' gauge which **MARK CHIVERS** inspects.

BACHMANN'S long-awaited 'OO' gauge model of the popular BR Class 121 diesel railcar touched down in the *Hornby Magazine* office during March. 16 of these versatile single-car units were built by Pressed Steel and introduced to service with BR's Western Region in 1960.

They were ideal for branch line use while their high-density seating and six-a-side slam doors also made them useful on commuter services too. Each AEC (latterly Leyland) powered unit featured a driver's cab at both ends and 65 Second Class seats in two saloons with a 2+3 configuration. Most seats were aligned with an external passenger door. They were compatible with

units designated with the blue square coupling code, including ten similar single-cab Class 121 Driving Trailer Seconds (DTS).

Given their 70mph top speed, units were deployed on Western Region suburban lines as well as lightly used branch lines including the likes of the Bridport and Lyme Regis branches in the 1960s. They were also regulars on services further into the West Country as well as around Bristol and Cardiff, plus West London/Thames Valley commuter operations in/out of London Paddington too.

During the mid-1980s, a few were utilised in the West Midlands and in later years Bletchley depot gained an allocation as well. As units were >>

Bachmann has done a superb job of modelling the Pressed Steel Class 121 'Bubble Car'. Decoration is excellent too, making this a strong choice for compact layouts.

TECHNICAL DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	35-526
Description:	Class 121 railcar, W55025, BR blue and grey
Builder:	Pressed Steel
Region:	Western
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length:	267mm
Price:	£154.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, PluX22 socket
Speaker:	Factory-fitted cube
Exterior lights:	Directional marker lights, destination blinds
Interior lights:	Cab and interior lights
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Three-pole
Flywheel:	One
Wheel arrangement:	DMU
Purpose:	Suburban/branch passenger
Haulage capacity (expected):	One coach
Haulage capacity (actual):	Two coaches (tested)



A speaker is built into the underframe for sound installations.



Switches in the floor allow control of the lighting on analogue.



**FIRST
REVIEW**



withdrawn from passenger service, their usefulness was recognised with some Class 121s gaining a new lease as departmental, route learner and sandite vehicles. In the early 2000s, Chiltern Railways and Arriva Trains Wales re-introduced the class for passenger service – the curtain finally coming down in 2017.

THE MODEL

Models of the Class 121 have been a regular feature in 'OO' gauge with the first being produced by Lima (now with Hornby) in the late 1990s. That product stood as the only ready-to-run choice until 2017 when Dapol released brand-new versions of the Pressed Steel units in a variety of liveries.

Bachmann first announced its plans to produce the Class 121 in 2015 and despite the arrival of the Dapol model it has continued with its project. Three standard 'bubble cars' have been produced as W55027 in BR green with speed whiskers (Cat No. 35-525), W55025 in BR blue and grey (35-526) and 55024 in BR Network SouthEast (revised) livery (35-527), plus a limited-edition model of W55020 in GW150 chocolate and cream (35-525Z) for Kernow Model Rail Centre.

Bachmann's new 'OO' model certainly looks the part, capturing the characterful appearance of the prototype well. Our review

The BR blue and grey Class 121 is finished as a Cornish example.



model was finished as W55025 in BR blue and grey, representing Plymouth based unit P125 in early 1980s condition with 'cut' buffers, painted-over four-character headcode box and bodyside heater grilles. Bachmann's tooling suite also reflects alternative body/buffer/headcode box combinations across the releases.

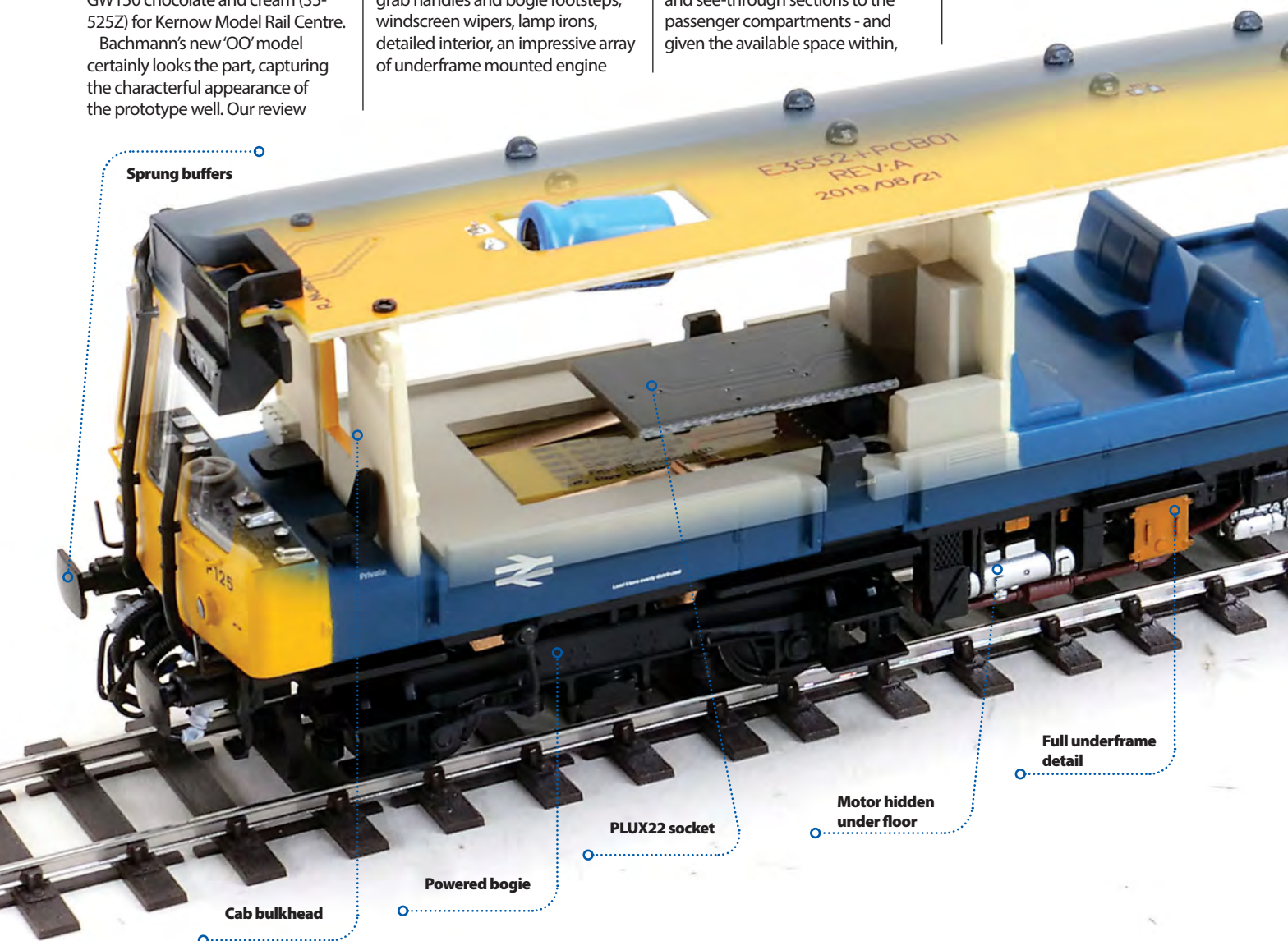
Amongst the impressive detailing, the model features sprung metal buffers, separately fitted handrails, grab handles and bogie footsteps, windscreen wipers, lamp irons, detailed interior, an impressive array of underframe mounted engine

components, the distinctive pair of vertical exhaust stacks at one end, well defined bogies and much more.

Look closer and you'll notice the finely moulded directional marker lights, door handles, hinges and door stoppers, plus bodyside coolant caps picked out in silver – even the droplight push bars are there. With three large cab windows at each end, the highly visible driver's cab interior is also neatly detailed and painted – just look at the vacuum brake handle and see-through sections to the passenger compartments – and given the available space within,

the clip-fit bodyshell can be removed for adding passengers and crew. The roof area features neatly moulded vents and a smooth finish, although in real-life images suggest subtle panel lines.

Decoration is top notch – once again Bachmann has delivered a high-quality BR blue and grey paint scheme with fine white lining and sufficiently dense yellow cab ends. Small details such as door lettering and running numbers are crisp as are the tiny 'Please close the door' and 'No smoking' window labels – you may need a magnifying glass, though! This fine printing also extends to the cab front data



panel information at one end, too. As this model is based on a West Country unit, it carries appropriate Newquay branch destinations – Par and Newquay – at respective ends in the illuminating indicator boxes.

Underneath, the 121 features an extensive complement of engine components, some picked out in silver and red oxide, as per the prototype, along with flexible speedometer cables between the bogie and underframe – a new and welcome development.

PERFORMANCE

Bachmann has taken the opportunity to include a low-slung three-pole can motor and flywheel within a moulded engine section which extends just below the main floor and is hidden by the various separately fitted engine components. It matches the style of the mechanism used in the new Class 158/159 (HM153). This, in turn, drives a geared bogie at the No. 1 end (guard's compartment) of the model. This has enabled

Bachmann to model the interior and floor to a near full depth in the passenger compartment.

Following an initial period of running-in our review sample negotiated *Hornby Magazine's* office test layout with ease, running smoothly throughout the speed range. Slow speed running was particularly impressive. When you first pick the '121' up it feels a little lighter than some other models, but this didn't seem to detract from its operation and it proved sufficiently sure-footed to handle a couple of extra carriages without issue, simulating additional DMU trailer cars.

The underframe also houses the speaker chamber (with factory-fitted cube speaker) and a series of six switches which enable analogue users to fine tune the lighting options such as directional marker lights, illuminated destination blinds and cab/passenger saloon

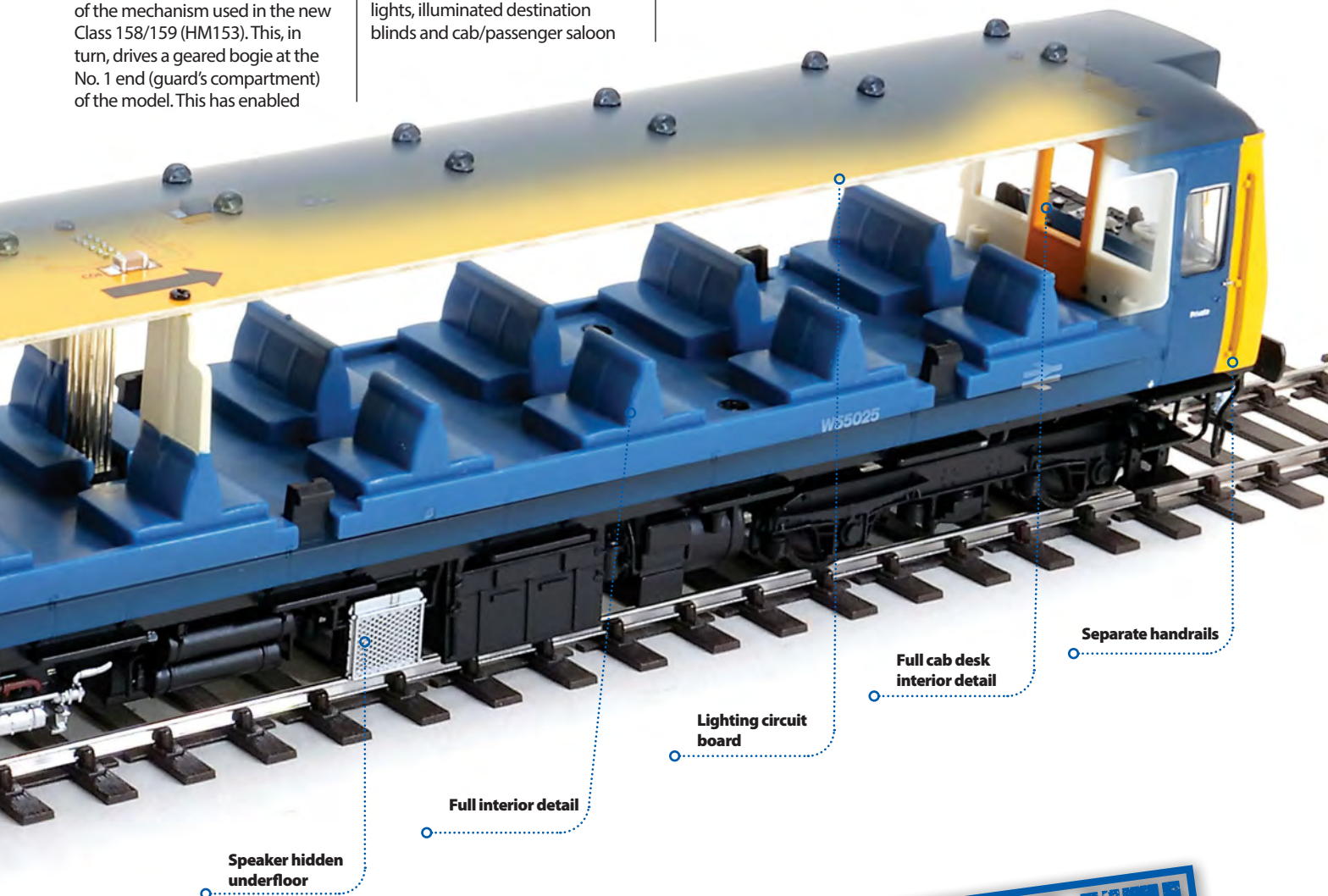
lighting. Digital Command Control users can automatically control these via function keys, provided a suitable PluX22 DCC decoder is fitted (the socket is in the guard's compartment) – Bachmann offers a nine-function example (Cat No. 36-570), which should be adequate. On test, the lighting functions worked well, there was no sign of light bleed and it was possible to switch the directional markers and destination blind light off at one end, when coupled to another unit for example. If you wish to add digital sound, all you have to do is add a suitable PluX22 sound decoder – the speaker is already in place.

Each bogie is neatly moulded with brake shoes in line with wheels, while small tension lock couplings in NEM pockets are fitted at each end and a bufferbeam

detailing pack containing pipework, cosmetic screw link couplings and multiple working sockets for each end is included.

OVERALL

Bachmann's new 'OO' gauge Class 121 is a superb addition to the range and a perfect all-in-one train. It can be coupled with similar DMU vehicles or be operated on its own and won't look out of place on a mainline, secondary route or branch line layout. The extra refinements on this model elevate it above models that have gone before – the flexible speedometer cable, low profile motor and fully moulded interior – offering a superb 'bubble car' that will consign my previous 'cut-and-shut' Lima model to the scrapyard. (MC)



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Train Control Systems UNIVERSAL WIFI HANDSET

**FIRST
REVIEW**

- **Price:** £275.00
- **Cat No:** UWT-100
- **Site:** www.tcsdcc.com/ukoffice
- **DCC:** WiFi compatible

WIRELESS CONTROL is one of the great advantages of modern Digital

Command Control systems.

However, most use radio signals which by their nature and frequency have a short range and often have limitations on large layouts.

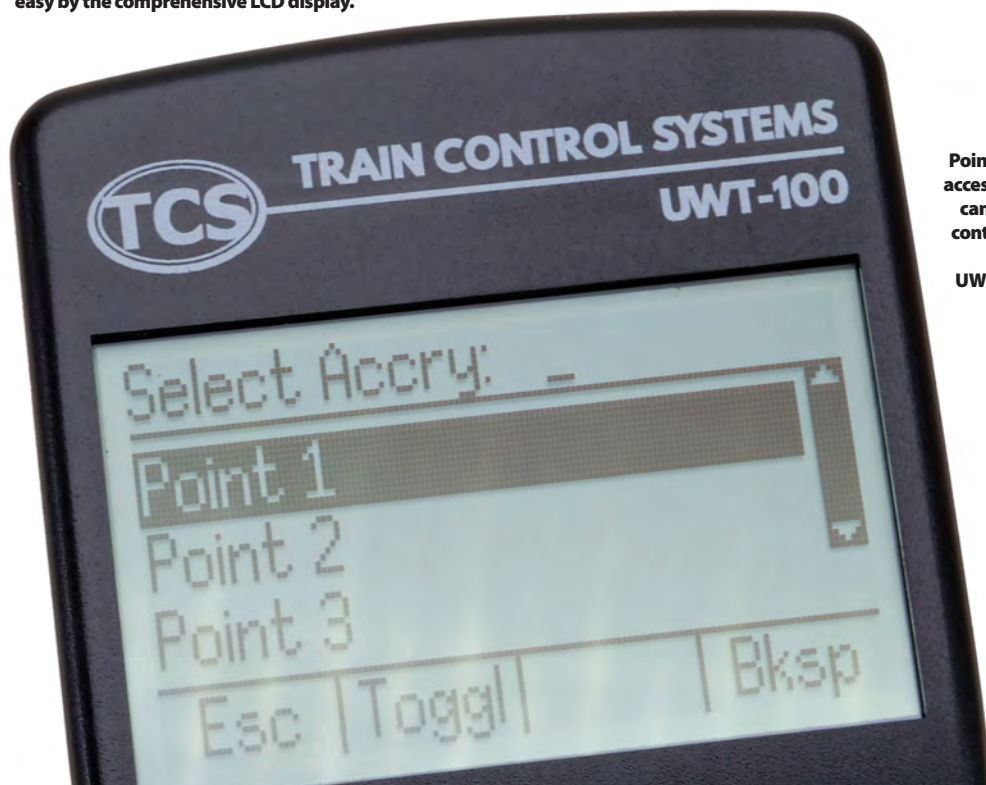
Train Control Systems (TCS) has developed a new universal wireless controller which uses WiFi (wireless networking, as used by broadband devices and smartphones), to offer robust and reliable communication. Moreover, it also allows use of the handset with a wider range of Digital Control systems – in essence it can work with a range of controllers which have an option for WiFi control including layouts operated by JMRI software which can link to WiThrottle server and MRCWiFi as well as NCE and Digitrax systems where a WiFi link module is connected. Our understanding is that it won't link to all European digital systems, such as the Roco Z21, so we recommend checking with TCS that the device is compatible with your system. Our tests were conducted with the Gauguemaster WiFi extension.

WiFi control isn't new to model railways, but a dedicated handset designed to use this protocol is. In the past WiFi operation has required either a computer or smartphone app, but none of these have the tactile response of a handset. That's where the TCS UWT-100 comes in – it fills the need for a wireless handset with maximum range and reliability.

The handset is battery powered but doesn't have a connection to charge it. It has been designed to work with virtually all types of battery covering both non-rechargeable and rechargeable types with two AA batteries being required to power its system. Impressively, battery life can be as long as 20 hours while the



Locomotive control is quick to understand and simple to use. Navigating the menus is made easy by the comprehensive LCD display.



Points and accessories can all be controlled by the UWT-100.

Train Control Systems' new WiFi control handset has a familiar feel and is comfortable to use. It can be connected to Gaugemaster Prodigy, NCE and Digitrax control systems via a WiFi module or JMRI software.



manufacturer expects that with the low trickle current required to maintain the handset when not in use that it could last six months on the shelf and still provide operation at startup.

The WiFi connection is quick to establish. Set up and connection to the MRCWiFi link on our system took less than 30 seconds and the handset has the ability to connect to WiFi routers with and without passwords. Impressively it can also manage and remember connections to up to nine WiFi networks allowing it to be used with home, exhibition and club layouts, all with separate networks.

In use the handset feels very familiar and anyone who has used the Gaugemaster Prodigy

or NCE Power Cab will settle into its operation instantly. It is comfortable to hold and offers simple operation of locomotives, points and accessories. The screen is a full LCD which shows all the information you will need including the locomotive address, direction, speed step, battery power and WiFi signal. There is also a menu across the bottom linked to the top row of buttons which allows quick access to the previous locomotive, horn and two other functions. These functions can also be reassigned to suit individual tastes – a neat option.

Locomotive speed control can be taken via two pairs of buttons or the central thumb wheel to increase and decrease a locomotive's speed. Next is the main menu,



The memory stores previously used locomotives in the handset for future use. Recall is accessed as the first step in the main menu.

direction control and a shift button which allows access to functions 10-29 – higher functions can also be displayed by pressing the '?' button after the shift key has been pressed. Completing the handset is a full set of function keys (0-9) plus a locomotive select, accessory select, emergency stop and enter button. Also worth mentioning is that TCS has included a pair of LEDs at the head of the unit to act as a torch – ideal for use in coupling up.

Learning the basics is quick and simple and means that you will be up and running and familiar with the handset's operation within one running session. There are a couple of menu routes to understand, like any new product, but in all we found the whole system easy to navigate and operate. Consisting (double heading) and CV programming are also both possible with the UWT-100 and we found the consisting process one of the simplest to use both in setup, operation and clearing double-headed formations.

We had previously used the MRCWiFi link with the WiThrottle application on a smartphone which

showed how good the range could be with WiFi control. The TCS UWT-100 didn't disappoint on this score offering reliable communication with the Prodigy WiFi extension over 50ft and continuous operation of locomotives and accessories at all times. It could also maintain communication through a brick wall – something that model railway DCC radio systems can't do.

The UWT-100 costs £275. That seems high compared with wired handsets, but isn't far adrift from the price of comparable but shorter ranged wireless radio handsets from other sources making it a good choice for wireless control.

The functionality of the new TCS WiFi handset is brilliant and it will be a great addition for anyone who has already been using the Gaugemaster Prodigy WiFi or similar extensions for the NCE or Digitrax control systems. Its flexibility and connectivity are great features and in the right circumstances mean that an operator can take their own handset to a friend's layout. A great product which we can see being a popular and versatile choice for digital layout operation. (MW)



A pair of AA batteries are all that power the UWT-100 handset. TCS expects up to 20 hours of operation from a single set and both re-chargeable and non-rechargeable types can be used.

Heljan revives 'O' gauge 'HYMEK'

**FIRST
REVIEW**

The versatile Class 35 'Hymek' has been relaunched by Heljan 15 years after the first release. **MIKE WILD** takes a closer look at this reintroduction for 'O' gauge to find out what's new.

THIS IS WHERE it all started for Heljan. In 2005 it announced it would be breaking into the British 'O' gauge market with a ready-to-run model of the Western Region Class 35 'Hymek'. That first step has taken the manufacturer on to create an ever-increasing collection of ready-to-run 'O' gauge models, and to the reintroduction of its first 7mm scale model.

The 'Hymeks' were built by Beyer-Peacock in Manchester to provide a Type 3 diesel locomotive on the Western Region with hydraulic transmission. They had a Maybach

MD870 engine which delivered 1,740hp coupled to a Mekydro transmission which drove all wheels. It was the Western's equivalent of a Class 37 and 101 were built over four years between 1961 and 1965.

The 'Hymek' fleet was numbered D7000-D7100 but like all the diesel-hydraulics their working lives were cut short due to the non-standard nature of their transmissions. Withdrawals started in 1971 and the last of the class was switched off in March 1975. Happily, four have

been saved through preservation. See Reality Check for more on the story of the Class 35s.

THE MODEL

The original batch of Heljan 'Hymeks' was well received, not least because they ushered in a new era of ready-to-run products for 'O' gauge. They have been unavailable new for a long time

and it is great to see that Heljan is looking to its back catalogue in this scale as well as pushing forward with new products.

As standard the original models had twin motors, directional lighting with bulbs, a powered roof fan and a hugely heavy chassis. Relaunching »



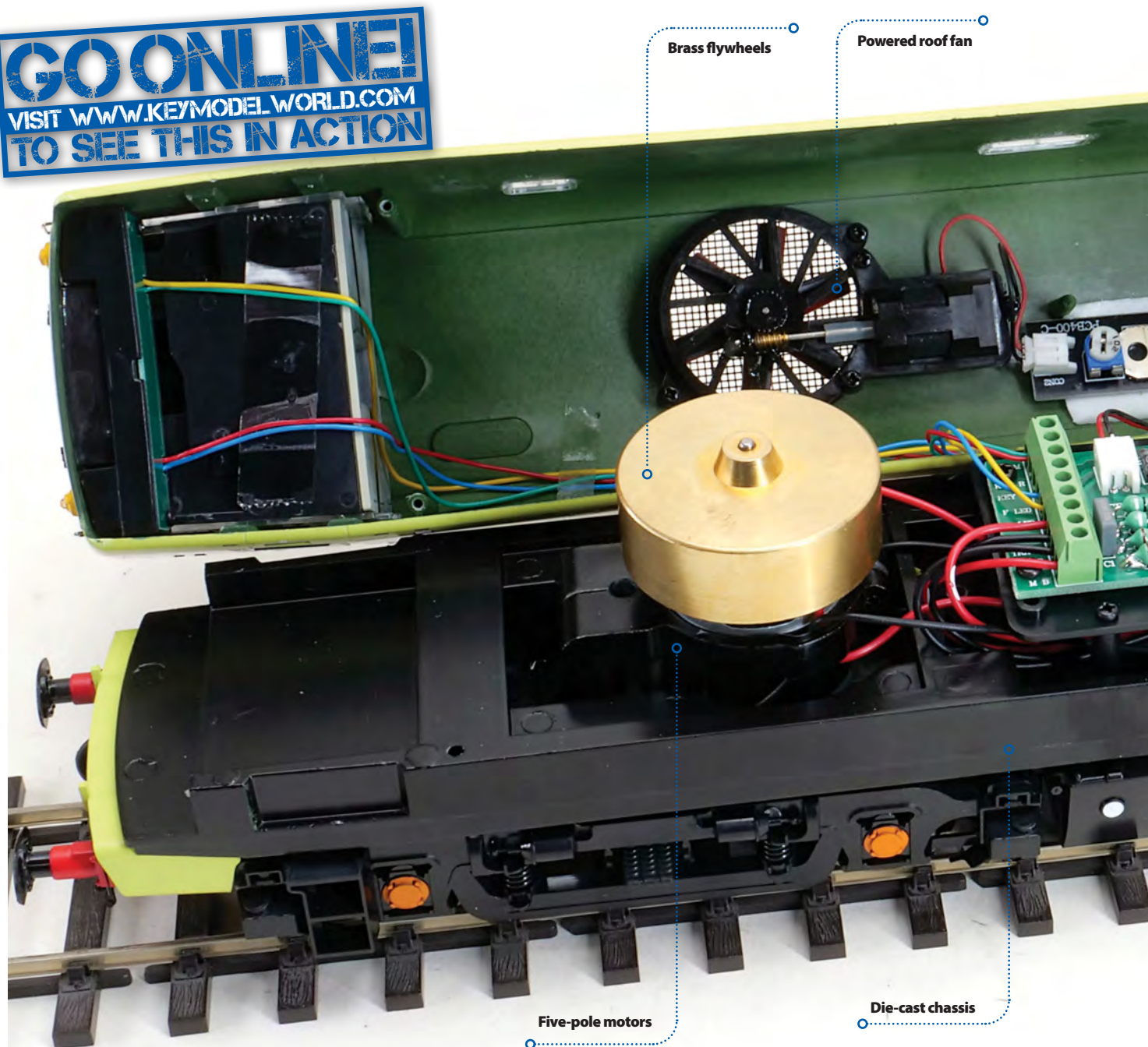


TECHNICAL DETAILS

Manufacturer:	<i>www.heljan.dk</i>
Cat No:	3586
Description:	Class 35 'Hymek' B-B diesel-hydraulic
Builder:	Beyer-Peacock - Manchester
Region:	Western
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length:	361mm
Price:	£495.00
Couplings:	Screw link couplings
DCC:	DCC compatible
Speaker:	28mm round
Exterior lights:	Directional head and taillights
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole, two
Flywheel:	Two, one per motor
Wheel arrangement:	B-B
Purpose:	Mixed traffic
Haulage capacity (expected):	Seven+ coaches
Haulage capacity (actual):	Seven coaches (maximum tested)



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of the model has required a number of useful revisions to bring the '35' up to modern standards. That includes reduction of the chassis weight (though it still tips the scales at 1.6kg) while the lighting has all been upgraded to LEDs and the wiring inside has been colour coded to make it simpler to convert to digital control. There are also new motors.

The externals match the first batch with our sample modelling the classic BR two-tone green livery applied to the class with small yellow warning panels. For the purist it should be noted that the Heljan model is fully accurate for D7003-D7100 as built, while D7000-D7002 had their air horns mounted under the front bufferbeam instead of on top of the cab roof as per the later locomotives. Another small

detail to consider is that the first locomotive, D7000, didn't have a lime green bufferbeam cowlings – the only member of the 101 strong fleet not to have this area painted in the lower green colour.

Back to the model, and you get sprung oval buffers of the correct pattern (though we did note a little flash on one), metal handrails, a working screw link coupling and full bufferbeam pipe detail fitted from the factory. The four-character headcode boxes show 1V34 at the No. 1 end and 5V01 at the No. 2 end meaning that this mixed traffic locomotive can be used authentically with Class 1 passenger stock with the 1V code (as they did from South Wales to London) while the 5V suggests an empty coaching stock working.

The cab glazing wasn't as clear as we usually see, but it does

have neatly produced separately fitted windscreen wipers and roof mounted air horns on top while the interior is also fully appointed with a control desk and seats. Along the bodyside Heljan's detailing captures the lines and shapes of the 'Hymek' including the raised roof section of the engine roof, off-set roof fan grille, twin exhausts and bodyside windows.

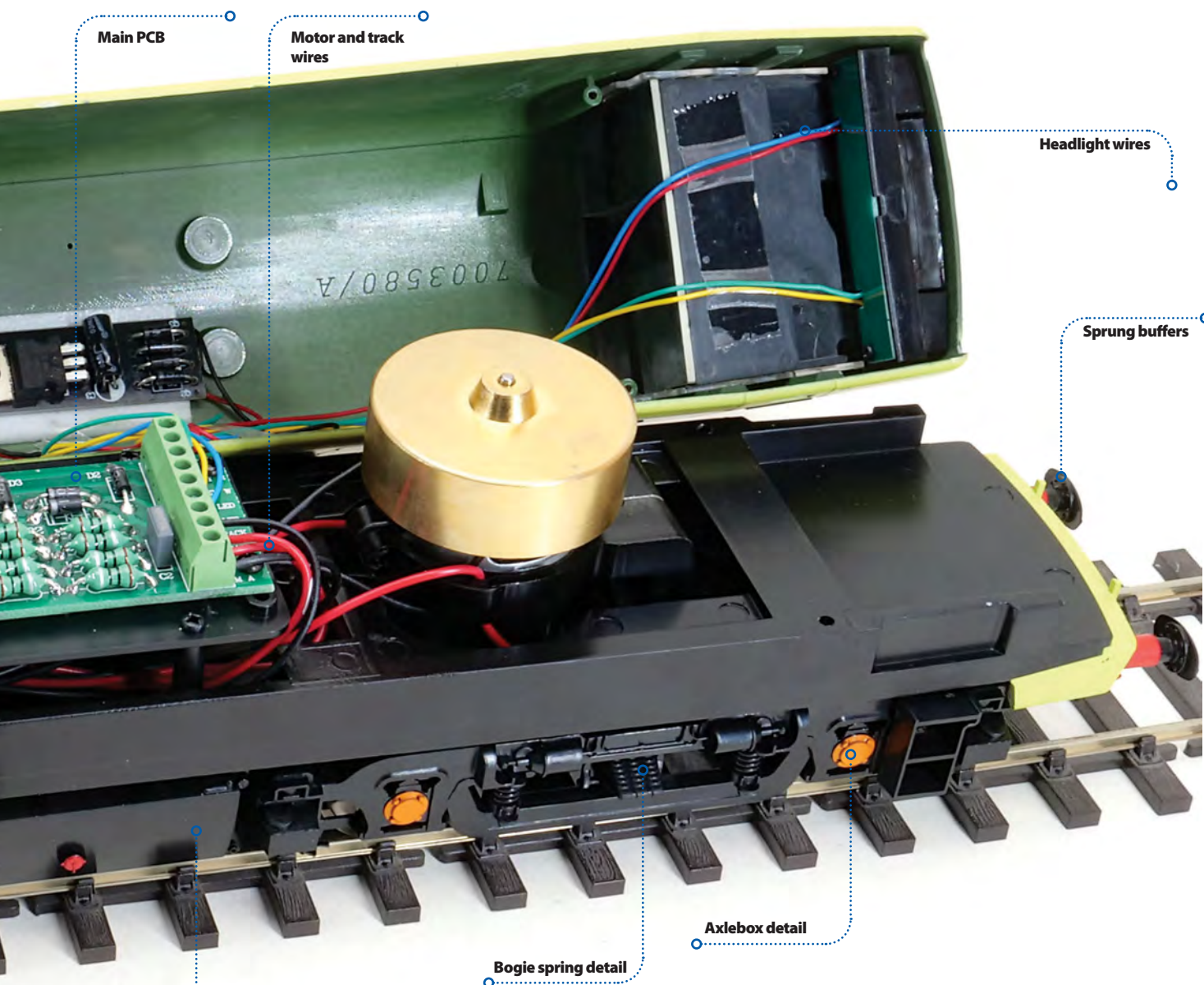
The underframe is equally well done with beautifully detailed models of the Commonwealth bogies the 'Hymeks' rode on together with a neatly finished fuel tank at the centre. The air tanks under each bufferbeam are modelled too.

Decoration of our sample was excellent throughout and, as standard, each version of the 'Hymek' has been released without numbers leaving the purchaser

free to add their own choice of identity. As well as the BR two-tone green version with small yellow warning panels shown here (Cat No. 3586) there are also BR two-tone green (without warning panels) (3585), BR two-tone green with full yellow cab front (3587) and BR blue with full yellow cab front (3588) models available too.

PERFORMANCE

The internal upgrades are a significant step forward for this new batch of 'O' gauge 'Hymeks'. Top of the list are LED lights replacing the original bulbs from the first version while there is also a revised printed circuit board with clearly labelled wiring for the motors, track pick-ups and lighting circuits. This simplifies conversion to digital control, but you will still need a basic understanding of digital colour



Fuel tank and speaker space

codes in order to install a decoder. In addition, space is provided in the fuel tanks for a 28mm round speaker, though there are spaces within the body which could be used for this purpose too offering a wider choice of speaker types.

On the track the latest generation motors from Heljan for its 'O' gauge models proved to be the equal of the highly rated Class 33 (HM153) and Class 50 (HM152). Straight from the box our sample ran smoothly and quietly, and it continued to do so following running in and all our tests. We operated the locomotive with analogue control and it happily ran through points, double slips and second radius curves at the head of a rake of parcels stock. The maximum load we ran behind the B-B hydraulic was seven Heljan Mk 1s – a load it also hauled happily up a 1-in-100 gradient.

OVERALL

The 'Hymek' is an important part of the Western Region transition scene and its return to the Heljan range is great news. These locomotives were versatile mixed traffic engines which were equally capable of hauling long express trains as they were pottering along branch lines. The upgraded mechanism in this new batch will suit layouts large and small and is a great show of strength for the manufacturer in this scale.

If you hadn't already got a 'Hymek' for 'O', and you've always wanted one, this is the perfect chance to expand your collection and we are sure you won't be disappointed with the finished product. All you have to do is decide which number you want it to be. (MW)
Visit www.keymodelworld.com to see a full sound installation guide for this model.



'Hymek' Hydraulics

*Lauded by many as one of the best looking of all the first-generation diesel classes, the Class 35 'Hymeks' nevertheless had short working lives, with the last withdrawn almost half a century ago. **EVAN GREEN-HUGHES** explains the story of this distinctive hydraulic design.*

ALTHOUGH mixed traffic locomotives such as the LMS 'Black Five', GWR 'Hall' and LNER 'B1' 4-6-0s were the staple traction for much of the railway's work in the early years of nationalisation, British Railways did not include a diesel design of similar capability in its 1955 Modernisation

Plan. Instead the idea seemed to be that smaller locomotives working in multiple would be used. The deficiencies of this arrangement rapidly became apparent and, as a result, arrangements were put in hand for the design of a number of locomotives in the 1,500 to 1,750hp Type 3 category.

By this time the Western Region had already adopted the policy of employing

locomotives which used hydraulic rather than electric transmission and it was natural that when a design was drawn up for that region that it should have the same form of mechanical configuration. The new locomotives would eliminate steam in the Bristol area, with the finance for this scheme being allocated in January 1959.

With Swindon Works already at full

'Hymek' D7035 passes Newtown, Cardiff, with the 10.35am (Saturday only) Cardiff-Paddington on August 7 1965. The class was originally designed for mixed traffic duties, but soon proved capable of keeping time on Class 1 express workings as well. [Bob Tuck/Rail Archive Stephenson.](#)



Last built 'Hymek' D7100 meets its diesel-electric adversary, Class 37 D6939, at Rumney River Bridge on May 24 1967. The arrival of Class 37s on the Western spelt the beginning of the end for the non-standard hydraulic Class 35s. *Bob Tuck/Rail Archive Stephenson.*



capacity for construction of the larger and more powerful 'Warships', and the new 'Westerns' also in the design stage, it was necessary to offer the contract out to external manufacturers with the company selected being Beyer-Peacock of Gorton in Manchester. The firm was previously famous for its innovative articulated steam locomotives as well as fulfilling orders for overseas

locomotives, but it had recently expanded its diesel production facilities. Beyer's had formed an alliance with Bristol Siddeley Engines, which had a licence to build Maybach engine products, and Stone-Platt Industries which had a similar arrangement to produce Mekydro transmissions. As a result they were able to offer a package which suited the Western Region's needs.

CONSERVATIVE DESIGN

However, although the 'Hymeks' were to be diesel-hydraulics like the 'Warships' and the 'Westerns', there the resemblance was to end. A more conservative design was chosen for the rest of the locomotive including conventional frames with welded bodyside members which did not form part of the load-bearing structure. The body plates >>



and roof were stress-bearing to assist with the rigidity of the locomotive. Commonwealth bogies were used instead of the lightweight ones previously found on the Class 42 diesel-hydraulics with a suspension arrangement which was entirely traditional in layout yet even with this arrangement the use of the hydraulic format meant the new locomotives came out 30tons lighter each than the equivalent diesel-electric Type 3 being produced by English Electric for other regions.

In appearance the new locomotives benefitted greatly from the input of BR's new design panel and in particular the work of consultant EJM Wilkes. To some extent they set the pattern for several designs that were to follow, including the Class 47, with a two piece windscreen over a lower cab panel which was raked back a little. A white surround was used for the cab, the four-character headcode panel was neatly incorporated into the front end and a dashing two-tone green livery was also used, which produced a very stylish and individual-looking locomotive.

The first of the initial order for 45 locomotives. D7000 made an appearance in May 1961 and was given a test run with seven coaches in tow on the former Midland Main Line through the Peak District. Immediately after that it went to Marylebone where it was exhibited for four days before being handed over at Paddington, two months early.

Further tests were conducted at Swindon before the locomotive was taken into stock and then moved to Bristol for training purposes. D7001 was ready by June and, after the obligatory tests in the Peak District also went off to Bristol, to be followed by D7002-D7054, after which new locomotives began to be allocated to other depots, in particular Cardiff Canton.

By this time 50 more locomotives had been ordered and there was then a final order for another six before production



Withdrawals of the Class 35s started in 1971, but it took four years for the full fleet of 101 locomotives to be stood down. In 1972 7093 takes a very long train of parcel vans past Lapford on the Barnstaple-Exeter line carrying BR blue. [Patrick Russell/Rail Archive Stephenson.](#)

was halted, as by then it had become clear that diesel-electric locomotives would one day become the standard. Beyer-Peacock had hoped for another 200 orders, but these were never to materialise.

VARIED DUTIES

'Hymeks' were intended for and were originally deployed on secondary and semi-fast passenger services and goods workings around Bristol and South Wales, but the Western Region soon found out that they could be used on express trains as well. Their allocated duties were expanded to routes including London to Swindon and South Wales where they proved fully capable of running to schedules intended for the top-link 'King' steam engines.

Inevitably, as with any new design, there were some mechanical issues. Overheating of some locomotives in the early days was cured by a redesign to increase the cooling

water capacity but there was a more severe problem ahead when, in 1963, there was a series of transmission failures which required gearboxes to be replaced. There was then some disagreement as to the cause with various remedies being tried until it was discovered that a particular shaft in the gearbox was working at its limit and therefore was failing prematurely. A redesign of both the shaft and its associated gears solved the problem. Later there was an issue with vibrations causing the failure of rubber couplings on driveshafts and this was solved by reducing the vibration as much as possible and also changing the design of some of the couplings.

Overall, the 'Hymeks' proved to be competent machines and in time their sphere of operation spread over a wider area, in particular when a number were allocated to Old Oak Common, with eventually this depot having around a

D7094 nears the top of Dainton Bank with a very short down freight on October 2 1965 consisting of a single ex-GWR 12ton vent van and two BR 20ton brake vans – a light load for this 1,740hp B-B hydraulic. [Brian Stephenson.](#)





The first 'Hymek', D7000, stands outside Swindon Works following delivery from Beyer-Peacock in May 1961. It carried two-tone green without yellow warning panels while this locomotive was unique in having a black frame to its bufferbeam fairing. Also different is the position of the horns – D7000-D7002 were delivered with the horns mounted under the bufferbeam. D7003-D7100 had them positioned on top of the cab roof from new. Chris Forest/Rail Archive Stephenson.

quarter of the class. Five were also allocated to banking duties on the famous Lickey Incline with a pair in multiple and a single locomotive allocated each day. All three would be used at the same time when a particularly heavy train required assistance.

SHORTENED CAREERS

As is well known, British Railways had yet another re-think of its traction policy in 1968 at a time when the network was awash with surplus locomotives following the dramatic cuts of the Beeching era. At that time, it was decided that smaller, non-standard classes should be withdrawn, as should less reliable engines with the total number of different classes to be reduced from 28 to 15.

Included in this scheme was a proposal to abandon the Western Region's diesel-hydraulic policy, which was partly for political reasons but also because there were

technical difficulties in converting some diesel-hydraulic types to accept electric train heating equipment and train air brakes. This proposal was to include the entire fleet of 'Hymeks' which though reliable and performing better than their design specification were to be abandoned due to their engine and transmission arrangements.

Consequently, the region began to receive English Electric Class 37s, displaced from duties elsewhere, and these were used to replace the 'Hymeks' between 1971 and 1975. The largest number went in 1972 when 63 were taken out of service. A farewell tour involving D7001 and D7028 was organised for September 22 1973, but this proved to be a bit premature and the final four survived until March 1975.

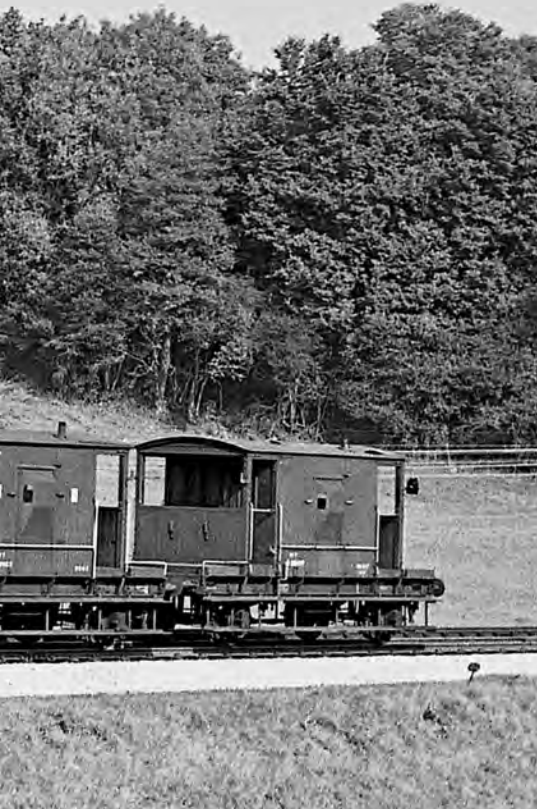
PRESERVATION BECKONS

Two locomotives, D7076 and D7096, found alternative work at the Railway Technical Centre near Derby but only as dead loads for test trains while three others did pass into preservation. D7017 was purchased for use on the West Somerset Railway and was returned to service in 1977. It was joined by D7018 which also went to Williton, before being returned to service in 1985. D7029 found itself a long way from home at the

FACTS AND FIGURES	
Number series:	D7000-D7100
Builder:	Beyer-Peacock, Manchester
Introduced:	1961-1964
Withdrawn:	1971-1975
Wheel arrangement:	B-B
Route availability:	6
Engine:	Maybach MD870
Cylinders:	16
Horsepower:	1,740hp
Transmission:	Hydraulic, Mekydro K184U
Train heating:	Steam - Vapor or Spanner Mk 3
Brakes (locomotive):	Air
Brakes (train):	Vacuum
Maximum tractive effort:	46,600lbs
Continuous tractive effort:	33,950lbs
Length:	51ft 81/2in
Width:	8ft 10in
Height:	12ft 10in
Weight:	75tons
Wheel diameter:	3ft 9in
Maximum speed:	90mph
Fuel capacity:	800gallons
Boiler water capacity:	800gallons
Number built:	101
Number preserved:	4

North Yorkshire Moors Railway and ran successfully for a couple of years before being moved to the Severn Valley Railway. Of the Railway Technical Centre engines D7076 was to survive, being preserved in 1983, but its partner was broken up for spares as by this time both locomotives had become semi-derelict and in effect a good one was made out of the pair. This engine is now based at the East Lancashire Railway.

The 'Hymek' was certainly a very good design and, had the Western Region been able to complete its plan to fully fit all goods trains and run them at a higher speed, it would certainly have fulfilled its role as a 'go anywhere, do anything' class with consummate ease. In the event its demise was to be due to a change in policy by British Railways rather than any major defects in the design. Had that change not taken place it is almost certain that the 'Hymeks' would have lasted much longer in mainline service than they actually did. [Hymek](#)



Grimy BR blue 'Hymek' 7037 runs through Reading with a westbound permanent way working on March 15 1972. John Medley/Railphotoprints.uk.

Hornby delivers BR 'PRINCESS'

- Price: £189.99
- Cat No: R3713
- Site: www.hornby.com
- DCC: DCC ready, 8-pin socket
- Era: 5



'OO' GAUGE

Oxford's Mk2 Escort

Hot on the heels of the all-new 'OO' (1:76 scale) Ford Escort Mk 1 (HM154), Oxford Diecast has delivered its first version of the Mk 2 Escort. This car was introduced in December 1974 when the first vehicles rolled off the production line. The last was built in 1980.

The Mk 2 Escort here is offered in two-door format in Tango orange. It features a first-year 1975 'P' suffix registration plate together with clear glazing, rubber tyres, silver wheel centres and a smartly finished body. Head and taillights are picked out in appropriate colours while Oxford has done a good job in replicating the panel lines of these cars in 4mm scale.

For those looking to expand their private car collection for a 1970s/1980s layout, the Mk 2 Escort is must-have addition. (MW)



- Price: £6.25
- Cat No: 76ESC001
- Site: www.oxforddiecast.co.uk
- Era: 7/8

FOLLOWING the arrival of the LMS lined crimson version (HM154), Hornby has released its BR period Stanier 'Princess Royal' 4-6-2s for 'OO' gauge. Both 46206 *Princess Marie Louise* in BR lined blue and 46207 *Princess Arthur of Connaught* (R3713) in BR lined maroon are now available and we had the opportunity to inspect the latter.

The model follows the same pattern as the model of 6201, but sees detail changes around the

smokebox and boiler cladding while there are also modifications to the valve gear support from the footplating, lower firebox cladding plus the addition of an extra bracket on the frames of the Stanier 4,000gallon rivetted tender.

These small subtle changes all make a difference and allow Hornby to accurately portray these fine Stanier locomotives in the BR era. Standard features which pass between versions include sprung metal buffers, fine metal valve gear and turned metal wheels, optional front footplate steps and era specific

cylinder drain cocks, firebox flicker and sprung buffers on the tender. The cab interior is fully detailed too while the tender interior has space for a 28mm round speaker and an 8-pin sound or motor decoder to control the locomotive on Digital Command Control layouts.

Decoration meets Hornby's expected high standard with consistent application of the base colours overlaid by crisp lining, clear numbers and lettering plus the all-important late BR crests on the tender sides.

Meanwhile, on the track, our second sample of the 'Princess' proved to be another sure-footed



and smooth-running machine capable of handling a scale length train of 12 Mk 1 carriages with ease – more than enough for most layouts.

The 'Princess Royal' is a strong addition to Hornby's 'OO' gauge line up and the arrival of the BR liveried examples is sure to turn heads. Plus, if blue and maroon livery aren't your cup of tea, there is a BR lined green version as 46211 *Queen Maud* due to arrive this summer. (MW)



ALL SCALES • Price: £8-£37 • Site: www.primomodels.co.uk • Era: Any

Primo Models trees

An impressive range of highly detailed hand-made scale model trees is being offered by Primo Models to suit model railway layouts and dioramas. The range comprises 14 different types of tree available in different sizes to suit different scales and positions.

For review we received samples of the Oak, Chestnut, Birch, Spruce, Larch and Pine of varying sizes. All

were neatly and safely packaged in custom cardboard boxes which include a picture window opening to see the model while the tree itself is securely fixed to the base of the box so that it can't move during transit. The box also has a handy scale chart on the side so you can confirm exactly how tall your tree is against its miniature world.

All of our examples featured a superb finish including trunk colour and texture as well as foliage style. The foliage also appeared robust from transport as barely any material dropped from our samples into the boxes or during handling.

One of the more impressive parts about these trees is the availability of sizes. So often model railways feature underscale trees where a



large single signature specimen could give a much more impressive finish. Primo Models trees will do just that. Prices start from around £8 for smaller specimens and rise to

around £37 for the largest including the 17cm Oak tree shown here.

We have been thoroughly impressed by the quality and attention to detail in each product. Excellent and available now. (MW)



COLAS COLOURS

● Price: £159.95 ● Cat No: 371-641 ● Site: www.bachmann.co.uk
 ● Era: 11 ● DCC: DCC ready, 6-pin socket



Revolution's stunning HOA hoppers

● Price: £37.95
 ● Cat No: N-HOA-101/121/131
 ● Site: www.revolutiontrains.com
 ● Era: 10/11

REVOLUTION Trains' new 'N' gauge HOA hopper wagons started arriving in February and we had the opportunity to inspect a trio of these highly detailed wagons.

These high-capacity hopper wagons first appeared in traffic in the late 2000s and are primarily used on aggregates traffic. They feature three underfloor discharge chutes, run on track friendly bogies and can carry up to 75 tonnes of stone each. Their sphere of operation is widespread, operating in block or mixed formations with other wagon types.

Revolution Trains (RT) first announced its intention to produce the HOA through its



crowd-funding model in late 2016, with five variants planned in EWS Construction (Cat No. N-HOA-101), Cemex (N-HOA-111), DB (N-HOA-121), Ermewa/Tarmac (N-HOA-131) and VTG/Mendip Rail (N-HOA-141) liveries. In addition, ten triple-packs have also been produced (priced at £113.95 per pack) – two in each livery – offering

seven differently numbered wagons per colour scheme.

Our review samples were finished as 320005 in EWS Construction livery, 320054 in DB red and 81 70 6957000-7 in Ermewa/Tarmac grey and certainly capture the

imposing and angular appearance of the prototype well. The tooling suite allows for variations in body styling and handbrake wheel type/placement and rather than

FOR GRAFAR 70

NEW from Bachmann's 'N' gauge Graham Farish range is this up-to-the-minute version of the General Electric (GE) PowerHaul Class 70 Co-Co diesel in Colas Rail Freight livery.

These US designed locomotives were initially built for Freightliner between 2009 and 2012, with later batches appearing for use with Colas Rail Freight in 2014 and again in 2017.

Bachmann's new 'N' gauge model has been updated to reflect the later modified air intake units added to



the bodysides of the Freightliner examples, while Colas Rail Freight's Class 70s carried these from new.

Our review sample was finished as 70805 in Colas Rail Freight's distinctive yellow, orange and black. As with previous releases, the model features a highly detailed bodyside with the new air intake sitting proud of the bodyside inspection cabinets, as per the prototype. Detailing of this element is well executed as are the numerous inspection covers, doors, grilles and wealth of panel lines, rivets and vents, plus separately fitted handrails, metal buffers and more. Exquisite windscreen wipers are fitted at each end, while the clear windscreens and side windows afford a glimpse of the detailed interior.

Decoration of our sample was superb throughout with a high-

quality evenly applied paint finish and crisp masking between colours. The angular application of the yellow, orange and black colour scheme captures the prototype to a tee even down to the myriad small markings, warning stickers and logos – more than 100 of them! Look even closer on the bodysides and you'll see the fine mesh printing to some of the bodyside cabinets. Colas' bodyside branding also appears to align as it should.

In terms of performance, the model features all-wheel drive and pick-up, twin flywheels, 6-pin DCC decoder socket, directional lighting and a switch underneath to enable the taillights to be turned off. Rapido couplers in NEM pockets and a pack of bufferbeam pipes and cosmetic couplings complete this impressive, colourful package. (MC)



being a one-piece moulding, the body comprises a series of neatly moulded plastic body parts assembled round a central core with bodyside strengthening plates, end door panelling, apertures, pipe runs and levers adding an element of relief to the otherwise flush appearance. It is also worth noting that the VTG/Mendip Rail models (not reviewed here) have additional bodyside strengthening plates (six) and relocated handbrake wheels.

Decoration is equally impressive with a high-quality evenly applied

paint finish, plus printed elements including company logos, numbers, lettering and small embellishments. The hopper interior detailing is painted brown, while small details such as levers are picked out in appropriate colours.

Underneath, the model features discharge door and chute detail, while the low track force bogies are fitted with free-rolling metal wheels with inline brake shoes. Sprung coupling cams with Rapido

couplers in NEM pockets offer realistic close coupling, which have been designed with second radius curves and above in mind, as the buffers are almost touching when coupled. Each of our samples was subtly weighted and appeared to glide along the rails. A small pack containing air brake pipes for customer fitment is also included.

The HOA is another standout model reflecting the modern-day railway and with a wide sphere of

operation, they are sure to prove popular. Given these wagons tend to operate in lengthy rakes, the addition of triple packs is also a welcome development, offering further variety and realism when recreating a block formation. For those who haven't pre-ordered models, limited numbers are available from select Revolution Trains stockists.

● Visit www.revolutiontrains.com for more details.



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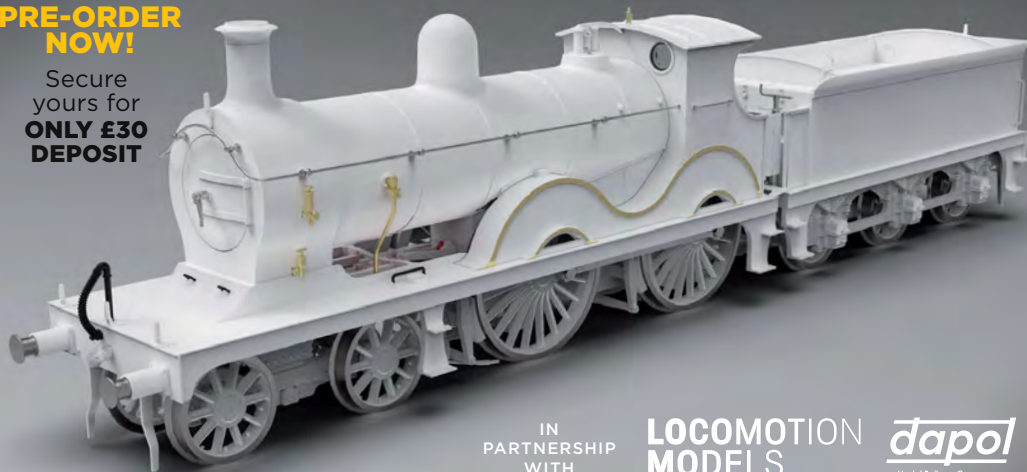
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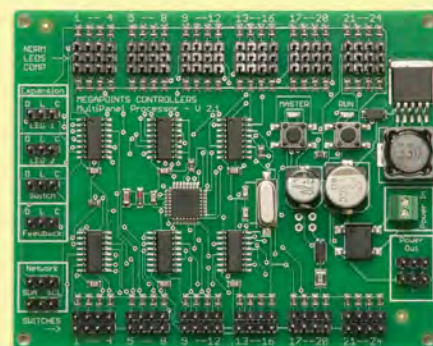
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Heljan's **DOCK SHUNTER**

The Ruston and Hornsby Class 07 shunter is full of character which can be enhanced further with sound.

PAUL CHETTER shows how to bring this superb Heljan model truly to life.

The Ruston built Class 07s were distinctive engines with their short wheelbase and off-centre cab. On June 23 1977 07001 stands with Class 08 08203 at Southampton Docks.

Graham Smith/Railphotoprints.uk.

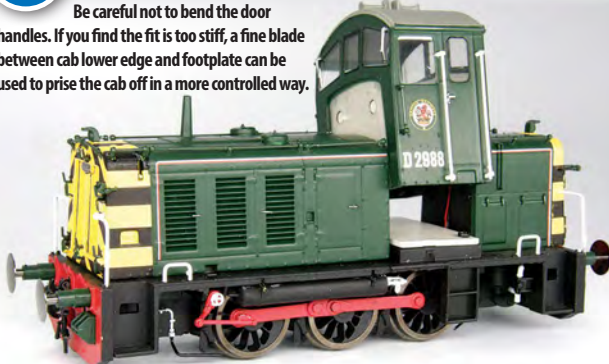


STEP BY STEP INSTALLING SOUND DECODER AND STAY ALIVE IN A HELJAN CLASS 07

Intermediate
Beginner **SKILL LEVEL** Advanced

1

The body consists of three main sections - engine room, cab and fuel tank. The cab can be removed by lifting it vertically upwards. There are no screws fitted. Be careful not to bend the door handles. If you find the fit is too stiff, a fine blade between cab lower edge and footplate can be used to prise the cab off in a more controlled way.



2

The light coloured cab floor is fastened to the chassis by screws and hides the rear lamp wiring. This floor panel also provides the location for the cab fixing lugs.



INTRODUCED in 2018, this model by Heljan portrays the Ruston and Hornsby Class 07, which took over shunting duties at Southampton Docks from the 'USA' 0-6-0T steam locomotives. Like them, these distinctive locomotives had character with their short wheelbase and off-centre cab which can really be brought out in the model.

A recent 'bargain sale' purchase

provided both the impetus and wherewithal to design a sound installation based upon recordings I had already made. The short wheelbase of these locomotives made them ideally suited to the relatively sharp curves on a dockyard rail system, but it can prove troublesome in model railway operations. I decided at an early stage that I would also add a 'stay alive' capacitor if at all possible as part of the sound installation with

this compact 0-6-0 diesel shunter.

The spaces available are pretty small so careful selection of components is important. I elected to hardwire a ZIMO MX648 miniature sound decoder to the model's existing wires, adding a cube speaker and a compact but very high capacitance 'stay alive' pack to prevent the short-wheelbase engine from stalling.

There are aspects of this installation which will prove challenging to some so please read to the end before deciding if it's within your capabilities. In particular, your Heljan warranty and that of the decoder may well be adversely affected. On the positive side, it does produce a sound fitted shunter with lots of features which is virtually unstoppable by dirty track!

There is a wealth of exterior detail on these models, more on some versions than others. None are difficult to disassemble though you will need to pay attention to how pipework and handrails are located during reassembly. There are some delicate items in the exact position where you would grip these models during normal handling, so care should be taken when putting any pressure in these areas.

The standard Heljan lighting arrangements for this class are for one white and one red lamp to be illuminated at the leading end, direction dependent. This does not follow normal BR rules for shunting and pilot locomotives, which state that one white and one red, one above each buffer and at each end of the locomotive should be illuminated simultaneously if lights are required by the conditions: all four lamps should either be in the illuminated or extinguished state.

FUNCTIONS LIST

F Key	Function/sound
0	Directional lights
1	Sound on/off
2	Manual brake key
3	Low horn
4	Two tone horn
5	Light engine mode
6	Engine idle/coast
7	Speed lock
8	Drive engaged
9	Speed related flange squeal
10	Shunting lights (all lights on)
11	Buffering up
12	Coupling up
13	Wagon buffering
14	Cold start
15	Windscreen wipers
16	Spirax valves
17	Dispatch whistle
18	Driver's door slam
19	Fade all sounds
20	'Okay to go under?'
21	'Squeeze up'
22	'Six feet to buffer-up'
23	'Pull away'
24	Shunt mode
25	High horn
26	Low-high horn
27	Volume down
28	Volume up

The Class 07 sound project used in the model, available exclusively from Digitrains, enables the lamps to be used correctly as shunting lamps (all operated simultaneously) or as directionally dependent pairs following the Heljan scheme.

The following guide shows how the speaker was added in a lightly modified cab and 'stay alive' in the rear section. It would be straightforward to swap the positions of speaker and 'stay alive' if that better suits your requirements. www.digitrains.co.uk

WHAT WE USED

PRODUCT	SUPPLIER	PRICE
ZIMO MX648 sound decoder	www.digitrains.co.uk	£114.00
Digitrains Stayin/Alive capacitor pack	www.digitrains.co.uk	£15.00
Rail Exclusive 15mm x 11mm x 9mm speaker	www.digitrains.co.uk	£9.00

STEP BY STEP INSTALLING SOUND DECODER AND STAY ALIVE IN A HELJAN CLASS 07

3

From below four crosshead screws, arrowed, fix the forward and rearward body components to the chassis. Remove these to release the remaining body mouldings.



4

Before removing these body mouldings, note how the handrails fit to the chassis. This is the front end showing the handrails in their mounting holes



5

The handrails are fastened to the body moulding and they easily release from their locations on the chassis.



6



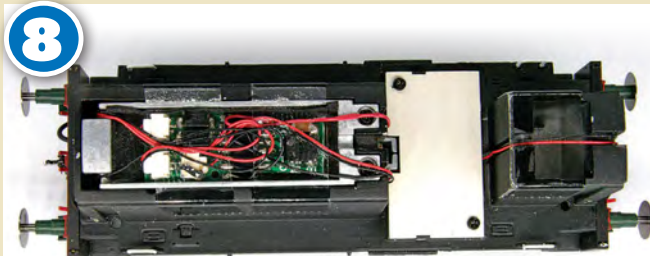
With the screws removed, lift the front engine room cover vertically upwards to remove it. This reveals a high sided cast metal block. The motor is housed here, below a tray which provides positive location for the motor and a small, trough-like space for a 6-pin DCC connector and blanking plate. There's only enough free length for a miniature decoder to be a straight replacement for the blanking plate.

7



For our installation the rear body section needs to be removed to reveal another section of black metal chassis block.

8



Two screws hold the cab floor panel in place. There is space within the rear chassis block while the 'trough' housing the DCC socket is secured by two screws. Clear tape has been used to secure components and wiring in place.

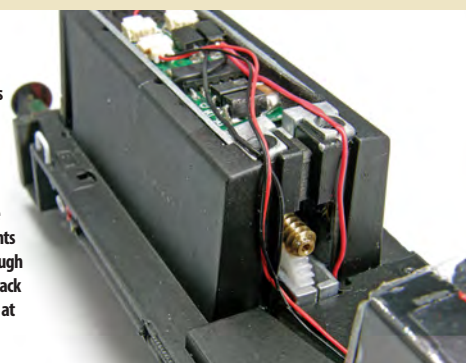
9



Remove the cab floor panel after releasing the fixing screws. Wires to the rear lighting PCB can be seen passing through a channel below the cab floor. We will make use of this channel later.

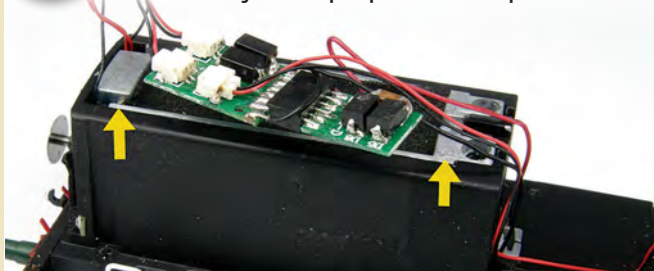
10

Similar vertical wiring channels have been incorporated into the rear face of the engine room block. It's unfortunate that these channels do not continue across the rear fixing points of the separately cast trough as the insulation of the track wires has been damaged at this pinch-point.



11

You can clearly see the foam lined trough/motor securing casting, arrowed here. Note that there is sufficient clearance above the fixing screws for wiring channels to be made in this casting to avoid the pinch-point illustrated in step 10.



12

After removing the two retaining screws, I removed the casting to avoid any metal particles/filings from contaminating the exposed gear train so that space for wiring could be made.



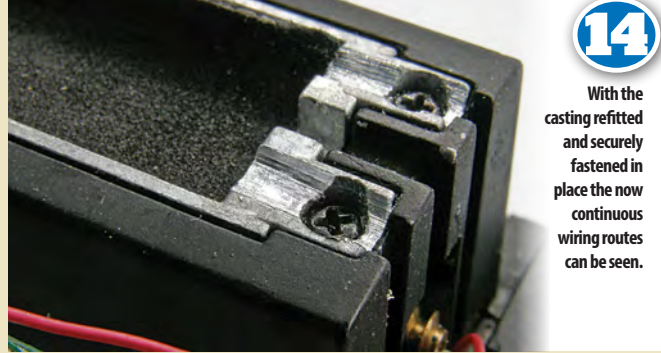
13

A few strokes with the edge of a flat warding file created wiring channels above the screw heads. They will also serve to increase the capacity for the extra wires this installation requires.



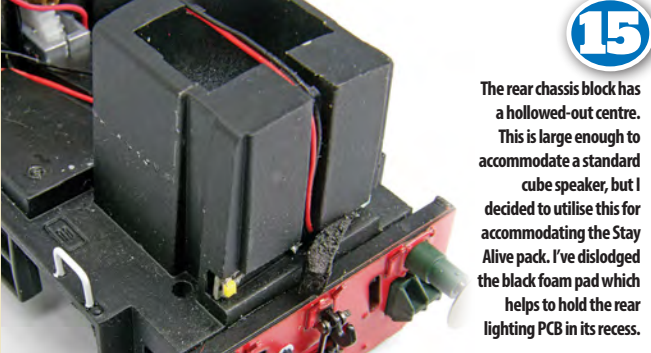
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With the casting refitted and securely fastened in place the now continuous wiring routes can be seen.



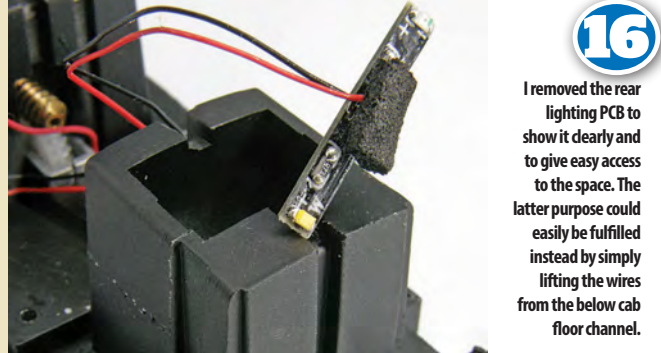
15

The rear chassis block has a hollowed-out centre. This is large enough to accommodate a standard cube speaker, but I decided to utilise this for accommodating the Stay Alive pack. I've dislodged the black foam pad which helps to hold the rear lighting PCB in its recess.



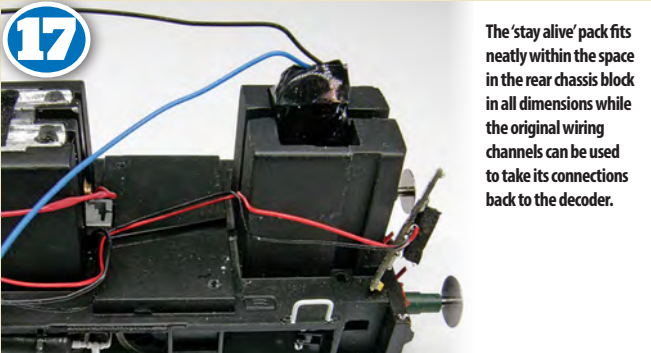
16

I removed the rear lighting PCB to show it clearly and to give easy access to the space. The latter purpose could easily be fulfilled instead by simply lifting the wires from the below cab floor channel.



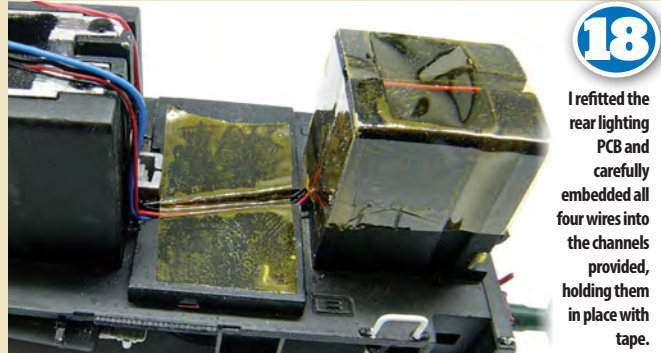
17

The 'stay alive' pack fits neatly within the space in the rear chassis block in all dimensions while the original wiring channels can be used to take its connections back to the decoder.



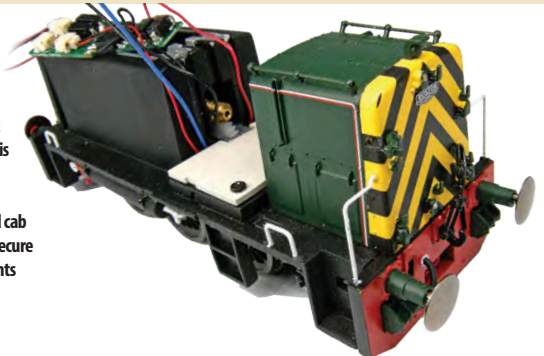
18

I refitted the rear lighting PCB and carefully embedded all four wires into the channels provided, holding them in place with tape.

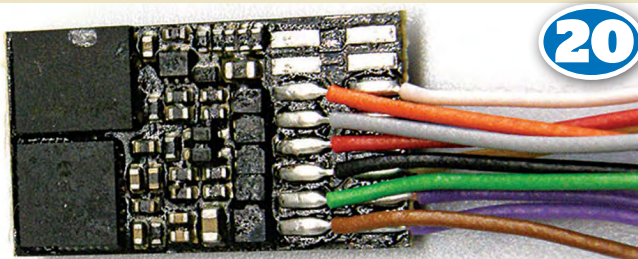


19

As there was no more work required at this end, I refitted the rear body moulding and cab floor to fully secure the components and wiring in place.



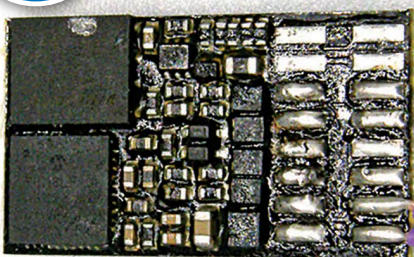
20



The length of the trough ruled out using a 6-pin sound decoder and lack of depth meant that a miniature Next18 decoder/socket adapter could not be used either. ZIMO's MX648 is thin enough and short enough that it could be fitted if hardwired. Here it is after the necessary removal of the thick heatshrink insulation.

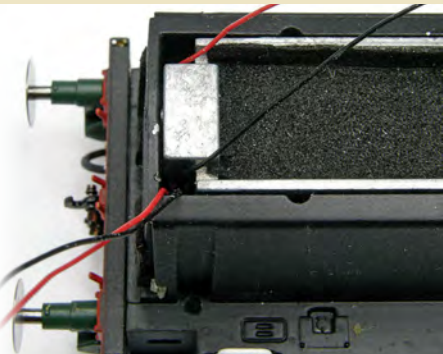
21

In preparation for soldering the track, motor and lighting wires from the model and those from the optional 'stay alive', I de-soldered all the existing wires except for the speaker pair. Soldering directly to expensive sound decoders is not for everyone. There is enough free space to cut existing decoder wires short and join them neatly as an alternative method.



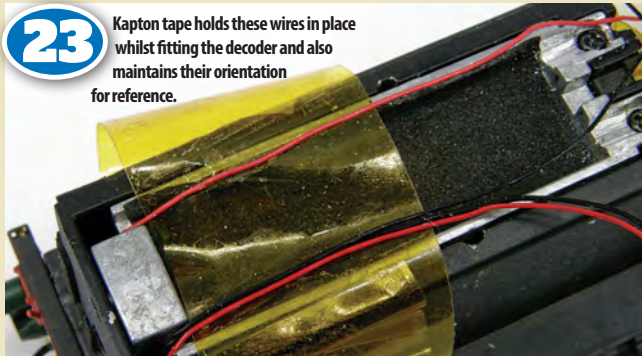
22

Colour coding of wires is restricted to red and black only in the Class 07. To avoid problems and to pass three wires on the less congested edge of the MX648, when refitting the trough casting I arranged the motor wires to pass either side of the forward fixing and the front lighting pair to pass together on the left-hand side.

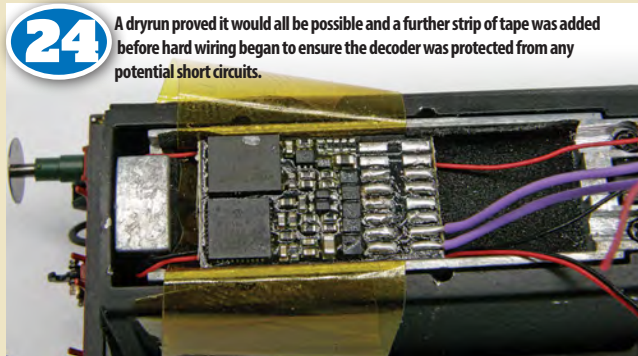


STEP BY STEP INSTALLING SOUND DECODER AND STAY ALIVE IN A HELJAN CLASS 07

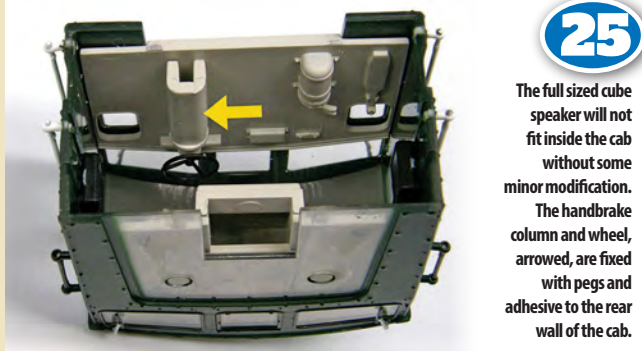
Intermediate
Beginner **SKILL LEVEL** Advanced



23 Kapton tape holds these wires in place whilst fitting the decoder and also maintains their orientation for reference.

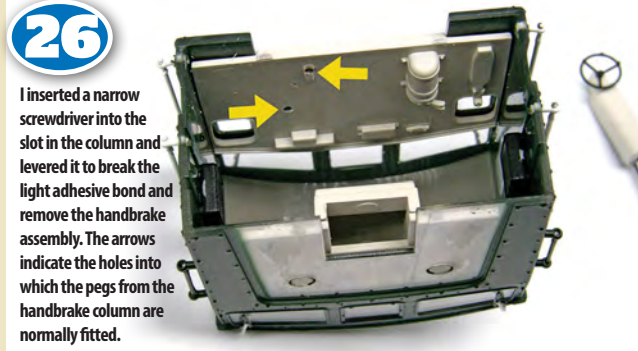


24 A dryrun proved it would all be possible and a further strip of tape was added before hard wiring began to ensure the decoder was protected from any potential short circuits.



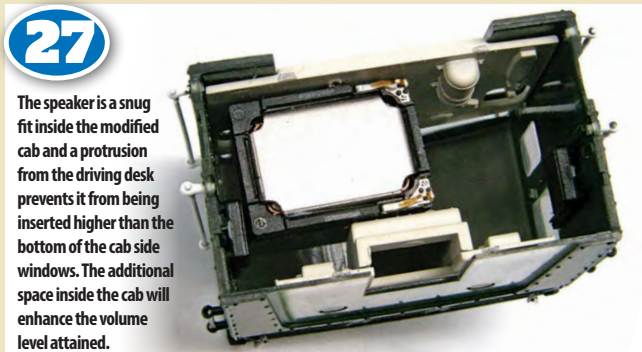
25

The full sized cube speaker will not fit inside the cab without some minor modification. The handbrake column and wheel, arrowed, are fixed with pegs and adhesive to the rear wall of the cab.



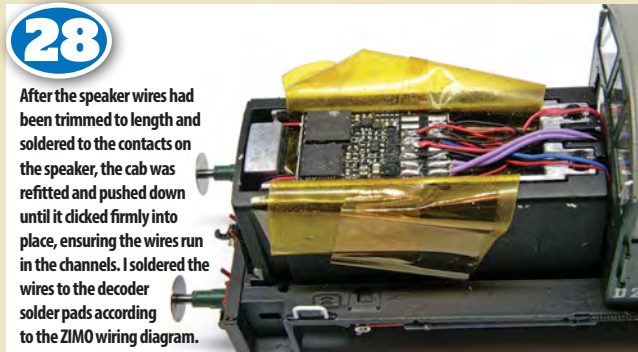
26

I inserted a narrow screwdriver into the slot in the column and levered it to break the light adhesive bond and remove the handbrake assembly. The arrows indicate the holes into which the pegs from the handbrake column are normally fitted.



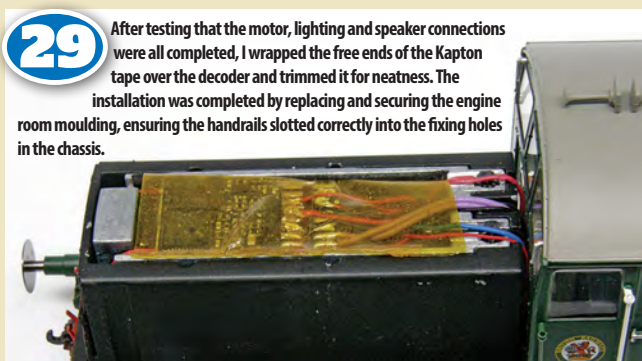
27

The speaker is a snug fit inside the modified cab and a protrusion from the driving desk prevents it from being inserted higher than the bottom of the cab side windows. The additional space inside the cab will enhance the volume level attained.



28

After the speaker wires had been trimmed to length and soldered to the contacts on the speaker, the cab was refitted and pushed down until it clicked firmly into place, ensuring the wires run in the channels. I soldered the wires to the decoder solder pads according to the ZIMO wiring diagram.



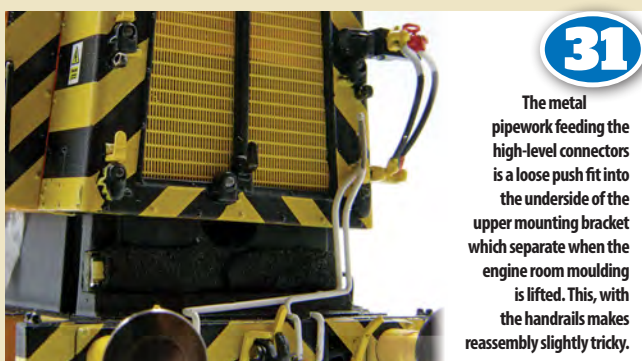
29

After testing that the motor, lighting and speaker connections were all completed, I wrapped the free ends of the Kapton tape over the decoder and trimmed it for neatness. The installation was completed by replacing and securing the engine room moulding, ensuring the handrails slotted correctly into the fixing holes in the chassis.



30

Other versions of this model are available. This HNRC liveried Class 07 has additional high-level connectors and associated pipework fitted to this very detailed front end - the handrails have been removed for a clearer view.



31

The metal pipework feeding the high-level connectors is a loose push fit into the underside of the upper mounting bracket which separate when the engine room moulding is lifted. This, with the handrails makes reassembly slightly tricky.



32

Although high level connectors are also fitted to the rear of this model, there is no additional pipework to complicate the reassembly - just the handrails to locate correctly.



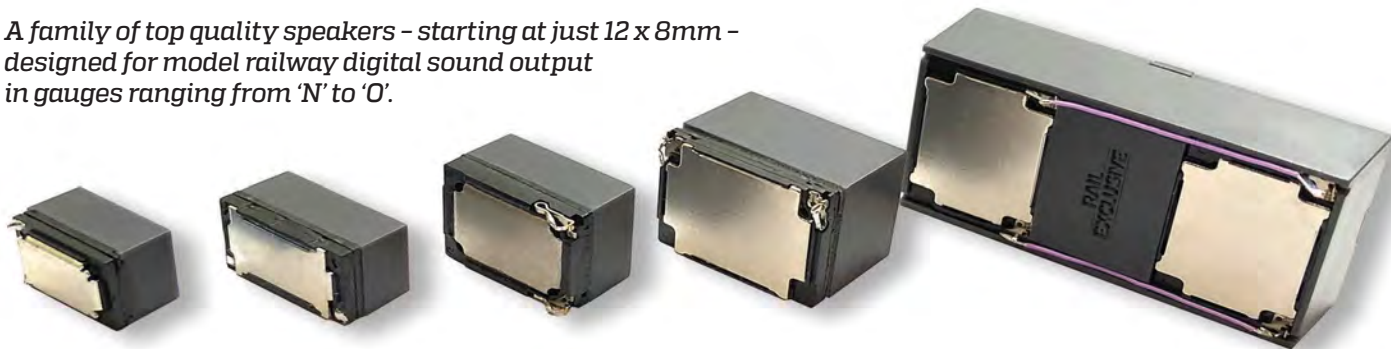
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Maxi 'Sugar Cube'	15x11x12	Single	8 Ω	1.0 W
The 'Boomer'	18x13x13	Single	8 Ω	1.0 W
Baby 'Boomer'	26x20x8	Single	8 Ω	1.0 W
Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
The 'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'	55x20x10	Twin	4 Ω	2.0 W
Large 'Boom Box'	50x15x15	Twin	16 Ω	2.0 W

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Immingham DEPOT

The operations in and around the busy port of Immingham are the focus for this impressive 'OO' gauge layout at the Immingham Museum and Heritage Centre.

STEPHEN RICHARDS reveals the story behind its creation.

PHOTOGRAPHY, MIKE WILD

THE IMMINGHAM MUSEUM and Heritage Centre is a charitable status trust located in Immingham Civic Centre next to the library. Entry is free and running costs are funded mainly by donations from the public.

The exhibits in the museum are split into two parts: local history on the ground floor and the docks and railways on the first floor.

For the moment, sadly, wheelchair access upstairs is not possible. However, a video of the railway display is shown downstairs.

The displays, memorabilia and model railways tell the story of the railways in North and North East Lincolnshire over the last 100 years and highlight their importance to the area. They show how the railway companies built the docks at Immingham and how the railway

was responsible for the development of the fish docks in Grimsby and tourism in the seaside resort of Cleethorpes.

As well as showing the dramatic development of the Port of Immingham and railway system over the last 100 years, we also highlight the importance of the railways in the port's growth and future. In so doing, we aim to contribute to a sense of pride in our community and its importance to the »

OO1 Immingham Depot recreates the substantial motive power shed which supplied locomotives for traffic to and from the docks. Capturing the spirit of the 1960s, a Robinson 'O4' 2-8-0 takes centre stage flanked by an Ivatt '4MT' 2-6-0 and a Gresley 'K3' 2-6-0. Also on shed is a Sentinel 4wVBT and an 'Austerity' 0-6-0ST.



REGION
EASTERN

SCALE
4mm: 1ft

GAUGE
'OO', 16.5mm

SIZE
42ft x 4ft

PERIOD
1912-1965

CONTROL
DCC, Gaugemaster Prodigy



Left: Immingham Depot can easily masquerade as an LNER period layout with a simple change of stock. Locomotives on shed include a 'D11/1' 4-4-0, 'C1' 4-4-2, 'B1' 4-6-0, 'K3' 2-6-0, 'J6' 0-6-0, and 'O4' 2-8-0 amongst others.



local, regional and national economy.

We also aim to celebrate the lives and skills of the workforce and to show how these have changed over the last 100 years. At the same time, we acknowledge the importance of the visionary landowning Yarborough and Heneage families as well as the Great Central Railway's personnel Sir Sam Fay and John Robinson, who designed and built the railway and locomotives, as well as Hollowday who designed and built the docks.

Although this is, of course, a museum, we believe the docks and railways exhibition can also be about the present and the future, not only in terms of the use of the latest technology to retrieve the past, but also to show how Immingham continues to develop. This is important to enable the next generation to be aware of its heritage and take advantage of future employment opportunities.

The exhibition includes two model railways: one 'OO' gauge and the other 'N' gauge. The 'OO' gauge layout, featured here, models Immingham locomotive depot and it is 42ft long and is based on the 1912 track



An 'O1' 2-8-0 rounds the curve onto the mainline.

The road bridge in the background has been modelled with overhead wires for trolley buses.





Left: Thompson 'O1' 2-8-0 63670 leads a loaded iron ore train from the helix onto the scenic section while a 'D11/1' 4-4-0 is turned on the turntable. In the background a Robinson 'O4' is approaching the signal to allow it to be released from the shed yard onto the mainline.



Below: Peppercorn 'K1' 2-6-0 62027 rumbles along the main line with a short rake of empty iron ore wagons.



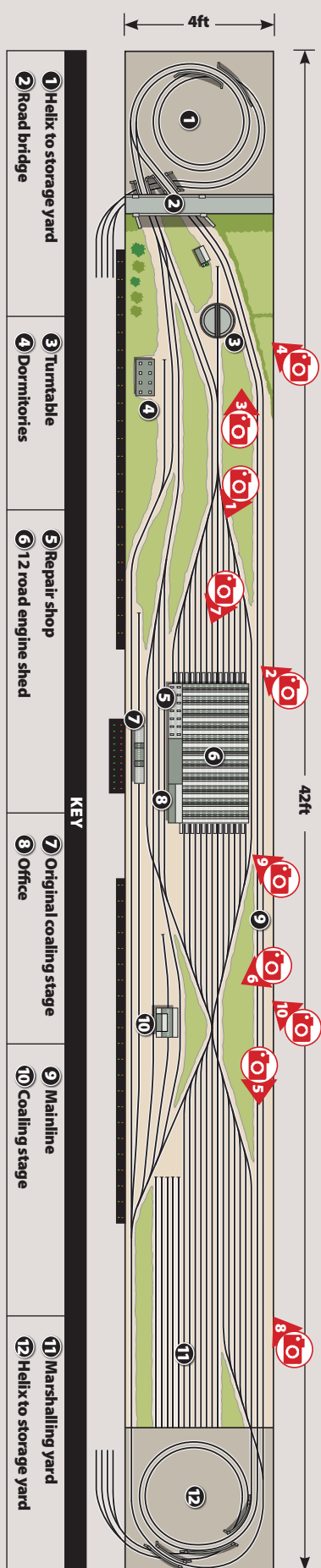
VISITOR INFORMATION

- The museum is within Immingham Civic Centre, on the corner of Pelham Road and Washdyke Lane, Immingham DN40 1QF. The Number 5 bus runs half-hourly from Grimsby Town station to Immingham Civic Centre. The nearest railway station is Habrough from where you can get a taxi.
- For further information and opening times visit www.imminghammuseum.org, or telephone 01469 727272 to confirm that the museum is available to visitors.

configuration with the 12-road locomotive depot being the centrepiece. There is nearly 1,000ft of track with 90 points. The extensive pointwork is manually operated via rodding from the back of the boards. We are fitting some points with electric motors to make operations easier. Track is Peco finescale code 75 while control is provided via Gaugemaster Prodigy DCC controllers. Some of the 100+ locomotives are fitted with sound decoders. »



IMMINGHAM DEPOT TRACK DIAGRAM (Not to scale)



The concrete coaling tower was a landmark at Immingham Depot. A 'WD' and 'O4' 2-8-0 take on fresh fuel while a 'B1' 4-6-0 passes by heading for the yard.



WIDE VARIETY

There are locomotives representative of six decades from 1912 to 1965 from Great Central to LNER and finally to the British Railways steam and green diesel age. There are two main running lines where trains can be run around continuously via a helix at each end and a hidden return loop underneath the scenic section seen by visitors. Locomotives can be prototypically run in and out of the depot and the sidings, along with more than 300 items of rolling stock. Trains are made up into different formations with fish, oil, coal, iron ore and steel being the mainstays of the traffic in the area. Early green Diesel Multiple Units and representative passenger trains can also be seen running on the mainlines.

Just as railways have evolved over time, so has this model with the 1930s 'Cenotaph' coaling tower being added. Whilst we aim to be as historically accurate as possible,

some of the pointwork has been altered slightly to make this model workable for us and to enhance the public's enjoyment.

The layout provides two main areas of operation. The double track mainline across the front is run independently and provides a stage on which iron ore and steel trains can pass as well as passenger workings. The helix at each end takes the mainline down a gradient to a hidden set of storage sidings. This arrangement was used to capitalise on the space we had available which restricts the layout width to 4ft.

The depot meanwhile is available for engine movements to take place. The shed itself is a scratchbuilt model of the real building which includes the internal structure, smoke stacks and pits as well. To the rear is the original coal stage with a water tower on top. There is also a Heljan turntable at one end of the depot allowing the spectacle >>



A pair of 'O4' 2-8-0s are joined by a Sentinel 4wVBT at Immingham Depot. All are ready-to-run products.





At the east end of the depot is part of the marshalling yards which once filled huge areas at Immingham. A Robinson 'O4' works an iron ore train on the mainline while a Gresley 'O2' 2-8-0 is held on the departure line from the shed.





9 Above: Staff attend to locomotives in the yard at Immingham Depot. Every road has a pit installed through the full length of the shed interior.

10 Below: An overview of the east end of Immingham depot. The 12 road structure had an allocation of 120 locomotives at its peak - the model building is scratchbuilt.

of locomotive turning to be shown.

The final main component of the scenic area is representation of part of the goods yard adjacent to the shed. To increase its impact we have installed mirrors across the backscene end so that the yard appears to be double the length of its reality. We use the yard to stable a number of rakes of goods wagons from different eras.

ON DISPLAY

Alongside Immingham depot is an 'N' gauge model based on Barnetby to Wrawby Junction in semaphore signalling days from 1970 to 2015. The model is



intended to show the incredible volume of railfreight to and from Immingham on what is one of the busiest freight lines in the country. This will be featured in full in a future issue of *Hornby Magazine*.

There is also an extensive range of local railway memorabilia and a reference library of railway books, journals, maps, photographs, DVDs and

videos, together with material relating to the history of the development of the community of Immingham which can be accessed by appointment.

Unusually, we also have a number of television programmes made by local people in conjunction with one of the country's first local television stations, Channel 7, which was based

in Immingham from 1996 to 2010.

In the future we are planning train and ship simulators, and multiscreen live-time feeds to show local shipping, air, road and rail movements.

When we are able to reopen again you will be sure of a friendly welcome to Immingham which, for some, may be the largest port you have never heard of – until now! 





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Immingham

DOCKS

*Although railway companies were primarily concerned with the transport of goods and passengers their influence spread to many other areas, one of which was the creation of new docks and harbours. **EVAN GREEN-HUGHES** takes a look at how the Great Central Railway created one of the most impressive of these, at Immingham in north east Lincolnshire.*



Right: The vast docks were able to handle thousands of tons of cargo every day and it also had dry docks for maintenance of sea going vessels. The railway spread around the complex to reach all areas.

All images Immingham Museum Archive.

Below: The Immingham Docks complex was huge. It covered 2½ miles x 1 mile and there was more than 170 miles of railway laid in the docks to provide wagon storage, routes and more.



ANYONE VISITING Immingham 200 years ago would have found a small community nestled round the historic St Andrew's Church with a manor house and no more than 50 other dwellings. Even at the start of the 20th century the area had been largely by-passed by the industrial revolution and its 237 residents continued to eke out a frugal existence on the low-lying but fertile land.

In nearby Grimsby, though, the opposite was the case. The arrival of the Great Central Railway (GCR) to the town had seen a huge rise in traffic for the old docks, which had been an essential part of the North Sea transport system since the 1790s. A fish dock had been added in 1857 and there was further expansion which lasted until the 1880s. By 1900 Grimsby was proving to be inadequate once again and users were urging the GCR to provide new facilities.

As a result the railway company backed the Humber Commercial Railway and Dock Act, which was designed to produce the urgently-needed development, but the increasing size of ships and silting in the Humber estuary caused the bill's promoters to look outside Grimsby for a new site, with their choice eventually settling on Immingham around six miles downstream.

Construction of the new dock began in 1906. The facility was huge, even by early 20th century standards, as it covered more than 1,000 acres of land and measured 2½ miles x 1 mile. There was a lock into the nearby river capable of taking the largest ships then in service along with two jetties, but the main feature was extensive coal handling equipment, which included seven coal hoists with a combined capacity of 400 tons per hour. Dock offices and facilities were also built, and these were later joined by a dry dock. All the latest technological devices were incorporated, including hydraulic power for the hoists and an electrical generating station.

Despite the huge size of the undertaking »

Coal export was one of Immingham Docks' primary traffic types when it was opened in 1912. It later expanded to cover grain, oil and iron ore amongst other commodities.



it was completed in six years and was formally opened by King George V on July 22 1912 with lavish celebrations. Lunch was provided for 1,418 guests and such was the expected demand for hot drinks that two small railway locomotives were brought in to provide the hot water! One unexpected occurrence was the bestowing of a knighthood on Sam Fay, the chairman of the Great Central Railway, in gratitude for the finance and backing which the railway company had provided towards this great scheme.

NEW LINES

As might have been expected the building of the docks resulted in the construction of a number of new railways to serve it. The main connection was provided by the Humber Commercial Railway which ran from the New Holland line, north of Ulceby, to the Eastern Jetty, where a passenger station was provided.

The Grimsby District Light Railway was built originally as a contractor's line but was then converted to become a railway which could bring dockers to and from work. Parallel to this the Grimsby and Immingham Electric Railway which ran from Corporation Bridge at the Alexandra Dock to Immingham was built. This railway was actually more like a tramway, though largely running on reserved tracks and its inception caused the withdrawal of the steam railmotor services which

were then running on the Light Railway. Extensions to the tramway soon made this the preferred method of travel for dock workers and so popular did it become that at shift changeovers convoys of six cars at a time would run. The Barton and Immingham Light Railway was the final piece of the jigsaw which was intended to provide a link between Hull and Immingham via New Holland.

The dock company also built an engine shed in the south eastern corner of the development, with this initially having facilities for 60 locomotives. Here the Great Central's locomotives were turned, coaled and watered and facilities were also provided for engines allocated for internal work. This shed developed and became the Immingham shed we know today which at its peak had an allocation of 120 locomotives, with 12 stabling roads, a turntable and massive concrete coaling tower.

Goods began moving through the new dock some two months before the official opening, largely because there was a high demand for coal as a result of a recently-settled strike and soon millions of tons of various products began to flow through the facility. The north quay was set up for handling pig iron with ten mobile cranes being provided while, shortly after the opening, a large reinforced concrete grain silo was completed, which could hold 20,000tons of grain. All products moving



in and out of or round the docks were moved by rail and the dock company laid 170 miles of tracks and sidings to service its customers' requirements.

The new Immingham docks had cost £2.6m, a considerable sum in those days, and it also spurred an increase in the size of the town itself. New housing was erected, of which some was of the pre-fabricated iron-clad type, while others were traditional terraces. Much of this was to house the families of the railwaymen who were drafted in to work in the new facilities. However, it wasn't until the 1930s that the town expanded to the size which it is today.

WARTIME CHANGES

Only two years after the docks were completed Britain was plunged into the First World War and part of the complex was commandeered for use as a submarine base. A number of D-Class boats were allocated there which patrolled the North Sea. Post war, a portion of the facility was adapted for use by cruise ships and liners, while general freight traffic reached a vast tonnage - particularly with the shipment of coal, which arrived in numerous block trains each working day. Immingham again became a naval base during the second conflict, being the navy's headquarters for the Humber region, and acquired a number of anti-aircraft batteries for its protection, although this didn't stop it being hit in a number of air raids.

While most of British industry was undergoing a recession in the 1950s

The opening of Immingham Docks in July 1912 saw 1,418 people attend.





Coal traffic was a large part of the traffic passing through Immingham Docks. Initially it was used as an export docks and BR 16ton mineral wagons would arrive in rakes to be unloaded into ships via hoists and tipplers.

To support the transport of goods to and from Immingham the Great Central Railway built a large motive power depot. It was originally built to serve 60 locomotives, but at its peak that doubled to 120. In 1950 Thompson 'B1' 4-6-0 61195 stands inside the shed. Railphotoprints.uk.



Immingham Docks continued to expand, cleverly being adapted to suit the needs of a changing world. In 1950 a fertilizer plant was added to the facilities available and seven years later construction of a new dry dock was commenced, finally opening in 1960. Another sign of changing times came in 1966 when the port obtained its first ro-ro ferry terminal, which was used by Tor Line on services to Amsterdam and to Gothenberg.

Good rail access to Immingham also led to the site becoming one of the prime locations in the UK for the storage and processing of oil products. The first oil terminal was

located west of the dock entrance in 1969 and served the newly-built Lindsey and Continental refineries. Processed products left the site by tanker trains and served locations all over the north of England.

Two nationalised industries collaborated in the building of a new bulk terminal which opened in 1970 at a cost of £11.5m. The National Coal Board wanted to expand its facilities for the export of coal while the British Steel Corporation needed to import more steel products and raw materials. An iron ore terminal was added a few years later designed to service Scunthorpe steelworks. Unfortunately, the export of

coal was to last for only a few more years but this traffic was to some extent replaced with a new facility for handling liquified petroleum gas, for which a new jetty and an underground storage facility was provided.

LATEST CHANGES

During the 1990s Immingham was modernised yet again and further facilities were added for ro-ro ships and for handling containers, while in a bizarre twist one of the quays was extended so we could import coal - the very material that the docks had been built to export in the first place! Later a biofuel plant was added and extra land acquired so that imported motor vehicles could be stored.

Throughout all these changes the railway has remained pivotal in the future of Immingham. Today the site still generates substantial traffic, although not as much as used to be the case, and trains still run from there to many other parts of the country. Immingham engine shed successfully made the transition from the steam to the diesel age, having a new facility provided for modern traction in 1966, which at one time had 90 diesels allocated to it as well as 35 shunters, but in recent years has become mostly a stabling and storage point.

Immingham docks owes its very existence to the forward-thinking management of the Great Central Railway and, despite being built at the tail-end of the industrial revolution has managed to successfully evolve so that it meets the needs of an ever-changing and modern world. www.imminghamdocks.co.uk

STAFF PROJECTS

Parcels plan

A quiet weekend and the right mindset were the perfect combination to get an Ian Kirk 'O' gauge Stanier parcels van kit off the ground. **MIKE WILD** explains all.

Below: It took me a while to get started on this LMS 50ft full brake, but once it was on the move it assembled quickly. It is now ready for further detailing. The roof and gangways are temporarily fitted with the next stage being handrails and painting of the body.



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



MIKE WILD

As well as rolling stock construction Mike is looking forward to completing the trackwork on his 'O' gauge garden railway this spring and completing its landscape.



MARK CHIVERS

Mark is firmly back in BR Southern Region mode, especially with a new batch of Heljan 'OO' Class 33s on the horizon. Should he expand his fleet of 'Cromptons' again?

Right: Ian Kirk's 'O' gauge kits come as a series of separate panels to assemble the sides. To begin the process the floor was cleaned up and cut to size. At one end the first sections of each side were then bonded to the floor with plastic cement.



To give strength to each side a 14mm strip of 1.5mm plasticard was added along the lower edge on the inside of the van followed by a 3mm strip of the same material at the top.



I REALLY enjoy building kits of any kind, but sometimes I don't have the right mindset for it. At other times though, the wind is in the right direction and I'm in that mode where I want to build something for myself and that was exactly where I got to during March.

The kit in question is an Ian Kirk Models LMS Stanier 50ft parcels van I bought in 2019. It had been languishing in my drawer of projects because I was unhappy with the roof. Fortunately I'd found a source for a replacement aluminium roof, but with one thing and another I hadn't actually placed the order with Sidelines to get the part I needed delivered. Finally I made the call and within a couple of days the new roof was here and I wanted to get going with the van to extend the parcels train which will run on my garden railway this summer.

The kit consists of injection moulded parts while the bodysides come as separate panels which allow multiple vehicle types to be assembled by using common components. It's a clever system and once you understand the logic of the body it is quite straightforward to assemble.

I'd already built the bogies, cleaned up the floor panel and trimmed it to size which meant that with the roof now available I could start working through assembly of the body. I began by building up one end with the first pair of side panels which gave a solid corner from which to work. Following the instructions, a strip of 1.5mm plasticard was then glued along the length of the floor against the side so the next panels could be added. It was then a simple

case of repeating the process and ensuring the right pieces went together in the right order.

Having completed one of the sides I added another 3mm deep strip of plasticard along the upper edge of the van for strength before repeating the process on the other side and adding the end. Extra braces were added across the width of the van using 2mm square section plastic rod leaving the way clear to start building up the chassis.

Now I have a fully assembled van with the basics of its underframe in place. I'm going to get a new set of castings for the dynamo and vacuum brake reservoirs to improve upon the plastic mouldings with the kit while I have used NMRS Models LMS round head buffers (Cat No. C002) at each corner together with a spare pair of Heljan screw link couplings to allow the van to be coupled to a train. While I'm waiting for the underframe parts, I'll add wire handrails to the bodyside as appropriate and then get it primed and painted into BR maroon.

It might have taken me a while to get started, but the pleasure in building a kit is the satisfaction of creating something of your own. Even part completed I'm pleased with what I have achieved so far and it runs nicely too. It has also reminded me of how many other projects there are waiting for my attention. On my workbench at the moment I also have a Parkside Trestle wagon nearing completion which will soon be followed by an MM1 Models GWR Fruit D and many others. Keep watching Staff Projects and our online blogs for more on my latest modelling ventures. 



Assembly of the van body was completed quickly. It is all plastic construction. Wheels, buffers and couplings are supplied separately.



NMRS LMS round head buffers have been used together with spare Heljan screw link couplings to complete the bufferbeam.

MULTI-MEDIA

RICHARD WATSON has joined the *Hornby Magazine* team to develop video and online content. Find out more about the man behind and in front of the camera.



Richard will be a familiar face to online followers from his New Junction channel. He joins the *Hornby Magazine* team as Associate Editor to create a brand-new line of model railway video content.

HELLO AND WELCOME to New Junction is how most people would expect me to start my introduction.

For those that don't recognise me, I run the YouTube Model Railway channel 'New Junction' and now I'm living the dream of working with model railways as *Hornby Magazine's* latest recruit.

Like most people the hobby was passed onto me from family members, in particular my uncle who has a loft-based layout. When I was knee high, I used to pester him to go into the loft to run the railway. In fact, as I write this my cup of coffee is sat on a coaster which is a photograph of me in that same loft looking far too happy with myself! Now I'm all grown up when I visit my uncle and aunt's house, they barely get a 'Hello' as I go straight upstairs, yep you guessed it, to the loft!

After a happy train filled childhood the hobby faded away and working life took over – a familiar story for many. I remember standing one cold January day many years later in the retail shop I owned with my partner after working over the Christmas period thinking that we should really treat ourselves to a present. My choice wasn't difficult and on our next day off we went

to have a look at what was on offer in the sales. I managed to find myself a cheap Hornby starter set (which I bought primarily for the track and controller) containing a BR lined blue model of new-build 'A1' class 'Pacific' 60163 *Tornado* with Twin Track Sound. It instantly got me hooked again.

It didn't take long before I moved into my own loft to begin a new layout project. I grew up in Newcastle-upon-Tyne and, having travelled by train down the East Coast Main Line (ECML) on HSTs and Class 91s to see family when I was younger, it was the obvious choice for my layout theme. I've also included a heritage branch line and station to remind me of my days volunteering at the Great Central Railway near Leicester.

I posted photographs of the layout on forums to answer questions which led to more questions and eventually it was easier to post a video. Four years later New Junction, which is 'OO' gauge, now has a lower level with an 'O' gauge loop leaving the loft well and truly full to the rafters. I've posted at least one video per week for the last couple of years and the journey has been fantastic. From the audience interaction, meeting many likeminded people,

being invited onto the real railways and many other experiences off the back of having a YouTube channel has been and still is amazing.

Looking to the future, a recent house move has presented a space almost twice the size to create an all new version of my railway (New Junction 2 or New New Junction) and a space for model train film making. You can be sure to see progress both through the magazine, our YouTube channel and through New Junction's own, plus you never know what other surprises I have up my sleeve.

I've been working closely with the *Hornby Magazine* team for the past few months creating online and video content and I'm proud to now officially become part of the team to take the magazine forward as their new Associate Editor. I'll be the man behind and in front of the camera creating content to take *Hornby Magazine* into a truly multimedia experience where you can enjoy videos which backup extensive content that Mike and the editorial team have planned for the coming issues. Plus keep an eye out for me at model railway exhibitions across the country later this year including the Great Electric Train Show and Warley this autumn. 

Meet the team...

MIKE WILD



The good weather in late March gave Mike the chance to give his garden railway the first run of the

year. Hydraulics were out in force including the new Heljan 'Hymek' to test its haulage capacity on the 75ft long 1-in-100 gradient.

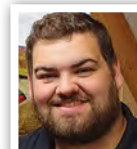
MARK CHIVERS



Mark enjoyed a weekend at the controls of West Coast Cement at the Basingstoke Model Railway

Exhibition in March which gave him the chance to run his latest acquisitions including a Bachmann Class 158 and a rake of Accurascale PFA wagons.

RICHARD WATSON



Richard was eager to get his hands on the recently released Class 800 test train coach pack

to complete his five-car unit and even managed to get them on the roster for West Coast Cement during the Basingstoke show. He's now busy planning his new layout.

TIM SHACKLETON



Tim Shackleton has been reflecting on the past in the run up to our Hornby 2020 centenary

special issue as well as brushing up his detailing skills for a new step by step guide for HM156. It includes a Hornby '8F' and a rebuilt 'Patriot', but we won't say anymore just yet!

TREVOR JONES



Hornby Magazine's photographer had a productive trip to Kent to meet Cliff Parsons' and the AIMREC

team and came back with a full set of images on a series of impressive models railways. Don't miss our next issue and with our full feature on The Gresley Beat.

EVAN GREEN-HUGHES



Evan's research took him to the east coast port of Immingham for this issue's Railway Realism

feature while he enjoyed stepping into the archives and finding out more about the Western Region 'Hymek' diesel-hydraulics for our Reality Check feature.



GAUGEMASTER

Analogue Control



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Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

**BEST FOR
Beginners**

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Most Suited to HO/OO/N Scale Layouts



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**BEST FOR
Twin Tracks**

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

**BEST FOR
Four Tracks**

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

**BEST FOR
Control Panels**

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

**BEST FOR
Realistic Running**

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

**BEST FOR
Flexibility**

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

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GMC-100MO	Single Track Controller for O Scale	£94.95
GMC-100GB	Single Track Controller for G Scale	£109.95
GMC-100GBSF	Single Track Controller for G Scale with Fan	£189.95
GMC-P	Single Track Controller with Simulation	£104.95
GMC-D	Twin Track Controller	£189.95
GMC-DS	Twin Track Controller with Simulation	£189.95
GMC-TS	Three Track Controller with Simulation	£199.95
GMC-Q	Four Track Controller	£199.95

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£39.95
GMC-100-O	Single Track Controller for O Scale (GMC-T3/M3)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£44.95
GMC-UO	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£64.95
GMC-UD	Twin Track Controller (GMC-T3/M3/WM1)	£59.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T3/M3/WM1)	£64.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T3/M3/WM1)	£79.95
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(All GMC-T1/M1/WM1)

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GMC-WS	Single Track Walkabout Controller with Simulation	£59.95
GMC-HH	Single Track Handheld Controller with Feedback	£41.95

Transformers

GMC-M1	Cased Transformer 16V AC	£52.95
GMC-M2	Cased Transformer 18V AC 2.5V	£57.95
GMC-M3	Cased Transformer 24V AC	£57.95
GMC-M4	Cased Transformer 12V AC	£57.95
GMC-T1	Open Transformer 2x 16V AC 1a	£29.95
GMC-T2	Open Transformer 18V AC 2.5a	£29.95
GMC-T3	Open Transformer 24V AC	£29.95
GMC-T4	Open Transformer 2x 12V AC 1a	£29.95
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£21.95
GMC-WM2	Wall Mounted Transformer 9V DC (1600mA) 1.6A	£16.95
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£16.95
GMC-WM4	Wall Mounted Transformer 12V DC Smoothed for Lighting	£16.95
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.95
GMTFK2	Transformer Fitting Kit for T2	£15.95

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

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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. Due to the recent Covid-19 virus the majority of model railway exhibitions have been cancelled or postponed as detailed in our listings this month. Entries marked in blue are new shows to the listing. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

APRIL

CANCELLED

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

CANCELLED

- 4 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY**
Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: £5
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, meet club members and refreshments.

POSTPONED

- 4 NATIONAL GARDEN RAILWAY SHOW**
Hosts: Association of 16mm Narrow Gauge Modellers
Location: East of England Arena and Events Centre, Peterborough, Cambridgeshire PE2 6HE
Times: 10am-5pm
Prices: Adults £12.50, accompanied children free
Website: www.nationalgardenrailwayshow.org.uk
Features: 19 layouts, trade support, refreshments, parking and disabled access.

CANCELLED

- 4 N GAUGE SOUTHEAST MODEL RAILWAY SHOW**
Hosts: East Surrey N Gauge Club
Location: Reigate College, Rushworth Road, Reigate, Surrey RH2 0QF
Times: 10am-4pm
Prices: Adults £7.50, children £3, family £20
Website: www.ngaugesoutheast.co.uk
Features: 15 layouts, trade support, refreshments, parking and disabled access.

CANCELLED

- 4 NORWICH MODEL RAILWAY EXHIBITION**
Hosts: Norwich Railway Heritage and Model Society
Location: Hellesdon High School, Middletons Lane, Norwich NR6 5SB
Times: 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.norhams.org.uk
Features: 18 layouts, trade support, demonstrations, societies, parking and disabled access.

CANCELLED

- 4/5 BRIERFIELD MODEL RAILWAY CLUB EXHIBITION**
Hosts: Brierfield Model Railway Club
Location: St. Luke's Church Hall, St. James' Street, Brierfield, Nelson, Lancashire BB9 5JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.pfmrs.org.uk
Features: Layouts, trade support, refreshments and disabled access.

CANCELLED

- 4/5 CHELTENHAM MODEL RAILWAY EXHIBITION**
Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Hatherley, Cheltenham, Gloucestershire GL51 3NU

- Times:** Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2.50, family (2+2) £10
Website: www.cheltmodrail.org.uk
Features: Layouts, trade support, demonstrations, displays, model road vehicles, refreshments and disabled access.

CANCELLED

- 4/5 PORTSMOUTH RAILX**
Hosts: Victory Model Railway Club
Location: Mountbatten Leisure Centre, Alexandra Park, Portsmouth, Hampshire PO2 9QA
Times: Sat 10.30am-6pm, Sun 10.30am-4.30pm
Prices: Adults £7, children £2
Website: www.victorymrc.org.uk
Features: Layouts, trade support, demonstrations, parking and disabled access.

CANCELLED

- 4/5 THE TINY TRAINS FESTIVAL**
Hosts: Fox and Edwards Events
Location: Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley S74 8HJ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £10, accompanied children free
Website: www.foxandedwards.com
Features: 20 layouts, trade support, refreshments, parking and disabled access.

CANCELLED

- 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.

CANCELLED

- 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
Features: Layouts, refreshments and parking.

CANCELLED

- 11 RYE MODEL RAILWAY SHOW**
Hosts: Dakota Dibben
Location: Rye College, The Grove, Rye, East Sussex TN31 7NQ
Times: 10am-5pm
Prices: Adults £5, children £2, family £12
Contact: info@dakotadibben.co.uk
Features: Layouts and trade support.

CANCELLED

- 11/12 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS**
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times: Sat 10.30am-4pm, Sun 10.30am-4pm
Prices: Adults £1.50, accompanied children 50p
Website: www.ukmodelsshops.co.uk/tmrg/
Contact: 07879 852736
Features: Bath Green Park ('OO') and Bishops Lydeard ('OO') layouts on display, parking and refreshments.

CANCELLED

- 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
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.

CANCELLED

- 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
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

CANCELLED

- 15 TAUNTON MODEL RAILWAY GROUP – OPEN DAY**
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times: 10.30am-4pm
Prices: Adults £1.50, accompanied children 50p
Website: www.ukmodelsshops.co.uk/tmrg/
Contact: 07879 852736
Features: Bath Green Park ('OO') and Bishops Lydeard ('OO') layouts on display, parking and refreshments.

CANCELLED

- 18 CHELMSFORD SMALL LAYOUTS EXHIBITION**
Hosts: Chelmsford and District Model Railway Club
Location: St Augustine of Canterbury Church, St Augustine Way, Chelmsford, Essex CM1 6GX
Times: 11am-4.30pm
Prices: Adults £3, children £1
Website: www.cdmc.co.uk
Features: Ten layouts, trade support, demonstrations, refreshments, parking and disabled access.

CANCELLED

- 18 LUTON MODEL RAILWAY CLUB EXHIBITION**
Hosts: Luton Model Railway Club
Location: Stopsley High School, St. Thomas' Road, Luton LU2 7UX
Times: 10.30am-5pm
Prices: Adults £6, children £3, family £15
Website: www.lutonmodelrailwayclub.org.uk
Features: 21 layouts, trade support, societies and refreshments.

CANCELLED

- 18 NARROW GAUGE SOUTH**
Hosts: Wessex Narrow Gauge Modellers
Location: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX
Times: 10am-5pm
Prices: Adults £8, accompanied children £2, family £18
Website: www.narrowgaugesouth.org.uk
Features: 25 layouts, trade support, societies, refreshments, parking and disabled access.

CANCELLED

- 18/19 CRAWLEY MODEL RAILWAY SOCIETY EXHIBITION**
Hosts: Crawley Model Railway Society
Location: Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex RH12 1SR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £4, family (Sat only) £19
Website: www.crawleymrs.org.uk
Features: Layouts, trade support, ride-on live steam railway, parking, refreshments and disabled access. Sunday only – each accompanied child admitted free with a paying adult.

POSTPONED

18/19	NORTH DOWN MODEL RAILWAY SOCIETY MODEL EXHIBITION
Hosts:	North Down Model Railway Society
Location:	Bangor Grammar School, Gransha Road, Bangor, Co. Down BT19 7QU
Times:	Sat 10am-5pm, Sun 12pm-5pm
Prices:	Adults £6, children £4, family (2+2) £15
Website:	www.ndmrs.co.uk
Contact:	02891 450833
Features:	Layouts, trade support, refreshments, parking and disabled access.

CANCELLED

18/19	SCARBOROUGH MODEL RAILWAY EXHIBITION
Hosts:	Scarborough and District Railway Modellers
Location:	Newby and Scalby Community Hall, Scalby Road, Scarborough YO13 0RA
Times:	Sat 10am-5pm, Sun 10am-3.30pm
Prices:	Adults £5, accompanied children free
Website:	www.sdrmweb.co.uk
Features:	Layouts, trade support, refreshments and parking.

POSTPONED

18/19	TRAINWEST 2020
Hosts:	Bentley Model Railway Group
Location:	Springfield Community Campus, Beechfield Road, Corsham, Wiltshire SN13 9DN
Times:	Sat 10am-5.30pm, Sun 10am-4.30pm
Prices:	Adults £8, children £5
Website:	www.trainwest.org.uk
Contact:	01249 654417
Features:	21 layouts, trade support, refreshments and parking. Reduced admission prices on Sunday after 1pm.

CANCELLED

19	BRACKNELL RAILWAY SOCIETY OPEN DAY
Hosts:	Bracknell Railway Society
Location:	Pinewood Centre, Old Wokingham Road, Wokingham RG40 2AQ
Times:	1.30pm-4.30pm
Prices:	Free
Website:	www.bracknellrailwaysociety.co.uk
Features:	Layouts and parking. The Pinewood miniature railway will also be running.

POSTPONED

19	CASTLE POINT TRANSPORT MUSEUM MODEL RAILWAY EXHIBITION
Hosts:	Castle Point Transport Museum
Location:	Museum, Point Road, Canvey Island, Essex SS8 7TD
Times:	10.30am-5pm
Prices:	Adults £3.50, children £2
Website:	www.castlepointtransportmuseum.co.uk
Contact:	07533 349094
Features:	Layouts, trade support, refreshments and disabled access.

CANCELLED

24-26	TAUNTON MODEL RAILWAY GROUP - OPEN DAYS
Hosts:	Taunton Model Railway Group
Location:	Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times:	Fri 10.30am-4pm, Sat 10.30am-4pm, Sun 10.30am-4pm
Prices:	Adults £1.50, accompanied children 50p
Website:	www.ukmodelshops.co.uk/tmrg/
Contact:	07879 852736
Features:	Bath Green Park ('OO') and Bishops Lydeard ('OO') layouts on display, parking and refreshments.

CANCELLED

25	COVENTRY AND WARWICKSHIRE 'O' GAUGE MODELLERS OPEN DAY
Hosts:	Coventry and Warwickshire 'O' Gauge Modellers
Location:	Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE
Times:	10am-3pm
Prices:	Free
Website:	www.covgog.org
Features:	Two layouts, test track, trade support, meet club members, refreshments and parking.

CANCELLED

25	DE HAVILLAND MODEL RAILWAY SOCIETY EXHIBITION
Hosts:	De Havilland Model Railway Society
Location:	Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, Hertfordshire AL7 3PN
Times:	10am-5pm
Prices:	Adults £5, children £2
Website:	www.dhmrs.co.uk
Features:	12 layouts, trade support, societies, refreshments, parking and disabled access.

CANCELLED

25	FAREHAM ROTARAIL 2020
Hosts:	Rotary Club of Fareham
Location:	Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH
Times:	10.30am-5pm
Prices:	Adults £6, children £2
Website:	www.rotarail.webs.com
Features:	21 layouts, trade support, refreshments, parking and disabled access.

CANCELLED

25	HEMEL HEMPSTEAD MODEL RAILWAY SOCIETY 60 TH ANNIVERSARY EXHIBITION
Hosts:	Hemel Hempstead Model Railway Society
Location:	Leverstock Green Community Centre, Hemel Hempstead, Hertfordshire HP3 8QG
Times:	10.30am-4.30pm
Prices:	Adults £4, children £2
Website:	www.hhmrs.co.uk
Features:	Ten working model railways in various scales, trade support, refreshments, parking and disabled access.

CANCELLED

25	NEWGOG - THE SOUTH WALES 'O' GAUGE SHOW
Hosts:	NEWGOG Team
Location:	Lysaght Institute, Orb Drive, Newport, South Wales NP19 0RA
Times:	10am-4.30pm
Prices:	Adults £6, concessions £5
Contact:	07896 967526
Features:	14 working layouts in a variety of scale, trade support, demonstrations, parking and disabled access.

CANCELLED

25	STOURPORT MODEL RAILWAY EXHIBITION
Hosts:	Wyre Forest Model Railway Club
Location:	Stourport Community Centre, Lower Lickhill Road, Stourport-on-Severn, Worcestershire DY13 8RW
Times:	10am-4pm
Prices:	Adults £2, accompanied children under 12 free
Website:	www.wyreforestmrc.com
Features:	Eight layouts, refreshments, parking and disabled access.

CANCELLED

25/26	BONNYBRIDGE MODEL RAIL SHOW
Hosts:	Bonnybridge and District Model Railway Club
Location:	Bonnybridge Community Education Centre, Bridge Street, Bonnybridge FK4 1AA
Times:	Sat 10am-4.30pm, Sun 10am-4pm
Prices:	Adults £6, children £3, family (2+2) £14
Website:	www.bonnybridgeshow.wordpress.com
Features:	Working model railways, trade support and refreshments.

CANCELLED

25/26	CORNWALL SPRING MODEL RAILWAY SHOW
Hosts:	Helston and Falmouth Model Railway Club
Location:	Pool Academy, Church Road, Pool, Redruth TR15 3PZ
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £6, children £3, family (2+2) £12
Website:	www.hfmrcc.com
Features:	15 working model railway layouts, trade support, demonstrations, refreshments, parking and disabled access.

CANCELLED

25/26	THE EPSOM SHOW
Hosts:	Epsom and Ewell Model Railway Club
Location:	North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS
Times:	Sat 10am-5.30pm, Sun 10am-5pm
Prices:	Adults £7, children free
Website:	www.eemrc.org.uk
Features:	17 layouts, trade support, demonstrations, live steam running track, refreshments, parking and disabled access.

CANCELLED

25/26	90 TH ANNIVERSARY WEST ESSEX MODEL RAIL 2020
Hosts:	Ilford and West Essex Model Railway Club
Location:	St. Edward's Academy, London Road, Romford RM7 9NX
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £7, children £2, family (2+2) £15
Website:	www.iwemrc.org.uk
Features:	20 working model railway layouts, trade support, societies, refreshments, parking and disabled access.

CANCELLED

1-3	BRISTOL MODEL RAILWAY EXHIBITION
Hosts:	Association of Model Railway Clubs, Wales and West of England
Location:	Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB
Times:	Fri 1pm-7pm, Sat 10am-6.30pm, Sun 10am-5pm
Prices:	Adults £10 (£7.50), 12-16yrs £8 (£6), accompanied children under 12 free - advance ticket prices in brackets
Website:	www.bristolmodrail.co.uk
Features:	39 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

POSTPONED

2	BIRMINGHAM MODEL RAILWAY CLUB OPEN DAY
Hosts:	Birmingham Model Railway Club
Location:	Club House, Cadbury Drive, Birmingham B35 7JE
Times:	10.30am-4pm
Prices:	Adults £1, children 50p
Contact:	07766 923361
Features:	Layouts, trade support, meet club members and parking.

CANCELLED

2	CRAVEN ARMS MODEL RAILWAY EXHIBITION
Hosts:	Craven Arms and District Model Railway Circle
Location:	Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times:	10am-4pm
Prices:	Adults £5, children free
Contact:	07867 752301
Features:	18 layouts, trade support, refreshments, parking and disabled access.

CANCELLED

2	SOUTH WEST HERTS MODEL RAILWAY SOCIETY 40 TH ANNIVERSARY EXHIBITION
Hosts:	South West Herts Model Railway Society
Location:	Queens School, Aldenham Road, Bushey, Hertfordshire WD23 2TY
Times:	10am-4.30pm
Prices:	Adults £7, children £3, accompanied children under 15 free (max. two per adult)
Website:	www.southwesthertsmrs.org.uk
Features:	20 layouts, trade support, societies, refreshments, parking and disabled access.

CANCELLED

2	SELBY MODEL RAIL SHOW
Hosts:	Selby Salvation Army
Location:	The Church at the Crossroads, Selby YO8 8BY
Times:	10am-4.30pm
Prices:	Adults £4, children £1, family £9
Contact:	01757 701169
Features:	Layouts, trade support, demonstrations, steam train rides, refreshments, parking and disabled access.

CANCELLED

2/3	BRADFORD MODEL RAILWAY EXHIBITION
Hosts:	Bradford Model Railway Club
Location:	Motiv8, South Bradford Vocational Centre, Huddersfield Road, Wyke, Bradford BD12 8AA
Times:	10am-4pm
Prices:	Adults £5, children £1, family (2+2) £10
Website:	www.bradfordmrc.org.uk
Features:	Seven layouts, trade support, refreshments, parking and disabled access.

CANCELLED

2/3	WOODGREEN CHARITY MODEL AND STEAM SHOW
Hosts:	Charlie Warne and Mary Hunt
Location:	Woodgreen Village Hall, Woodgreen, Fordingbridge, Hampshire SP6 2AJ
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £3, concessions £2.50, children £1
Contact:	01725 511977
Features:	Layouts, model traction engines, refreshments, parking and disabled access.

CANCELLED

9	CLEVELAND MODEL RAILWAY CLUB SPRING OPEN DAY
Hosts:	Cleveland Model Railway Club
Location:	Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ

SHOW GUIDE

Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.clevelandmrc.club
Features: Become a member for the day, see the clubroom, club layouts, demonstrations, trade support and chat with other club members. Refreshments, parking and disabled access.

CANCELLED

9 LODDON VALE MODEL RAILWAY EXHIBITION
Hosts: Loddon Vale Model Railway Club
Location: Swallowfield Parish Hall, Swallowfield Street, Swallowfield RG7 1QX
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £11
Website: www.lvmrc.co.uk
Features: Working model railway layouts in various scales, trade support, refreshments, parking and disabled access.

CANCELLED

9/10 DERBY MODEL RAILWAY EXHIBITION
Hosts: Mickelover Model Railway Group
Location: The Roundhouse, Pride Park, Derby DE24 8JE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children free
Website: www.mmrwg.org.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

CANCELLED

9/10 HEYWOOD MODEL RAILWAY GROUP MINI EXHIBITION
Hosts: Heywood Model Railway Group
Location: Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times: 10am-4pm
Prices: Free (donation to club appreciated)
Website: www.hmrg.co.uk
Features: Layouts, trade support, refreshments and parking.

CANCELLED

9/10 SCUNTHORPE MODEL RAILWAY SHOW 2020
Hosts: Scunthorpe Modern Image Railway Group
Location: St. Paul's Church Hall, Ashby High Street, Scunthorpe DN16 2JR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £3, children £2, family £9
Website: www.smrwg.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

CANCELLED

9/10 WEXFORD MODEL RAILWAY CLUB SPRING EXHIBITION
Hosts: Wexford Model Railway Club
Location: St. Joseph's Community Centre, Bishopswater, Wexford Y35 TH56
Times: 11am-5pm
Prices: TBA
Website: www.wexfordmodelrailwayclub.ie
Features: Working model railway layouts, trade support and refreshments.

CANCELLED

9-11 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3BX
Times: Sat 10.30am-4pm, Sun 10.30am-4pm, Mon 10.30am-4pm
Prices: Adults £1.50, accompanied children 50p
Website: www.ukmodelsops.co.uk/tmrg/
Contact: 07879 852736
Features: Bath Green Park ('OO') and Bishops Lydeard ('OO') layouts on display, parking and refreshments.

CANCELLED

10 BROXBORNE MODELLING EXTRAVAGANZA
Hosts: Hoddesdon Model and Railway Club
Location: Club Site, The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £3, children £1
Website: www.hoddesdonmrc.org.uk
Features: Layouts, trade support, radio control displays, working fairground models, children's rides, refreshments and parking.

CANCELLED

16 ELY MODEL RAILWAY EXHIBITION
Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely, Cambridgeshire CB6 2SH
Times: 10.30am-4.30pm
Prices: Adults £5, children £3
Website: www.elymrc.org.uk
Features: 16 layouts, trade support, demonstrations, societies, live steam rides, refreshments, parking and disabled access.

CANCELLED

16 LUTTERWORTH MODEL RAILWAY EXHIBITION AND CLASSIC BUS DISPLAY
Hosts: Lutterworth Railway Society
Location: Lutterworth Sports Centre, Coventry Road, Lutterworth, Leicestershire LE17 4RB
Times: 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £12
Website: www.lutterworthrailwaysociety.co.uk
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

CANCELLED

16 TRIX TWIN RAILWAY COLLECTORS ASSOCIATION CLUB SHOW
Hosts: Trix Twin Railway Collectors Association
Location: Friar Lane and Braunstone Baptist Church Hall, Hallum Crescent East, Braunstone, Leicester LE3 1FH
Times: 10am-4pm
Prices: Adults £2, children under 12 free
Contact: 01455 823473
Features: Layouts, trade support and refreshments.

DECISION AWAITED

16 WEST BROMWICH MODEL RAIL SHOW
Hosts: West Bromwich Model Rail Club
Location: Bilston Sports and Social Club, Wellington Road, Bilston WV14 6AY
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Contact: 07742 617496
Features: Layouts, trade support, refreshments, parking and disabled access.

CANCELLED

16/17 EXPO EM SPRING 2020
Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £9, EMGS members £7 (valid both days)
Website: www.emgs.org
Features: Ten layouts, trade support, demonstrations, societies, test track, refreshments, parking and disabled access.

CANCELLED

16/17 IMMINGHAM MODEL RAILWAY SHOW
Hosts: Immingham Museum
Location: Civic Centre, Pelham Road, Immingham DN40 1QF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1, family £7
Website: www.imminghammuseum.org
Features: 15 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Includes admission to Immingham Museum for Immingham Shed and Barnetby-Wrawby layouts.

CANCELLED

16/17 MRX MODEL RAILWAY EXHIBITION
Hosts: Lancashire and Yorkshire DCC Model Railway Group
Location: Museum of Transport, Boyle Street, Cheetham Hill, Manchester M8 8UW
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £7, accompanied children free
Contact: 01257 278355
Features: Layouts, trade support, demonstrations, DCC seminars and refreshments. Free heritage bus service between venue and City Centre.

CANCELLED

16/17 SALISBURY MODEL RAILWAY EXHIBITION
Hosts: Salisbury and South Wiltshire Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: 10.30am-4.30pm
Prices: Adults £5, children £2* (*one child admitted free per paying adult)
Website: www.sswrs.org.uk

Features: 12 layouts, trade support, refreshments, parking and disabled access.

CANCELLED

16/17 STAMFORD MODEL RAILWAY SHOW
Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford PE9 1HE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3, family (2+2) £12
Website: www.mdmrc.org
Features: 25 layouts, trade support, displays, demonstrations, societies, refreshments, parking and disabled access. Visit the *Hornby Magazine* stand for exclusive offers and see our modern-era West Coast Main Line (WCML) 'OO' gauge layout, West Coast Cement.

CANCELLED

23 BRIDLINGTON MODEL RAILWAY SHOW
Hosts: Bridlington (Area) Railway Modellers and Train Enthusiasts Society
Location: Emmanuel Church, Cardigan Road, Bridlington YO15 3JT
Times: 10am-4pm
Prices: Adults £4, concessions £3.50, accompanied children free
Website: www.bridmodelrail.org.uk
Features: Ten layouts, trade support, refreshments and parking.

CANCELLED

23 MERSEYSIDE HOBBIES AND MODEL RAILWAY EXHIBITION
Hosts: World of Motion
Location: Hulme Hall, Bolton Road, Port Sunlight, Wirral CH62 5DH
Times: 10.30am-3pm
Prices: Adults £5, accompanied children £1
Website: www.worldofmotion.co.uk
Features: Layouts, trade support, societies, model displays and outdoor bus rides.

CANCELLED

23 RAILWAY CHILDREN DAY AT BARNWELL
Hosts: Chris Leigh/St. Andrew's Church, Barnwell
Location: Village Hall, Barnwell, Peterborough, Cambridgeshire PE8 5QD
Times: 10.30am-5pm
Prices: Adults £3, concessions £2, children £1, family (2+2) £7
Contact: 01832 274857
Features: Layouts, displays, children's entertainment, refreshments and parking. Celebrating 50th anniversary of Lionel Jeffries' movie, *The Railway Children*.

CANCELLED

23/24 HAYLE MODEL RAILWAY CLUB EXHIBITION
Hosts: Hayle Model Railway Club
Location: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Website: www.haylemrc.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

CANCELLED

23/24 NEEPSSEND (SHEFFIELD) MODEL RAILWAY SOCIETY EXHIBITION
Hosts: Neepsend (Sheffield) Model Railway Society
Location: Grenoside Community Centre, Main Street, Sheffield S35 8PR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.neepsendmrs.weebly.com
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus operating to/from venue (see website for more details).

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. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

**N Gauge
Limited
Edition**



Western Champion

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D1015 'Western Champion' was built at Swindon Works in 1963, carrying the unique Golden Ochre livery until 1965 when it was repainted into BR maroon.

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35-500 - Class 117 3 Car DMU BR Green Speed Whiskers.....£267.70



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35-525 - Class 121 Bubblecar BR Green Speed Whiskers.....£131.70



R3719 - GW 2-6-2T Large Prairie Tank 4154 GW Green GWR.....£125.95

R3721 - GW Class 61xx Large Prairie Tank 2-6-2T 6110 GWR Great Western.....£125.95

R3723 - GW 61xx Large Prairie Tank 2-6-2T 6145 BR Early Crest.....£125.95

R3725 - GW 5101 Large Prairie Tank 2-6-2T 4160 BR Late Crest.....£125.95



372-160 - LNER Class O6 (8F) 2-8-0 3506 LNER Black.....£144.45

372-161 - LMS Stanier Class 8F 2-8-0 8035 LMS Black.....£144.45

372-162 - LMS Stanier Class 8F 2-8-0 48608 BR Black Early Crest.....£144.45

372-163DS - LMS Stanier Class 8F 2-8-0 48773 BR Late Crest DCC Sound Fitted.....£220.95



O Gauge 14xx Tanks

7S-006-020 - GW 14xx 0-4-2 Tank 1432 GWR Green Auto fitted.....£191.25

7S-006-021 - GW 14xx 0-4-2 Tank 1405 BR Black Early Crest Auto fitted & Top Feed.....£191.25

7S-006-022 - GW 14xx 0-4-2 Tank 1444 BR Lined Green Early Crest Auto fitted & Top Feed.....£191.25

7S-006-023 - GW 14xx 0-4-2 Tank 1426 BR Lined Green Late Crest Auto fitted & Top feed.....£191.25

Telephone: 01242 523117

Email: info@cheltenhammodelcentre.com

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All prices are subject to change without notice. Any delivery dates are taken from the manufacturers and are subject to change at any time. Special offer prices are valid only while stocks last!



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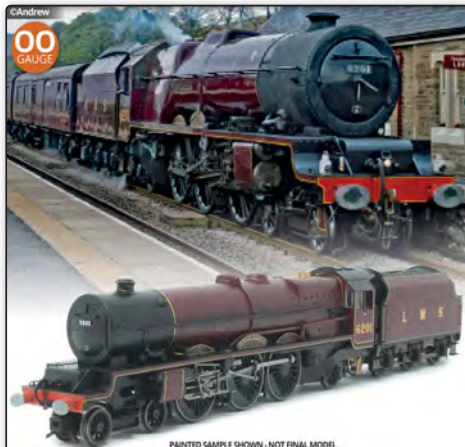
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THIS MONTH AT

Compiled between 14th February and 12th March 2020

Hattons
• MODEL RAILWAYS •

Latest News



First OO Princess Royal in Stock

The first of Hornbys newly-tooled Princess Royal locomotives has now been released with the LMS version of Princess Elizabeth. BR versions to follow.

www.hattons.co.uk/tmah70



Heljan O Gauge Class 03s in Stock

The full range of Heljans O Gauge Class 03 shunting locomotives are now in stock with 10 liveries to choose from, covering the lifespan of the Class.

www.hattons.co.uk/tmah71



O Gauge Class 47 Painted Sample

Heljan have revealed images of a hand painted sample of their forthcoming O Gauge Class 47. See more online and order yours today.

www.hattons.co.uk/tmah72



New GWR Manor in OO Gauge

Dapol are to produce an all new OO Gauge Manor locomotive. Due to be released in 2021 with seven versions available. Pre-order yours today

www.hattons.co.uk/tmah73



New Batch of O Gauge Mk1 GUVs

Heljan have announced a new batch of Mk1 GUVs which are due later in 2020. Includes several liveries, including: NSE, Intercity Motorail & BR blue and grey.

www.hattons.co.uk/tmah74



More Heljan O Gauge Class 37/4s

Heljan have announced a new batch of Class 37/4 locomotives in a selection of striking new liveries and a further run in popular BR large logo livery.

www.hattons.co.uk/tmah75

Top 5 Best Sellers



Pocketbond OO
EM76509 - £3



Dapol OO
4F-027-015



Hornby OO
R3709 - £171



Oxford Rail OO
OR76AR007 - £64



Oxford Diecast OO
76FE001 - £5.50



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Forthcoming Releases from Hornby & Dapol

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

HORNBY® 2020 Range Announcement - see details at www.hattons.co.uk/hornby2020

LNER Thompson Class A2/2 & A2/3

Pre-order for £171
Due in Stock December 2020



Class A2/2

R3830 60501 'Cock o' the North' in BR green with early emblem
R3831 60505 'Thane of Fife' in BR green with late crest

Class A2/3

R3832 500 'Edward Thompson' in LNER apple green
R3833 514 'Chamossaire' in LNER apple green
R3834 60512 'Steady Aim' in BR green with early emblem
R3835 60523 'Sun Castle' in BR green with late crest

Standard Class 2MT 2-6-0 78xxx

Pre-order for £162
Due in Stock January 2021



R3836 78047 in BR black with late crest
R3838 78010 in BR black with early emblem
R3839 78000 in BR unlined green with late crest

Class 91

Pre-order for £153
Due in Stock December 2020



R3890 91002 'Durham Cathedral' in Intercity Swallow livery
R3891 91118 'The Fusiliers' in LNER livery
R3892 91111 'For the Fallen' in Virgin Trains East Coast livery
R3893 91117 'Cancer Research UK' in GNER livery

Class W4 Peckett

Pre-order from £99
Due in Stock throughout 2020



R3640 'Niclausse' in Peckett works leaf green
R3702 'Daphne' in Tytherington Stone Co. purple
R3703 No.8 'Bear' in light blue
R3761 'Lady Edith' in Earl of Dudley's works livery
R3825 614 in grey - Centenary Year Limited Edition (£109.99)
R3868 490 in Crawshaw Brothers green

British Rail Mk1 RB

Pre-order for £31.50
Due in Stock November 2020



R4971 W1739 in BR maroon
R4971A W1743 in BR maroon
R4972 S1720 in BR green
R4972A S1757 in BR green
R4973 M1712 in BR blue and grey
R4973A M1627 in BR blue and grey
R4974 IC1667 in Intercity Executive livery
R4974A IC1981 in Intercity Executive livery

Ruston 48DS

Pre-order for £81
Due in Stock Nov/Dec 2020



R3852 417892 'Jim' in DVLR industrial green
R3853 GR5090 in GrantRail yellow
R3943 235511 in Express Dairy Co. Ltd blue

dapol Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

OO Gauge

GWR Class 78xx Manor 4-6-0

Pre-order from £135.96
Due in Stock: TBC



4S-001-001 7800 'Torquay Manor' in GWR green shirtbutton emblem
4S-001-002 7814 'Fringford Manor' in GWR green with GWR lettering
4S-001-003 7807 'Compton Manor' in GWR green post-war G W lettering
4S-001-004 7823 'Hook Norton Manor' in BR lined black early emblem
4S-001-005 7819 'Hinton Manor' in BR black with early emblem
4S-001-006 7810 'Draycott Manor' in BR lined green with early emblem
4S-001-007 7827 'Lyddham Manor' in BR lined green with late crest

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £115.56
Due in Stock: TBC



4S-041-001 5109 in GWR green with Great Western lettering
4S-041-002 6126 in GWR green with Great Western lettering
4S-041-003 5108 in GWR green with shirtbutton emblem
4S-041-004 5150 in GWR green with GWR lettering
4S-041-005 5190 in BR black with BRITISH RAILWAYS lettering
4S-041-006 4134 in BR lined green with early emblem
4S-041-007 6167 in BR lined green with late crest

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: June 2020



4S-043-001 6336 in GWR green with Great Western lettering
4S-043-002 6385 in GWR green with shirtbutton emblem
4S-043-003 GWR green with BR smokebox numberplate
4S-043-004 7324 in BR black with early emblem
4S-043-005 6364 in BR lined green with early emblem
4S-043-006 7310 in BR lined green with late crest

Class 59

Pre-order from £131.71
Due in Stock: August 2020



4D-005-000 59002 'Alan J Day' in Foster Yeoman livery
4D-005-001 59103 'Village of Mells' in ARC livery
4D-005-002 59206 'John F Yeoman' in DB Schenker livery
4D-005-003 59204 'Vale of Glamorgan' in National Power livery

O Gauge

Class 66

Pre-order from £276.25
Due in Stock: March 2021



7D-066-001 66001 in EWS red and gold
7D-066-002 66504 in Freightliner 'Powerhaul' livery
7D-066-003 66709 'Sorrento' in GBRf / MSC livery
7D-066-004 66421 in DRS plain blue
7D-066-005 66789 'British Rail 1948 - 1997' in BR large logo blue with GBRf branding
7D-066-006 66783 'The Flying Dustman' in Biffa red with GBRf branding

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge LNER Class A3	hattons.co.uk/recordbreakers	£750	Aug 2016							
OO Gauge Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeateaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
OO Gauge Plasser 12t YOB Crane	hattons.co.uk/gpc	£69	Nov 2018							
OO Genesis 4 & 6 Wheel Coaches	hattons.co.uk/genesis	from £30	Oct 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
OO Gauge Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauge121	from £254.15	Jun 2018							
OO GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
OO GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							
OO GWR 78xx Manor 4-6-0	hattons.co.uk/dapolmanor	from £135.96	Mar 2020							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
OO Gauge Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
OO Gauge Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
OO Gauge Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
OO Gauge Class 47	hattons.co.uk/hel47	TBA	Jul 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Stephenson's Rocket 0-2-2	hattons.co.uk/rocket	from £162	Jan 2020							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							
LNER W1 Hush-Hush 4-6-4	hattons.co.uk/hushhush	£180	Jan 2020							
LNER Thompson A2/2 4-6-2	hattons.co.uk/thompsona22	£171	Jan 2020							
LNER Thompson A2/3 4-6-2	hattons.co.uk/thompsona23	£171	Jan 2020							
BR Standard 2MT 2-6-0	hattons.co.uk/hornby2mt	£162	Jan 2020							
Class 370 APT-P	hattons.co.uk/hornbyapt	from £356	Jan 2020							
Class 91	hattons.co.uk/hornby91	£153	Jan 2020							

	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	hattons.co.uk/oxN7	from £87	Jan 2017							
OO LNER Class J27 0-6-0	hattons.co.uk/oxj27	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

Information correct at the time of going to press on 12/03/20.



17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: 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-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" lined green (Hat).....£99
H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99).....**BARGAIN**.....£89



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor).....£149



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hel).....£212



266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered (Hel).....£221



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel).....£221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hel).....£212



266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel).....£221



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hel).....£212



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black revolving coal bunker (Hel).....£212



266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker (Hel).....£212



1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel) (RRP £159.95).....**BARGAIN**.....£99
1302 Class 1361 0-6-0ST 1364 GWR green (Hel) (RRP £159.95).....**BARGAIN**.....£99



1303 Class 1361 0-6-0ST 1365 in BR black early emblem (Hel).....£135.96



1320 Class 1366 0-6-0PT 1366 in GWR green shirtbutton (Hel) (RRP £159.95).....**BARGAIN**.....£99
1321 Class 1366 0-6-0PT 1369 Great Western green - as preserved (Hel) £136.96



1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) (RRP £159.95).....**BARGAIN**.....£99
R3455 Class 4000 "Star" 4-6-0 4013 "Knight of St Patrick" in GWR Green (Hor) (RRP £169.99).....**BARGAIN**.....£114



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor)....£169.50



R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99).....**BARGAIN**.....£79



R3422 Class 415 Adams Radial 4-4-2T 3125 in Southern Railway wartime black (Hor) (RRP £140.99).....**BARGAIN**.....£79



R3804 Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - Harry Potter range (Hor)....£99



R3803TTS Class 49xx 'Hall' 4-6-0 5972 "Hogwarts Castle" in Hogwarts Railways red - TTS sound fitted - Harry Potter range (Hor).....£122.50



R3463 Class 52xx 2-8-0 5231 in BR black early emblem (Hor) (RRP £139.99).....**BARGAIN**.....£99



R3805 Class 5MT 'Black Five' 4-6-0 45379 in BR black late crest - as preserved - Ltd Ed of 1000 (Hor).....£157.50
R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor).....£153



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £182.99).....**BARGAIN**.....£129



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green shirtbutton emblem (Hor) (RRP £182.99).....**BARGAIN**.....£129



R3452 Class 6800 'Grange' 4-6-0 6825 "Llanfair Grange" in BR lined green late crest (Hor) (RRP £155.99).....**BARGAIN**.....£109



R3614 Class 6P 'Rebuilt Patriot' 4-6-0 5521 "Rhyl" in LMS black (Hor).....£136



R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).....£162



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest (Hor).....£166.50



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).....£184



R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 "Princess Alexandra" in LMS coronation blue (Hor).....£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



R3709 Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake (Hor) **NEW**.....£171
R3709X Class 8P Princess Royal 4-6-2 6201 "Princess Elizabeth" in LMS crimson lake - Digital fitted (Hor) **NEW**.....£184.50



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor).....£94



R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor).....£189



R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor).....£122.50



R3811 Class A1 Terrier 0-6-0T 48 "Leadenhall" in LB&SCR improved engine green (Hor).....£81



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor).....£81



R3812 Class A1 Terrier 0-6-0T W10 "Cowses" in Southern Railway olive green (Hor).....£81



R3738 Class A3 4-6-2 4472 "Flying Scotsman" in LNER green - 1969 USA tour condition two tenders - Gold plated (Hor).....£234



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor).....£94



R3522 Class A4 4-6-2 60026 "Miles Beevor" in BR green early emblem (Hor).....£149



R3701 Class A4 4-6-2 60028 "Walter K Whigham" in BR experimental purple (Hor).....£153



R3544 Class B123 4-6-0 8527 in LNER apple green (Hor).....£145



R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER green (Hor) (RRP £160.99).....**BARGAIN**.....£114



R3448 Class B17 4-6-0 61619 "Welbeck Abbey" in BR green early emblem (Hor) (RRP £160.99).....**BARGAIN**.....£114
R3361 Class D 0-4-0T 6 in 'Hogarth-Stone' - Railroad Range (Hor).....£23



R3414 Class J15 0-6-0 5444 in LNER black (Hor) (RRP £127.99).....**BARGAIN**.....£79



R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor) (RRP £127.99).....**BARGAIN**.....£79



R3415 Class J15 0-6-0 65477 in BR black early emblem (Hor) (RRP £127.99).....**BARGAIN**.....£79



R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99).....**BARGAIN**.....£99



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.99).....**BARGAIN**.....£69



UK P&P £4 per order

(free for orders over £175)

£2.75 per single diecast item
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(Orders before 2pm)



R3406 Class J50 0-6-0T Departmental No.14 in BR Black late crest (Hor) (RRP £93.99) **BARGAIN**... £69



R3417 Class K1 2-6-0 62065 in BR black late crest (Hor) (RRP £155.99) **BARGAIN**... £99



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green (Hor) (RRP £155.99) **BARGAIN**... £114



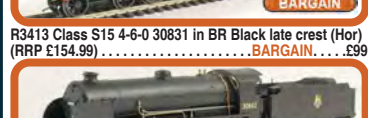
R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99) **BARGAIN**... £124



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) (RRP £169.99) **BARGAIN**... £124



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervis de Revel' in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN**... £119.50



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN**... £99



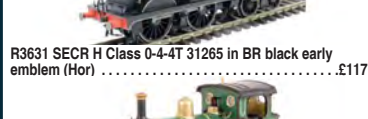
R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN**... £99



R3586 Class V Schools 4-4-0 30935 'Sevenoaks' in BR green early emblem - Railroad Range (Hor)..... £81



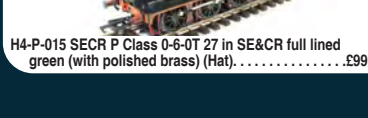
R3679 Class W4 Peckett 0-4-0ST 74 in Port of London Authority lined blue (Hor)..... £90



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

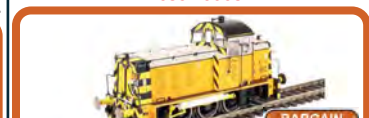


R3547 Standard Class 4MT 4-6-0 75008 in BR green late crest (Hor)..... £144



R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor)..... £144

Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hor) (RRP £139) **BARGAIN**... £94



2904 Class 07 shunter D2986 in BR green wasp stripes (Hel)..... £118.96



1513 Class 15 ADB968003 (Carriage pre - heating unit) in BR Sherwood green full yellow ends (Hel)..... £101.15



1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel)..... £118.96



4D-025-004 Class 21 D6111 in BR green small yellow panels (Dap)..... £129.15



4D-025-004D Class 21 D6111 BR green small yellow panels - DCC fitted (Dap)..... £154.66



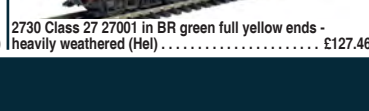
4D-025-003 Class 21 D6116 in BR green small yellow panels (Dap)..... £129.15



4D-025-003D Class 21 D6116 BR green small yellow panels - DCC fitted (Dap)..... £154.66



4D-025-001 Class 21 D6121 in BR green (Dap)..... £129.15



2656 Class 26/0 26010 in BR railfreight grey red stripe (Hel)..... £110.46



2718 Class 27 27029 in BR blue Highland Rail emblem (Hel)..... £118.96



2716 Class 27 27030 in BR blue Scottie Dog emblem - lightly weathered (Hel)..... £127.46



2717 Class 27 27033 in BR blue Haymarket depot emblem (Hel)..... £118.96



2713 Class 27 5370 in BR green full yellow ends (no boiler tanks) (Hel)..... £101.15



2719 Class 27 5380 in BR two tone green full yellow ends - weathered (Hel)..... £127.46



2725 Class 27 D5349 in BR green (Hel)..... £101.15



2731 Class 27 D5369 in BR green small yellow panels (Hel)..... £118.96



4D-014-000 Class 29 6112 in BR green full yellow ends (Dap)..... £129.15



4D-014-000D Class 29 6112 BR green full yellow ends - DCC fitted (Dap) **NEW**..... £154.66



4D-014-003 Class 29 D6107 in BR blue (Dap) **NEW**..... £129.15



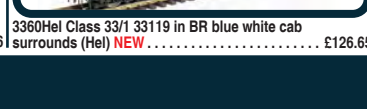
4D-014-003D Class 29 D6107 in BR blue - DCC Fitted (Dap) **NEW**..... £154.66



4D-014-002 Class 29 D6129 in BR blue (Dap)..... £129.15



4D-014-002D Class 29 D6129 in BR blue - DCC Fitted (Dap)..... £154.66



R3661 Class 31 D5509 in BR green (Hor)..... £153



3328 Class 33/2 6593 in BR blue full yellow ends (Hel)..... £101.15



3526 Class 35 'Hymek' D7015 in BR green no yellow ends (Hel)..... £110.46



32-790 Class 37/0 37049 'Imperial' Railfreight Coal Sector triple grey (Bac)..... £154.50



4D-003-014D Class 40 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams - DCC fitted (Dap)..... £154.66



4D-003-015 Class 40 'Western' D1034 'Western Dragon' in BR maroon small yellow panels (Dap)..... £129.15



4D-003-018 Class 40 'Western' D1041 'Western Prince' in BR blue (Dap)..... £129.15



R3919 Class 66 66109 'Teesport Express' in DB Cargo/DP Ports (Hor) **NEW**..... £74.99



R3922 Class 66 66623 in Freightliner/G&W orange (Hor) **NEW**..... £74.95



R3916 Class 66 66733 'Cambridge PSB' in GBRf (Hor) **NEW**..... £74.99



R3881 Class 66/7 66727 'Andrew Scott CBE' in GBRf/First (Hor) **NEW**..... £74.99



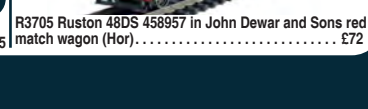
R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor)..... £144



4D-022-013 Class 68 68004 'Rapid' in Direct Rail Services blue (Dap)..... £131.71



4D-022-012S Class 68 68015 in Chiltern Railways - DCC Sound fitted (Dap) (RRP £295.55) **BARGAIN**... £220



4D-006-011D Class 73/1 73109 'Battle of Britain' in Network SouthEast - DCC fitted (Dap)..... £149.79

4D-006-005 Class 73/1 electro-diesel E6039 in BR blue small yellow panels (Dap) (RRP £146.22) **BARGAIN**... £91

R3705 Ruston 48DS 458957 in John Dewar and Sons red match wagon (Hor)..... £72

Visit

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for all new releases



Electric locos



GV2020 YEC Janus 0-6-0DE shunter "Richard Borrett" in ICI maroon (Gol) (RRP £99.95) **BARGAIN** £49.50



GV2015 YEC Janus 0-6-0DE shunter No.201 in Port of London blue (Gol) (RRP £99.95) **BARGAIN** £72
Diesel train packs



R3750 Belmond Pullman Train Pack Class 67 67021 in Pullman and three pullman coaches (Hor) £270



1095 Class 33 trainpack Class 33/0 33010 in BR blue and four A tank wagons in grey fuel oil - weathered (Hel) **NEW** £203.15



1096 Class 33 trainpack Class 33/0 D6535 in BR green and four 'A' tank wagons in Esso silver (Hel) **NEW** £194.65



1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered (Hel) **NEW** £203.15



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) **BARGAIN** £149



H4-B-J002 Janus bundle 0-6-0 Janus diesel shunter in ICI maroon three matching open wagons (Hat) (RRP £129.90) **BARGAIN** £89.50
HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) £261



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) **BARGAIN** £229



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (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



R3739 Class 87 87001 "Royal Scot" and "Stephenson" in BR blue - as preserved (Hor) £154



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144



R3658 Class 87 87019 "Sir Winston Churchill" Virgin Trains red and black (Hor) £153



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) £144



R3741 Class 92 92043 in GBRf (Hor) £76.50
DMUs



4D-009-HAT01 Class 121 single car DMU "Bubblecar" 120 in "GWR 150" chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



4D-009-005 Class 121 single car DMU "Bubblecar" 121027 "Bletchley TMD" in Silverlink purple and green (Dap) (RRP £145) **BARGAIN** £79



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-009-006 Class 121 single car DMU "Bubblecar" 55026 in BR blue and grey Highland Rail stag (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" 97723 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-015-008 Class 122 single car DMU "Bubblecar" W55018 in BR green speed whiskers (Dap) £123.25



R3772 Class 156 2-car DMU 156480 in Northern Rail / Royal Air Force commemorative (Hor) £112.50



R3773 Class 156 2-car "Super Sprinter" DMU 156401 in Provincial (Hor) £112.50



4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding (Dap) £125.76



4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding (Dap) £125.76



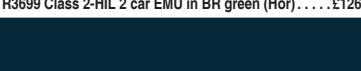
4D-011-101D Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding - Digital fitted (Dap) £151.90



4D-011-006 Streamlined Railcar 10 in GWR chocolate and cream shirtbutton emblem (Dap) £125.76



4D-011-007D Streamlined Railcar W11 in BR chocolate and cream - Digital fitted (Dap) £151.90



4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) £125.76



R3813 Class 395 "Javelin" 4-car EMU 395013 "Hornby Visitor Centre" in Southeastern - Ltd Ed (Hor) £144



R6897 76 ton Cows and Sheldon breakdown crane ADRC96200 in BR engineers yellow (Hor) £58.50



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64



R1167 "Flying Scotsman" starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley tank coaches (Hor) £180



R1202 Mallard Pullman Train Set Class A4 4468 "Mallard" in LNER blue and pair of Pullman coaches (Hor) £144



R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor) £180



R1233 The Coca-Cola Christmas Train Set (Hor) £72



R1235 The Midlander Express train set (Bac) £178.46



R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £10



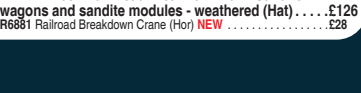
R4829 Gresley 61' 6" corridor buffet 21611 in LNER teal (Hor) £49.50



R4828 Gresley 61' 6" third corridor 23864 in LNER teal (Hor) £49.50



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) £37

R4780B Mk3 TGS trailer guard second 44005 in GWR green (Hor) **NEW** £31.50

R4912 Mk3 TSD trailer second (disabled) 42015 in GWR green (Hor) **NEW** £31.50

R4781G Mk3 TSO trailer second open 42361 Coach B in GWR green (Hor) **NEW** £31.50

R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor) £64

4F-020-035 8 ton cattle wagon B893460 in BR auxite (Dap) **NEW** £9.50

R6911 LSWR 20 ton brake van 9646 in LSWR auxite red ends (Hor) £22.50

GV6020 Pack of three 7-plank open wagons "ICI" (Gol) £28

R6893 Pack of three engineers wagons - "Rudd", "Clam" and "Tope" in departmental grey and yellow (Hor) £49.50

H4-RHTT-004 Rail Head Treatment Train "Sandite" 2 wagons and sandite modules - weathered (Hat) £126

R6881 Railroad Breakdown Crane (Hor) **NEW** £28

R3699 Class 2-HIL 2-car EMU in BR green (Hor) £126

Prices valid until 06/05/20

All prices correct
when going to press.
Errors excepted.

Bridges, Tunnels & Walls



P0244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12
P0245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

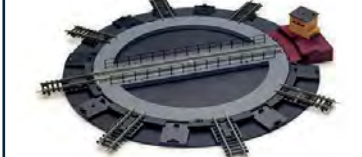
People - civil



36-407 1950s train crew - pack of six (Bac) £8.50

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R605 1st radius double curve (8 make a circle) (Hor) £2.80
R605 Circle of 8 (Hor) £2.80
R607 2nd radius double curve track (8 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor) £1.80
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £2.20
ST-2035 4th radius Standard Curve Track (ST-235 x 6) (Pec) £1.80
R601 Double straight - 335mm (Hor) £2.20
R601 Box of 24 (Hor) £48



R070 Electrically Operated Turntable (Hor) £64
R7277 Layouts made easy - large corner layout complete track pack (Hor) £18
R7276 Layouts made easy - medium sized oval layout complete track pack (Hor) £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
R8206 Power track for analogue (non DCC) use only (Hor) £7.20
R8075 Right hand curved point (Hor) £14
R8073 Right hand Standard Point (Hor) £9.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9.50
ST-240 Setrack No.2 radius right handed point insulfrog (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
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £76
SL-100 Single (Pec) £3.10
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70
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-92 Left hand small point - insulfrog (Pec) £10
SL-E86 Right hand curved point - electrofrog (Pec) £12.50

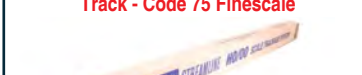


SL-E88 Right hand large point - electrofrog (Pec) £12
SL-88 Right hand large point - insulfrog (Pec) £12

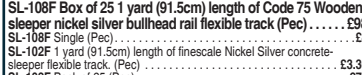


SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-80 Single slip insulfrog (Pec) £32

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) £39
SL-102F Pack of 25 (Pec) £79



SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £98



4F-027-014 Silver Bullet bogie tank wagon in NACCO/ECC 3387 789 8 053-6 (Dap) £27.16
4F-027-015 Silver Bullet bogie tank wagon in NACCO/ECC 3387 789 8 064-3 - weathered (Dap) £29.71



4F-027-016 Silver Bullet bogie tank wagon in NACCO/ECC 3387 789 8 066-8 - weathered (Dap) £29.71



4F-027-013 Silver Bullet bogie tank wagon in NACCO/ECC 3387 789 8 077-5 (Dap) £27.16



R6928 Triple pack of MHA 'Coalfish' Ballast wagons in EWS (Hor) £54.89

Containers and loads



4F-028-015 Pack of two 45' hi-cube containers 'P & O Ferry' (Dap) NEW £13

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply, (Hor) £94

Analogue point control

PL-55 Turntable control motor - for use Peco turntable kits (Pec) £54

Digital controllers

R8213 DCC Select unit (boxed) (Hor) £98
36-504 EZ Command Dynamics Ultima DCC system (Bac) £280

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £7.35) £3

Point motors

R8243 Surface Mounted point motor (Hor) £8.50

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

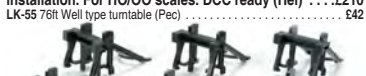
Model railway spares

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) £1.60
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) £2.20

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210
LK-55 76ft Well type turntable (Pec) £42



R083 Pack of 6 Buffer Stop (Hor) £10
R083 Single (Hor) £2
LK-62 Platform Edging. Concrete Type (Height 20mm) (Pec) £4.50
SL-40 Rail built buffer stop (Pec) £1.60
SD2 Smart Screen - working destination board for DC or DCC layouts - pack of two (Tra) £77

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) £55.21
4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap) £55.50
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £26
4L-001-003 Signal - Motorised, Round post GWR home (Dap) £26
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £26



4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) £55.21

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap) £55.50

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £26

4L-001-003 Signal - Motorised, Round post GWR home (Dap) £26

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £26

Commercial vehicles

NEW



76TIP005 AEC Ergomatic Tipper London Brick Company (Oxf) NEW £12

NEW



76SCL004 Scania Crane Lorry Galt Transport (Oxf) NEW £16.50

NEW



76T4004 VW T4 Van Black (Oxf) NEW £5.50

NEW



76T5V004 VW T5 Van Network Rail (Oxf) NEW £6

Military ground vehicles

NEW



76SM004 Sherman MKIII 4th/7th Royal Dragoon Guards, France 1944 (Oxf) NEW £12

NEW



76WB007 Willys MB Uxal Tunisia 1943 (Oxf) NEW £5

N Gauge

Steam locos



25-010-007 Class 49xx 'Hall' 4-6-0 4970 'Sketty Hall' in GWR green Great Western lettering (Dap) £124.38

25-010-006 Class 49xx 'Hall' 4-6-0 5999 'Woolton Hall' in BR green late crest (Dap) £124.38

25-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtdress emblem - DCC fitted (Dap) £100

25-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £100

25-007-016D Class 57xx Pannier 0-6-0 8767 in BR green British Railways lettering & later cab - DCC Fitted (Dap) £100

25-010-004 Class 49xx 'Hall' 4-6-0 5908 'Moreton Hall' in BR black early emblem (Dap) £124.38

25-010-006 Class 49xx 'Hall' 4-6-0 5999 'Woolton Hall' in BR green late crest (Dap) £124.38

25-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtdress emblem - DCC fitted (Dap) £100

25-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £100

25-007-016D Class 57xx Pannier 0-6-0 8767 in BR green British Railways lettering & later cab - DCC Fitted (Dap) £100

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25-010-006 Class 49xx 'Hall' 4-6-0 5999 'Woolton Hall' in BR green late crest (Dap) £124.38

25-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtdress emblem - DCC fitted (Dap) £100

25-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £100

25-007-016D Class 57xx Pannier 0-6-0 8767 in BR green British Railways lettering & later cab - DCC Fitted (Dap) £100

25-010-004 Class 49xx 'Hall' 4-6-0 5908 'Moreton Hall' in BR black early emblem (Dap) £124.38

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25-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £100

25-007-016D Class 57xx Pannier 0-6-0 8767 in BR green British Railways lettering & later cab - DCC Fitted (Dap) £100

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25-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £100

25-007-016D Class 57xx Pannier 0-6-0 8767 in BR green British Railways lettering & later cab - DCC Fitted (Dap) £100

25-010-004 Class 49xx 'Hall' 4-6-0 5908 'Moreton Hall' in BR black early emblem (Dap) £124.38

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

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

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £93
SL-300F Single (Pec) £3.20
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) ... £3.50
SL-E399F Pack of 30 (Pec) £91
SL-E399F 3-way finescale turnout (Pec) £28
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) ... £12



SL-E390F Finescale double slip electrofrog (Pec) £38



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

Commercial vehicles



NSDF002 Shelvoke & Drewry Freightlifter British Rail Crimson (Oxf) **NEW** £7

HO Gauge (1:87 Scale)

Cars



87CE57002 Cadillac Eldorado Brougham 1957 Dakota Red (Oxf) **NEW** £6



87CH63002 Chevrolet Corvair Coupe 1963 Riverside Red (Oxf) **NEW** £6

Commercial vehicles



87CV50002 Chevrolet Panel Van 1950 Washington DC Police (Oxf) **NEW** £6

009 Narrow Gauge Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) £186.96



9953 Lynton & Barnstaple 2-6-2T E760 "Exe" in intermediate Southern Railway (1927-29) (Hel) (RRP £209.95) **BARGAIN** £154

Track - Code 80 Streamline

SL-400 1 yard length of 009 narrow gauge flexible track worn wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £83
SL-404 1 yard length of 009 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50
SL-404 Pack of 25 (Pec) £92
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



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) £594.15



7S-010-013 Class A1 'Terrier' 0-6-0T 751 in SECR green (Dap) £191.25



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



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) £750
7S-005-001 Class Y3 Sentinel 4wVB 42 in LNER black (Dap) ... £148.75



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (Dap) £148.75



7S-005-006 Sentinel 4wVB 2 "Isebrook" in GWR light green (Dap) £148.75

Diesel locos

NEW



2071 Class 03 shunter 03107 in BR blue 'flowerpot' exhaust (Hel) **NEW** £335.75

NEW



2070 Class 03 shunter 2096 in BR blue 'flowerpot' exhaust (Hel) **NEW** £335.75



2051 Class 03 shunter D2011 in BR green no yellow ends and conical exhaust (Hel) £335.75



2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust (Hel) £335.75

NEW



2073 Class 03 shunter in BR blue conical exhaust - unnumbered (Hel) **NEW** £335.75

NEW



2059 Class 03 shunter in industrial dark blue (Hel) **NEW** £335.75

NEW



2058 Class 03 shunter in industrial yellow wasp stripes - unnumbered (Hel) **NEW** £335.75



7D-008-013 Class 08 shunter 08717 in BR blue (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



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) £549



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



2558 Class 25/3 in BR blue - unnumbered (Hel) .. £446.25



2557 Class 25/3 in BR blue pre-TOPs - unnumbered (Hel) £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25



2D-028-001 Class 26 D5316 in BR green (Dap) **NEW** £112.76



2D-018-008 Class 35 'Hymek' D7043 in BR green small yellow panels (Dap) £98.30
2D-002-001S Class 50 50043 BR blue - unrefurbished - DCC sound fitted (Dap) £242.21



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) £194.64
2D-007-011D Class 66/0 66002 in EWS DB branding and six megafret container wagons - Digital fitted (Dap) £220.15
2D-022-009 Class 68 68019 'Brutus' in TransPennine Express (Dap) ... £119.85

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89

DMUs

2D-009-003D Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers - DCC fitted (Dap) £139.54
ND116E Class 142 Pacer 2 car DMU H42021 Tyne and Wear PTE (Dap) ... £115.18
2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71
2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £114.71

Coaches



2P-000-283 Collett brake composite 6527 in GWR chocolate and cream (Dap) **NEW** £22.91
2P-000-310 Collett full brake 101 GWR chocolate and cream (Dap) **NEW** £22.91



2P-000-320 Collett full brake W110W in BR maroon (Dap) **NEW** £22.91



2P-000-330 Collett full brake W196 in BR crimson and cream (Dap) **NEW** £22.91
2P-003-009 GWR B set 6453 and 6454 GWR chocolate and cream post-war crest (Dap) £25.50

Wagons



2F-025-001 MJA mineral & aggregates twin bogie box wagon 502003 and 502004 in Freightliner green (Dap) £33
2F-027-010 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 053-6 (Dap) **NEW** £26.27
2F-027-011 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 054-3 - weathered (Dap) **NEW** £28.89



2F-027-012 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 066-8 - weathered (Dap) **NEW** ... £28.89
2F-027-009 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 077-5 (Dap) **NEW** £26.27

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.70
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPAREB) - 5 - pairs (Dap) £21.50
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-301 Setrack starter track pack - second radius (Pec) £52

Want it DCC fitted?

www.hattons.co.uk/dccfitting

for more details



3400 Class 33/0 33012 in BR blue - weathered (Hel) £466.65
3402 Class 33/0 33030 in EWS red and gold (Hel) £466.65

3403 Class 33/0 33035 "Spitfire" in Network South East blue (Hel) £466.65

3406 Class 33/0 D6508 "Eastleigh" in BR green - 1990s style (Hel) £466.65

3396 Class 33/0 in BR blue - 1970s condition - unnumbered (Hel) £466.65

3394 Class 33/0 in BR green small yellow panels - unnumbered (Hel) £466.65

3404 Class 33/0 in Direct Rail Services blue - unnumbered (Hel) £466.65

3405 Class 33/0 in Railfreight Construction sector triple grey - unnumbered (Hel) £466.65

3588 Class 35 "Hymek" in BR blue - unnumbered (Hel) £421

3587 Class 35 "Hymek" in BR green full yellow ends - unnumbered (Hel) £421

3586 Class 35 "Hymek" in BR green small yellow panels - unnumbered (Hel) £421

3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel) £509.15

3744 Class 37/4 in Regional Railways - unnumbered (Hel) £509.15

4024 Class 50 50007 "Sir Edward Elgar" in GWR green (Hel) £594.15

4026 Class 50 50008 "Thunderer" in BR Laira blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) £594.15

4020 Class 50 in BR blue - unnumbered (Hel) £594.15

4023 Class 50 in revised Network Southeast - unnumbered (Hel) £594.15

5285 Class 52 D1035 "Western Yeoman" in BR green small yellow panels (Hel) £509.15

5287 Class 52 D1039 "Western King" in BR maroon full yellow ends (Hel) £509.15

5286 Class 52 D1061 "Western Envoy" in BR maroon small yellow panels (Hel) £509.15

5506 Class 55 "Deltic" D9001 "St Paddy" in BR green full yellow ends - weathered (Hel) £509.15

5503 Class 55 "Deltic" in BR green small yellow panels - unnumbered (Hel) £509.15

8910 Class 126 parcels DMU W55991 in BR green speed whiskers (Hel) (RRP £599) **BARGAIN** £360

DMUs

Train sets - analogue

GM7000102 "The Didcot Survivor" - premium O gauge starter train set (Gau) £595

7P-004-007 GWR Diagram 'N' 59' Autocoach 37 GWR crimson lake (Dap) £170
7P-004-006 GWR Diagram 'N' 59' Autocoach 40 GWR chocolate and cream (Dap) £170

Coaches

7P-004-008 GWR Diagram 'N' 59' Autocoach W37W in BR crimson and cream (Dap) £170

Wagons

7F-052-003 5 plank open wagon "W A Thompson, Great Malvern" (Dap) **NEW** £38
7F-052-003W 5 plank open wagon "W A Thompson, Great Malvern" - weathered (Dap) **NEW** £38

7F-073-004 7 plank open wagon "Barton and Coy, Wrexham" (Dap) **NEW** £39
7F-073-004W 7 plank open wagon "Barton and Coy, Wrexham" - weathered (Dap) **NEW** £39

NEW

7F-073-006 7 plank open wagon "Broughton and Plas Power, Wrexham" (Dap) **NEW** £39
7F-073-006W 7 plank open wagon "Broughton and Plas Power, Wrexham" - weathered (Dap) **NEW** £39

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-U751 Setrack second radius Unifrog left hand point (Pec) £43
ST-U750 Setrack second radius Unifrog right hand point (Pec) £43

Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Finescale Flatbottom) (Pec) £70
SL-700FB Box of 12 (Pec) £8.00
SL-E792FB Finescale Left Hand Point With Flatbottom Rail. Electrofrog (Pec) £45

Cars

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VA03407 Ford Consul Capri 335 (109E) - Lime Green & Ermine White (Cor) **NEW** £27

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Any or Multiple Scales

Analogue controllers

TS 3 Track power controller (1 brake simulator) (Gau) £149

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34
P8300 Digital 15V 4A Multi-purpose Transformer (Hor) £42
Q Quadruple 4 circuit power controller (Gau) £149

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £42

Analogue point control

CDU Capacitor Discharge Unit (Gau) £111
28070 Point Motor wiring Harness - Suitable For Peco Point Motors (PL-10) (Exp) £3.70

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £18
DCR-8PIN-Harness Single (Hat) £18
DCR-8PIN-Harness Box of 5 (Hat) £17
DCR-8PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16
DCR-8PIN-HarnessMini Box of 5 (Hat) £17
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DCR-8PIN-Direct Box of 10 (Hat) £136
R7150 Standard 8 pin Decoder (Hor) £23.50

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120
DCR-8PIN-Harness Box of 5 (Hat) £18
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
R8249 Box of 6 (Hor) £92
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R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36

R8121 TTS DCC Sound Decoder 8 pin plug - Class 66 diesel (Hor) £38

Steam Class A3 4-6-2

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

Steam LMS Black 5 4-6-0

R8114 TTS DCC Sound Decoder 8 pin plug - LMS 5MT 'Black Five' steam loco (Hor) £38

NEW

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R7147 TTS digital sound decoder - LMS 'Princess Royal' steam loco (Hor) **NEW** £39

Digital control accessory decoders

36-561 EZ Command Dynamics 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.35) **BARGAIN** £24.50

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524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £159.50

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HAT-PM-01 Pack of 6 (Hat) £35
PM200 Surface mounted seep point motor - digital fitted (Gau) **NEW** £21.50
PL-1000 Twistlock turnout point motor (Pec) £11.50
PL-1000 Pack of 6 (Pec) £66
PL-1001 Twistlock turnout point motor microswitch (Pec) £16

Switches and levers

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PL-26R Passing Contact Switch - Red Lever (Pec) £6
GM530 Toggle switch toppers - pack of 36 assorted colours (Gau) **NEW** £4.50

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SL50 Smart light - "Arc Welding" (Tra) **NEW** £14
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SL20 Smart light - "Random lighting" (Tra) **NEW** £14
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CDP 7 pin80p	CDS7 7 pin.....80p
CDP 8 pin85p	CDS8 8 pin.....85p

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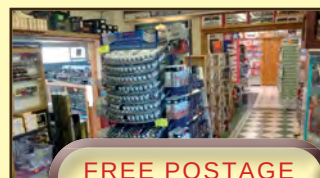
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OO GAUGE

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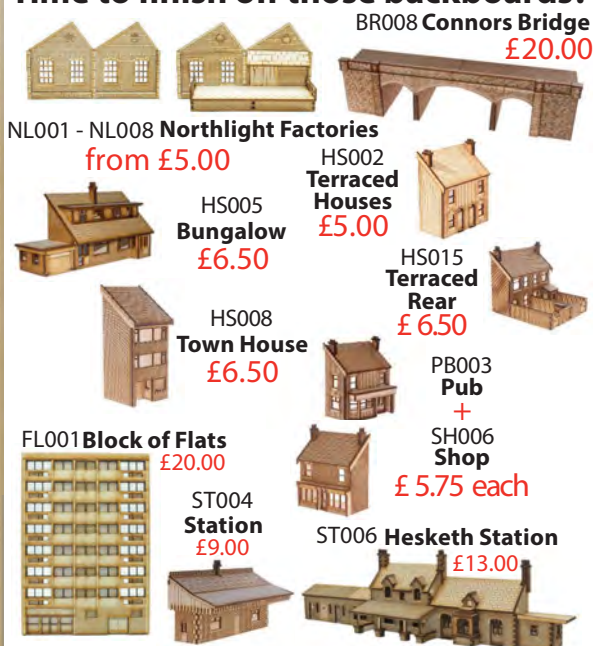
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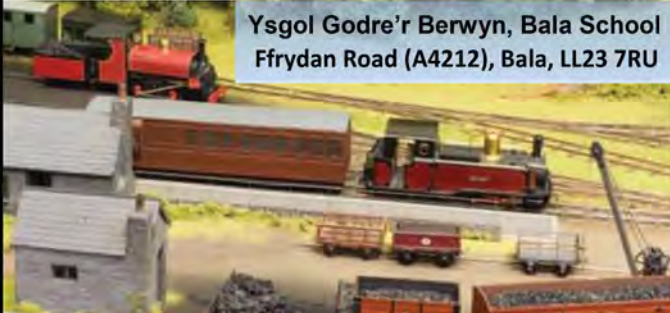
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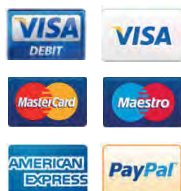
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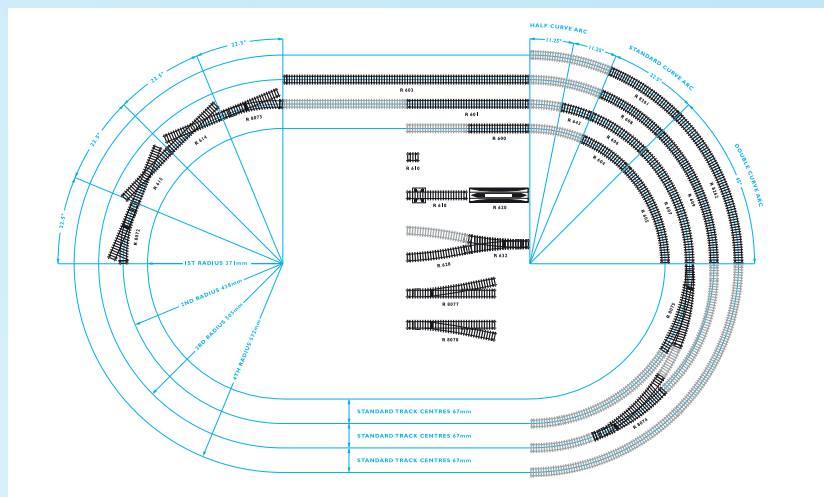
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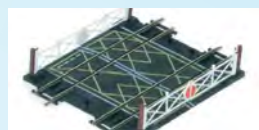
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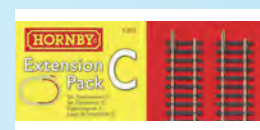
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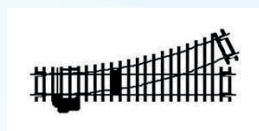
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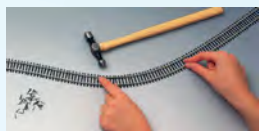


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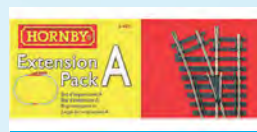
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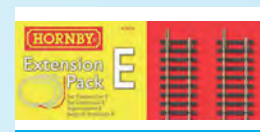


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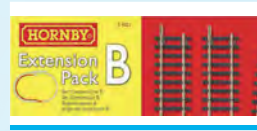


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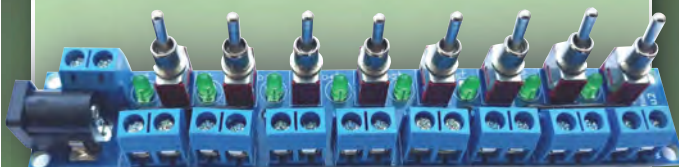
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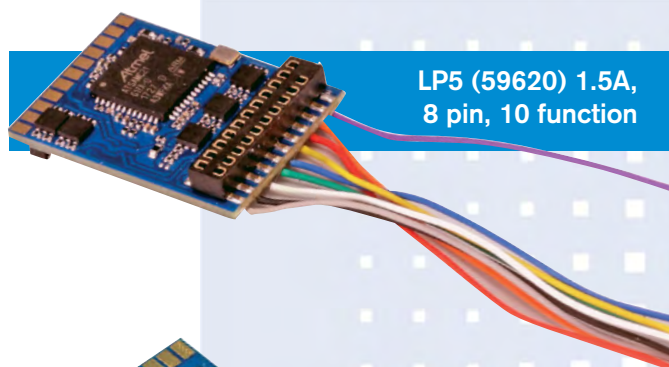


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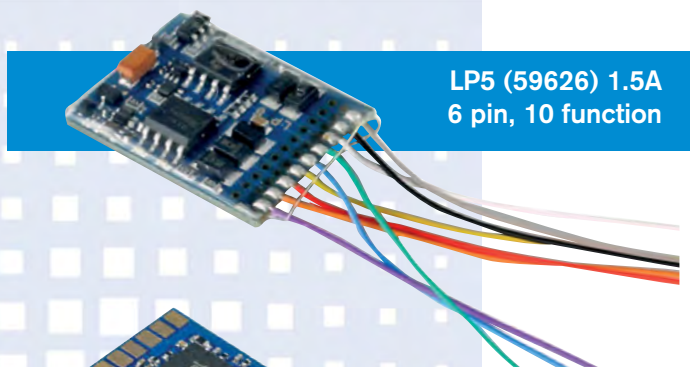


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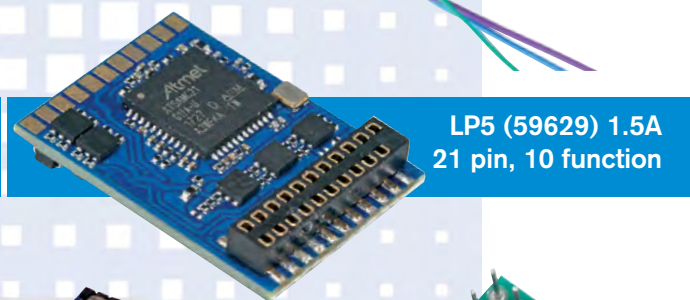
LP5 (59620) 1.5A,
8 pin, 10 function



LP5 (59626) 1.5A
6 pin, 10 function



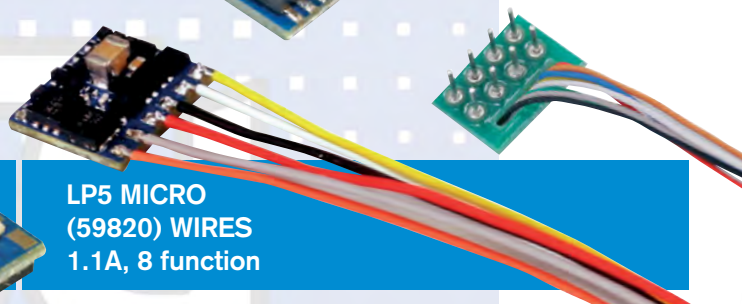
LP5 (59622) PLUX22
1.5A, 10 function



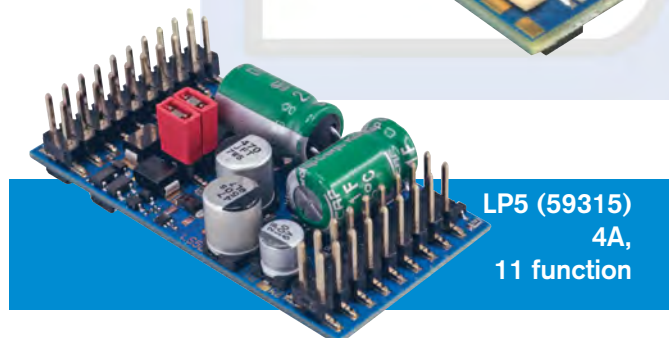
LP5 (59629) 1.5A
21 pin, 10 function



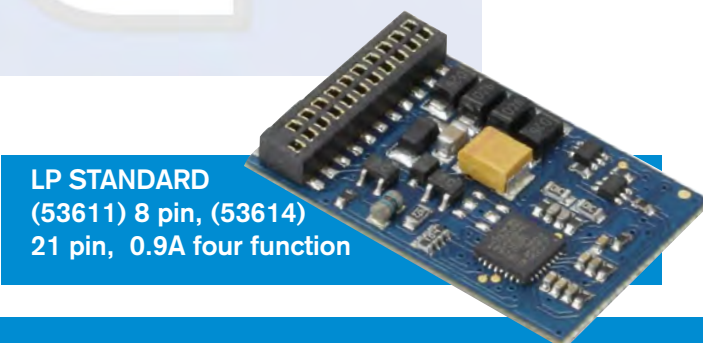
LP5 MICRO (59828)
NEXT18
0.75A, 10 function



LP5 MICRO
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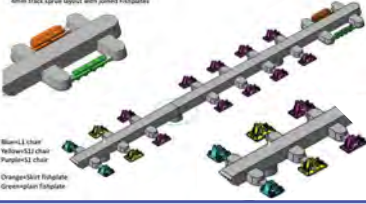
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CHESTER MODEL, TOY & TRAIN COLLECTORS FAIR, Saturday 11th April. The Cheshire County Sports Club Plas Newton Lane, Upton, Chester. CH2 1PR. £2.00 entry, 10.30am-2.00pm, Tony Oakes Fairs 01270 652773

BRIDGNORTH TOY & TRAIN COLLECTORS FAIR, Monday 13th April. Leisure Centre, High Town, Bridgnorth. WV16 4ER. 10.30am-2.00pm, £2.50 entry, Tony Oakes Fairs 01270 652773

19TH APRIL - Richard Rose Morton Academy, Wigton Rd, Carlisle CA2 0L. Near McVities B. Bus 200. 10.30am-2.00pm. Adults £30. Seniors & U16s £2. Early entry £5. Mob 07504 035955

READING TOYFAIR & EXHIBITION INCL READING VINTAGE FAIR, Sunday 19th April. Rivermead Leisure Centre, Richfield Avenue, Reading. RG1 8EQ. Early Ent 8.30am £10.00, 9.30am £7.00, 10.30am-3.00pm £5.00, Accom Children under 16 Free, Tony Oakes Fairs 01270 652773

ASHFIELD TOY & TRAIN FAIR, Festival Hall NG17 7DJ. Sunday 19th April 10am-2pm. Good access, refreshments, free parking, Contact Malc: 07951 072790

BURTON-UPON-TRENT TOY & TRAIN FAIR, Town Hall, DE14 2EB, Wednesday 22nd April 6.30pm-8.30pm. Always a good selection of rail and diecast. Contact Malc 07951 072790

LUDLOW TOY & TRAIN COLLECTORS FAIR, Saturday 25th April. Ludlow Racecourse, Bromfield, Ludlow. Shropshire. SY8 2BT. (OFF A49), £2.00 entry, 10.30am-2.00pm, Tony Oakes Fairs 01270 652773

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FYE Scottie Dog/DCC

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Coal Sector/DCC

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4A-002-002 - Water Tower Chocolate & Cream Conical Motorised
4A-002-003 - Water Tower Light & Dark Stone Conical Static
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4A-002-006 - Water Tower Chocolate & Cream Flat Top Motorised
4A-002-007 - Water Tower Grey Flat Top Static

4A-002-008 - Water Tower Grey Flat Top Motorised

4F-014-021 - Fruit D - GWR 2872

4F-014-022 - Fruit D - GWR 2872 Weathered

4F-020-023 - Cattle Wagon - Twin Pack GWR 13821 & 13826

4F-020-024 - Cattle Wagon - Twin Pack GWR 13821 & 13826 Wtd

4L-001-007 - Bracket Signal - GWR Right hand with one arm

4L-001-008 - Bracket Signal - GWR Left hand with one arm

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GAUGEMASTER

NEW Website



Our existing website has been withdrawn from service, which was a sad moment for us here as it has served us (and you) well over the years.

The online world has changed massively over the last few years and we've listened to all of your feedback about the old site as we developed our new version, and therefore invite you to take a look at our new site.

www.gaugemaster.com

We feel that the biggest improvements are in the following areas:

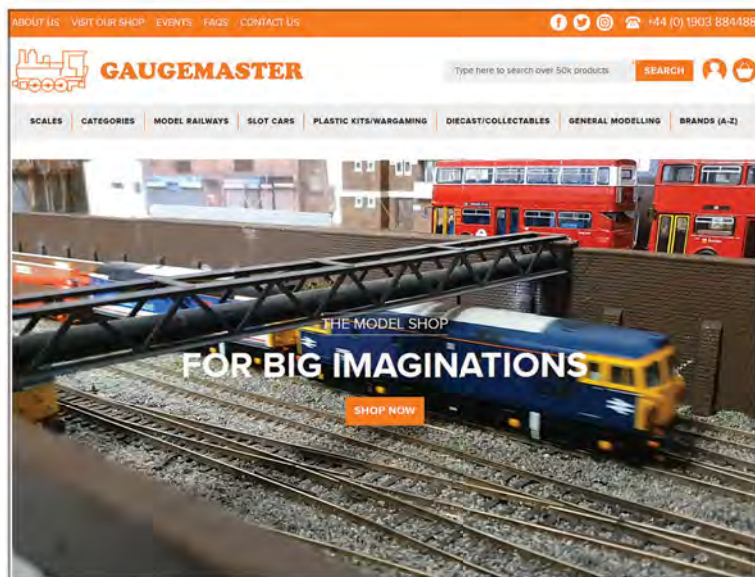
- It's been **built with mobile in mind**. Mobile devices have now overtaken desktop devices for internet browsing. We needed to follow this trend.
- It **demonstrates our breadth of products**. All of our genres (railways, slot cars, kits etc.) are now under one online roof. We stock products from around the world.
- **Easier navigation**. Simpler ways to find the products you want, including numerous new search filters.
- **Better and more images**. Multi angle, high resolution pictures of the products that interest you.
- **A more powerful search box**. This will be your closest companion on our new site.
- **An Events listing**. Things that might interest you locally such as exhibitions or shows.
- **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, or by telephone on 01903 884488, so please do get in touch with your comments.

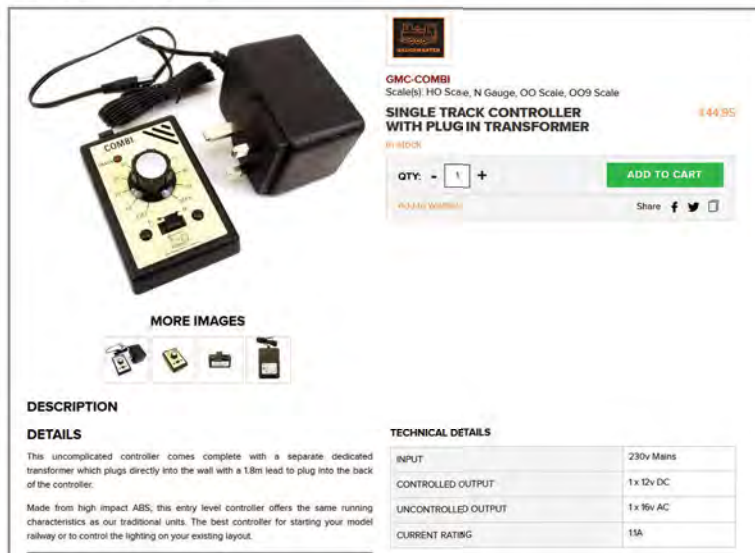
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The powerful search tools at the top of the page will allow you to find what you want quickly and easily.



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The Club Hub pinpoints modelling clubs around the country, and the events listing shows upcoming exhibitions.

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