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HORNBY

Issue 159 **September 2020** USA \$13.75 • CAD \$15.25 • AUS \$14.80 **UK £4.80**

magazine

THE LATEST REVIEWS



● Heljan's revamped
'O' gauge Class 37/0
PLUS the latest from
Hornby, Peco and more

WE SHOW YOU HOW

DIGITAL 'Q6'



Add sound, lights and firebox
glow to the Hornby 'Q6' 0-8-0

CLASS 59 OVERHAUL



Enhance Hornby's heavy
freight Type 5 in simple steps

CROSS COUNTRY

Recreating a 'Varsity Line' station in '00' gauge



INSPIRATIONAL LAYOUTS

GRAVESDOWN SOUTH

1970s diesels in '00' gauge

ASHBURY WHARF

Reviving a vintage '009' layout

TWELVE TREES JUNCTION

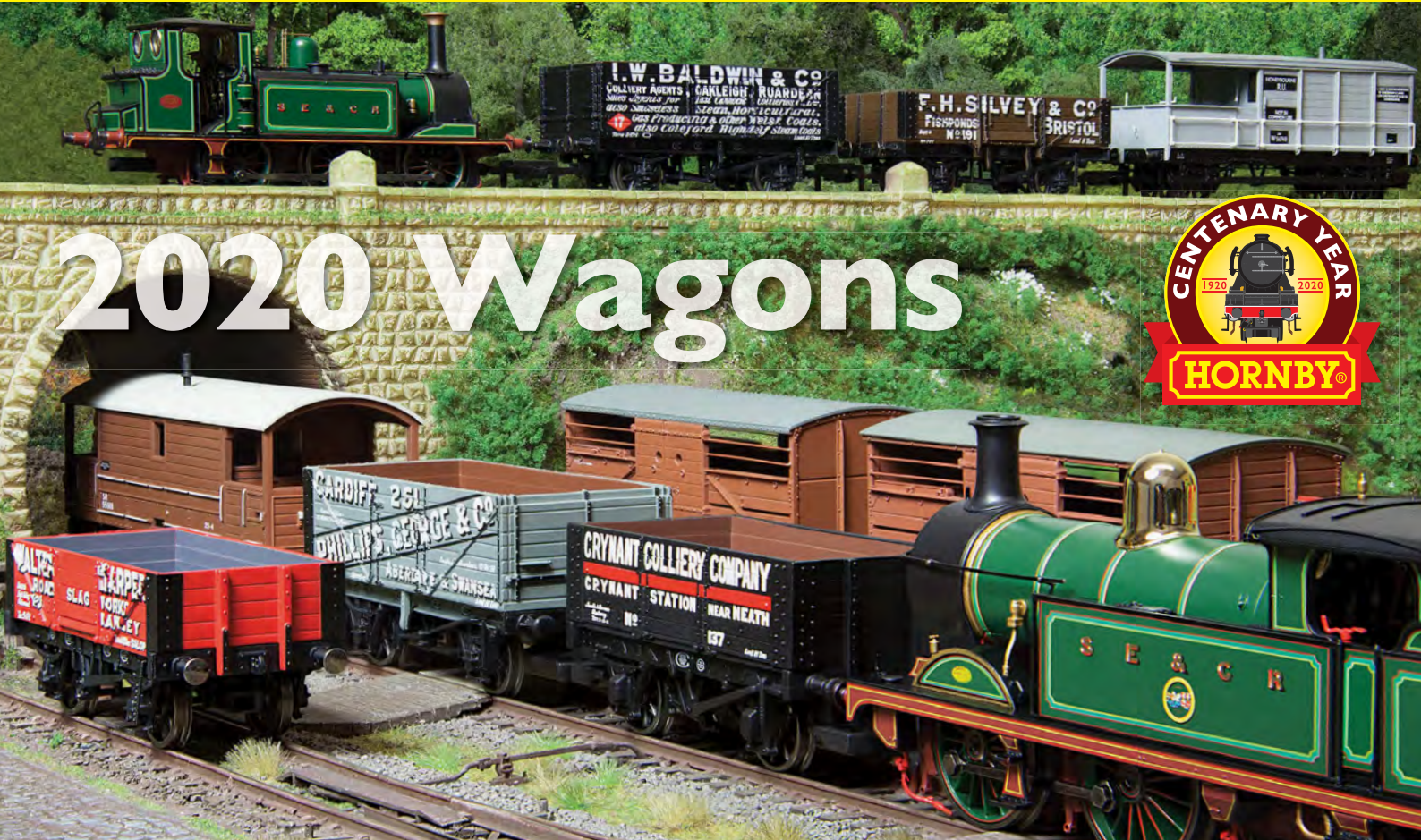
Southern rolling stock in focus



PLUS

- Split box Class 37 story
- Modelling an embankment
- Scratchbuilding for beginners
- Mendip stone trains

2020 Wagons



This year's range of wagons has an emphasis on intermodal freight, with five KFA wagon options and a number of mixed 20' and 40' container packs being available for the first time. The new plank wagon chassis design has been further expanded this

year, with even more Private Owner liveried examples being available. There are also a number of reintroductions to the range, such as the HAA and CDA wagons, as well as additional liveries for our range of highly detailed brake vans.



R6954 Burmah, 14T Tank wagon, No. 118



R6975 BR, Shunters Truck, 'Taunton' DW94962



R6985 BR, Dia. 1/507 20T Brake Van, B954913



R6967 VTC, 100T TEA Bogie Tank, VTC 85951



R6953 BR, YGB 'Seacow' Bogie Ballast Hopper, DB980121



R6957 Tiphook, KFA Container wagon, with 3 x 20' tanktainers; RMI/Tate & Lyle/Contank

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www.youtube.com/hornbyhobbies1d



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BL2002 'Fearless' Boston Grey's Hatters Engine



BL2003 'Rogue' Lady Triphenia Lovelace's Diesel Dames Engine



BL4001 Thermopile Impulsion Tea Coach



BL4002 Difference Engine Factory Coach



BL6003 Dinosaur Hatchery Wagon



BL6001 Darjeeling Crate Wagon



BL6002 Hatter Milliner Wagon



BL6004 Goggle Polisher Wagon

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HORNBY magazine

September 2020

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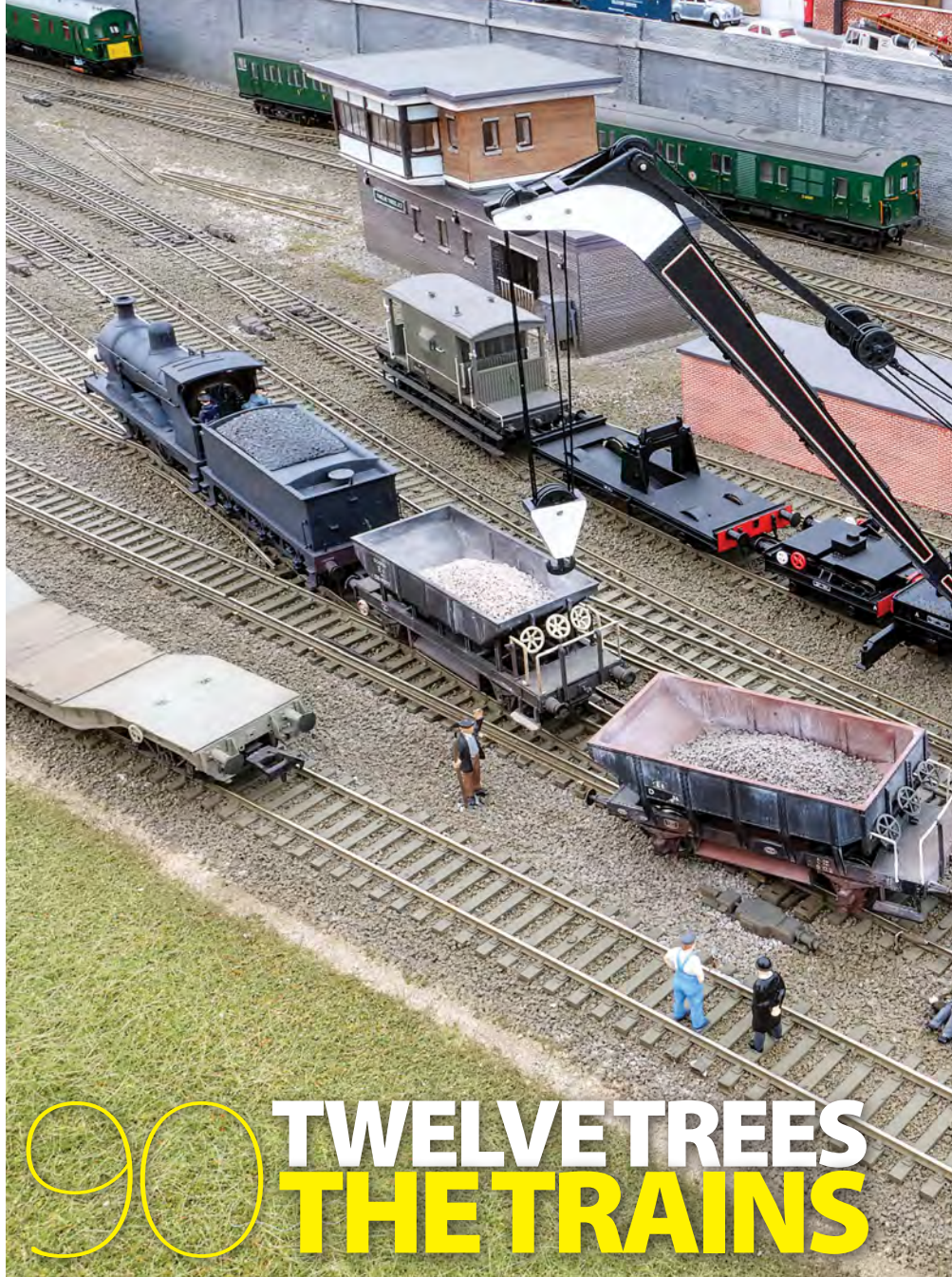
ISSN 1753-2469

ISSUE
159

HORNBY magazine

LATEST OFFERS

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WE SHOW YOU HOW!

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HORNBY 100

Tim Shackleton enhances Hornby's 'OO' Class 59 heavy freight locomotive, showcasing its rich modelling potential.

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MAKING A SCENE

Anthony Reeves demonstrates how to develop a realistic-looking embankment using teddy bear fur.

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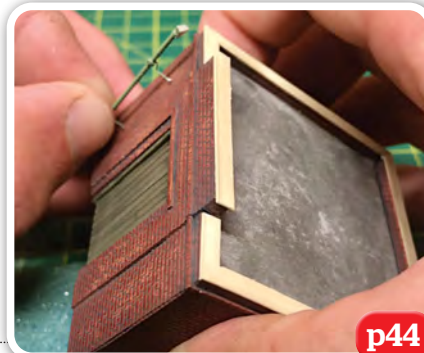
CONSTRUCTION

Paul Chapman showcases his ideal scratchbuilding project for beginners – a brick sub-station.

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DIGITAL CONTROL

Mike Wild adds digital sound, lamps and firebox flicker to a Hornby 'OO' gauge Raven 'Q6' 0-8-0, using Locoman Sounds' latest project as the basis.



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Hornby adds an open third carriage for Stephenson's *Rocket*, KR Models reveals plans for Bulleid's 'Leader' in 'OO', Flangeway announces a new 'O' gauge project and much more. Plus, you could win White Rose Modelworks baseboards together with buildings and rolling stock from Hornby worth over £750, in our exclusive competition.

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FENNY STRATFORD

Peter Ellis and David Court set out to recreate this once-busy station on the LNWR's 'Varsity Line' between the university cities of Oxford and Cambridge.

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ASHBURY WHARF

A key anniversary prompted Astolat Model Railway Circle to revive this delightful vintage 'OO9' layout.

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STAFF PROJECTS

Not content with being immortalised in a single scale, Richard Watson gets cloned for 7mm, 4mm and 2mm – fully decorated too!

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Hornby Magazine's guide to forthcoming events.



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ALSO REVIEWED...

Another bumper crop of new releases from C=Rail, Heljan, Hornby, Peco, White Rose Modelworks and more.

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Illustrated model: D5083

Cat No. 2406:

97 201 Experiment

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nameplate transfers.

Cat No. 2407A:

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(with small yellow panels).
An alternative representing
a Finsbury Park-based loco.

Cat No. 2407:

D 5040 Two-tone Green

(with small yellow panels).
An attractive
livery applied by
Derby in the mid-1960s.
Ipswich-based machine.

Cat No. 2409:

24 009 BR Blue

Corporate British Rail livery
as applied by the Scottish
Region in the late-1970s.
Plated over doors and
five-digit TOPS numbers.

Cat No. 2409A:

5099 BR Blue

Corporate British Rail livery
as applied by the
Region in the early 1970s.
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pre-TOPS numbers.

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Welcome

THE EDITOR'S PAGE



BR'S SOUTHERN Region is in focus this month. This issue comes with the second of our series of free 32-page regional modelling guides, but to go with that content we dusted down Twelve Trees

Junction for a new photoshoot to create new features for the magazine and our monthly *Hornby Magazine Show* on YouTube.

The layout hasn't seen the light of day since November 2018 and we were planning to take it out again this year at the 2020 Great Electric Train Show in Milton Keynes. Unfortunately that event can't go ahead, but the good news is that there will be two Great Electric Train Shows in 2021.

We are adding a new venue to our event calendar in the new year with the addition of the Great Electric Train Show Manchester at EventCity, on the outskirts of the city, on March 13/14 2021. This will join our planned show at the Marshall Arena in Milton Keynes which will be running on October 9/10 2021. You can read all about the new show in Update on pages 10-11 including the first layouts to be confirmed for the new event in March.

Back to this issue, and we have a bumper crop of content across the board - both here in print and online too. Highlights of the magazine include four layout features covering 'OO' and 'OO9' layout subjects, plus four step by step modelling guides which look at the Hornby Class 59, embankment modelling, scratchbuilding and digital sound for the Hornby 'Q6'. Meanwhile Reality Check looks at the

early years of the Class 37s while Railway Realism looks to Mendip stone traffic.

A visit to our new website www.keymodelworld.com will give you the first access to exclusive videos covering Heljan's new 'O' gauge split-headcode Class 37s, the sound fitted 'Q6', Southern Region rolling stock, a HST takeover on Topley Dale and more. Plus, if you haven't watched one already, our next *Hornby Magazine Show* feature video goes live on YouTube at 8pm on Friday August 7.

As always the issue is packed to the rafters with inspirational features, guides, news and model reviews.

Happy modelling!

Mike Wild

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE SEPTEMBER 2020

FREE MODELLING GUIDE

SOUTHERN REGION SUPPLEMENT

Discover the story of the Southern Region and how you can model it using readily available models and detailing products.

LATEST REVIEWS

70 HELJAN SPLIT-BOX '37/0'

The 'O' gauge split-headcode Class 37/0 has been refreshed by Heljan for a new lease of life. We find out what has changed and what to expect from this new release.

WE SHOW YOU HOW

84 Locoman Sounds' new Doehler & Haass sound file for the LNER 'Q6' 0-8-0

is put to the test in our latest digital sound installation guide. Using the Hornby model we show how to get the best from it including adding working lamps and firebox flicker.

28 Tim Shackleton looks to the Hornby Class 59 to show how it can be enhanced with simple detailing and modest weathering techniques for a new lease of life.

FREE Southern Region modelling guide! **WIN** Baseboards, rolling stock and buildings worth £750

HORNBY magazine

Issue 159 September 2020 USA \$19.95 CAD \$19.95 AUS \$14.95 UK £4.80

THE LATEST REVIEWS

CROSS COUNTRY

Recreating a 'Varsity Line' station in 'OO' gauge

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DIGITAL 'Q6'

Add sound, lights and firebox glow to the Hornby 'Q6' 0-8-0

CLASS 59 OVERHAUL

Enhance Hornby's heavy freight Type 5 in simple steps

INSPIRATIONAL LAYOUTS

GRAVESDOWN SOUTH

1970s diesels in 'OO' gauge

ASHBURY WHARF

Reviving a village 'OO' layout

TWELVE TREES JUNCTION

Southern rolling stock in focus

PLUS

Split box Class 37 story • Modelling an embankment • Scratchbuilding for beginners • Mendip stone trains

WIN IN OUR MODEL GIVEAWAY

08 The latest *Hornby Magazine* competition has a total prize value of £750 and includes White Rose Modelworks baseboards, Hornby Skaledale buildings plus a Hornby locomotive and rolling stock.

INSPIRATIONAL LAYOUTS

18 **FENNY STRATFORD**

Modelling a 'Varsity Line' station in 'OO' gauge for exhibition use.

38 **ASHBURY WHARF**

Discover how Astolat MRC revived this 1960s built 'OO9' layout.

54 **GRAVESDOWN SOUTH**

From modular layout to standalone 1970s terminus in 'OO'.

90 **TWELVE TREES JUNCTION**

Discover the full story on the rolling stock for our 'OO' Southern Region layout.

PLUS

- Split-box Class 37 story in Reality Check
- Modelling an embankment
- Scratchbuilding for beginners
- Mendip stone traffic in Railway Realism

DISCOVER EXCLUSIVE ONLINE CONTENT

Make www.keymodelworld.com your new scale modelling destination!

Exclusive Hornby Collector Club 'TERRIER'



HORNBY has revealed LBSCR 'Terrier' 32635 *Brighton Works* in Stroudley 'improved engine green' as the next exclusive Hornby Collector Club model for 'OO' gauge. The model is only available to Hornby Collector Club members and is a follow up to the soon to be released Club model of Bluebell Railway Wainwright 'H' 0-4-4T 263.

The model of 32635 portrays the 'Terrier'

as it was between January 1959 and January 1963. It is limited to 500 units with features including a 6-pin decoder socket, three-pole motor, cab interior detail, coal rails on the bunker and intricate Stroudley 'improved engine green' livery. It is due for release in August 2020 priced at £84.99 (Cat No. R3849).

Hornby Collector Club membership is available from £28 per year and includes four copies of the club magazine each year,

a Collector 2020 pin badge, a personalised VIP membership reward card, an exclusive complimentary club 0-4-0T and the opportunity to purchase exclusive club member models. Club members can also visit the Hornby Visitor Centre free of charge upon presentation of their membership card.

● Visit www.hornby.com and check out the latest *Engine Shed* blog to read more about this locomotive.

COMPETITION

WIN

White Rose Modelworks
BASEBOARDS
PLUS HORNBY BUILDINGS
AND 'OO' ROLLING STOCK



Hornby reveals **LMR OPEN THIRD!**

Hornby has announced that it is working on a 'OO' gauge model of the Open Third carriages hauled by *Rocket* on the Liverpool and Manchester Railway for release in September this year!

The new 'OO' gauge model will be priced at £16.99 (Cat No. R40141) and was designed and toolled at the same time as Hornby's centenary model of Stephenson's *Rocket*. The new Open Third will feature etched

brass components and separately fitted parts as well as turned metal wheels with spoked centres. It will employ the same coupling system as the closed carriages included in Hornby's *Rocket* train packs which are currently entering the market.

Hornby says the carriage was originally planned for announcement in September, but the date has been brought forward to coincide with Hornby's 100 year celebrations during July. "The



best laid plans of mice and men", quipped Simon Kohler, Marketing and Product Development Director, "but as it happens and linked with the undoubted success of our Stephenson's *Rocket* packs, the timing is just about right, especially as the final production

run of the *Rocket* and coaches is about to enter the market."

Hornby is expecting high demand for the new LMR open coach due to manufacturing constraints.

● Visit www.hornby.com for more information.

Hornby commissions centenary Lodekkas

Hornby has commissioned two versions of the 1:76 scale Bristol Lodekka from Corgi as a continuation of its centenary year celebrations.

The two Lodekkas use Corgi's established tooling which includes a die-cast metal body, interior detail and clear glazing. The two models stand out for their choice of destinations - one displays Binns Road No. 20 and the other Westwood No. 64. The route numbers mark significant points in Hornby's history, with No. 20 representing the 1920 establishment of Hornby Railways and No. 64 the year that Lines Bros. obtained Hornby.

Both models are available to order via the Hornby and Corgi website as well as stockists of the two brands with release anticipated this autumn. Prices are set at £38.99 per vehicle.



● Visit www.hornby.com for more information.

QUESTION: What material does White Rose Modelworks use for its baseboards?

a. Chipboard b. Plywood c. Hardboard

HORNBY MAGAZINE is offering an exclusive prize bundle in this month's competition with one lucky winner receiving a set of 8ft x 2ft pre-assembled White Rose Modelworks plywood baseboards worth £338, a collection of Hornby Skaledale buildings with a total value of £215 plus a Hornby GWR '42XX' and a selection of wagons.

The White Rose Modelworks

baseboards are reviewed on pages 76-77. Highlights include high quality construction from plywood, backscene panels, a control desk, legs and all bolts and tools to assemble them. The boards are ready for track to be laid and provide the perfect base to start a model railway project.

The Hornby buildings are drawn from the Skaledale range and consist of a water tower (R9839),

station building (R9836), goods shed (R9841) and signalbox (R9838). To complete the prize we will include a Hornby GWR '42XX' 2-8-0T as 4261 in Great Western green and a selection of six Hornby wagons.

To enter the competition and be in with a chance of winning this superb prize bundle, all you have to do is answer the simple question above by August 25 2020.

HOW TO ENTER

● For your chance to win, simply visit www.keymodelworld.com/hornby-magazine/competitions, and fill in the online entry form. Online entries open at 9am on August 6 and the closing date for entries is September 25 2020 at 5pm GMT. The winners will be notified no later than October 1 2020. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company. No purchase necessary.

Hornby Magazine prepares for **TWO GREAT ELECTRIC TRAIN SHOWS IN 2021!**



A second venue is being added to the Great Electric Train Show programme for 2021 with events planned for Manchester and Milton Keynes in the New Year.



Above: Nick Hughes will be exhibiting Hyde Lane Depot in Manchester in March 2021.

Right: Charles Insley's Kinwardine Wharf will showcase narrow gauge modelling.





Mark Pollard's extended Old Elms Park now models a depot yard together with a steam era roundhouse.

THE DETAILS

Event:	Great Electric Train Show Manchester
When:	March 13/14 2021
Where:	EventCity, Trafford Park, Manchester M41 7TB
Times:	Saturday March 13 2021 – 10am-5pm, Sunday March 14 2021 – 10am-4pm. Advance ticket holders enter from 9.30am
Prices:	In advance: Adult £10, Child £7 (Saturday only), Family Saturday (2+2) £29. On the day: Adult £12, Child £9, Family Saturday (2+2) £34. Up to two children admitted free with each paying adult on Sunday March 14.



2021 IS shaping up to be an exciting year for the *Hornby Magazine* Great Electric Train Show with the addition of a second venue in Manchester in March 2021 to join the October 2021 event in Milton Keynes. The news comes as we confirm that the October 2020 show in Milton Keynes will not be taking place due to Covid-19 restrictions.

The new Great Electric Train Show Manchester event will take place on the weekend of March 13/14 2021 at the EventCity exhibition venue in TraffordCity on the outskirts of the city. The location is adjacent to the popular Trafford Centre with easy access from the motorway network and there are direct public transport links from Manchester City Centre via Metrolink and bus routes. EventCity also offers onsite free parking for visitors together with refreshments and full disabled access.

The Great Electric Train Show Manchester will build on the successes of the Great Electric Train Show at the Marshall Arena in Milton Keynes. Highlights include up to 30 working layouts, over 50 trade stands plus demonstrations and more.

Layouts confirmed for March 13/14 include the return of *Hornby*

Magazine's Twelve Trees Junction modelling the Southern Region in 'OO' gauge (see pages 90-97), Nick Hughes' attractive 'O' gauge diesel era layout Hyde Lane Depot, the Live Steam Roadshow operating Hornby's 'OO' gauge live steam locomotives, Charles Insley's 'OO9' narrow gauge layout Kinwardine Wharf, the expanded Old Elm Park by Mark Pollard modelling a steam era depot in 'O' gauge and Redruth MRC's busy 'OO' gauge modern image layout Hoopers Aggregates. Further layouts will be announced in forthcoming issues of *Hornby Magazine*.

Hornby Magazine Editor Mike Wild commented: "Unfortunately our October 2020 event can't go ahead, but 2021 is bringing new opportunities to the Great Electric Train Show. Adding a second venue to the Great Electric Train Show event programme has been a long-held ambition for the team. We are looking forward to building on the success of Milton Keynes and bring the show to new areas of the UK."

Advance ticket sales for the 2021 Great Electric Train Shows in Manchester and Milton Keynes will open soon and you can find more information about the Manchester show and its exhibits at www.keymodelworld.com/grealelectrictrainshowmanchester

18mm

Left: *Hornby Magazine's* Twelve Trees Junction will be making a return to the exhibition scene at the Great Electric Train Show Manchester.

Bachmann unveils... 'OO' CLASS 20/3



BACHMANN has revealed factory decorated samples of its eagerly awaited all-new 'OO' gauge Class 20/3 models covering DRS and Harry Needle Railroad Company colour schemes.

The Class 20/3s have been designed from the ground up to offer a brand-new tooling suite for these refurbished locomotives. Features include separate pipework on the bogies, picked out in white, metal sandpipes, etched metal steps, sprung buffers, optional full bufferbeam detail, directional lighting, NEM coupling pockets and turned metal wheels.

Power is provided by a centrally

mounted motor providing drive to both bogies while lighting can be switched between day and night modes. Like the recent Class 117, 121 and 159, the Class 20/3s feature a PluX22 decoder socket and a speaker is included in each locomotive to simplify sound installation.

Models planned for release cover 20306 in original DRS blue (Cat No. 35-125), 20311 in Harry Needle Railroad Company orange and black (35-126) and 20312 in DRS 'Compass' (original) colours (35-127). Prices are set at £164.95 per locomotive with release currently anticipated in December 2020.

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



HELJAN CLASS 56 FOR 'O'

Heljan has released the first images of a hand-painted sample of the 'O' gauge Class 56 Type 5 heavy freight diesel-electric. The model has been painted by Brian Daniels to show the engineering sample in BR 'large logo' blue.

Heljan says work is already underway to refine and correct areas of the model as part of the development process and it is currently expected to go on sale in early 2021. The price per model is £699 and features are set to include twin five-pole motors with brass flywheels, directional lighting, working

roof fans, sprung buffers, sprung working screw link couplings and Heljan's latest 'DCC Friendly' central Printed Circuit Board (PCB).

Eight versions are planned for release modelling the class, unnumbered - unless otherwise stated, in BR blue (Cat No. 5600), BR 'large logo' blue (5601), BR Railfreight grey (5602), BR Railfreight 'Red Stripe' (5603), BR Railfreight triple grey (5604), 56101 *Mutual Improvement* in BR Coal Sector triple grey with weathering (5605), 56110 *Croft* in BR Construction Sector triple grey (5606) and Loadhaul black and orange (5607).



Dapol adds smoke generator to Class 59!



Dapol has added the option to have a DCC operated smoke generator fitted to its factory sound-fitted 'OO' gauge Class 59s.

The all-new model of the heavy freight Type 5s are now due in the second quarter of 2021 with a feature-rich specification including independent control of No. 1 and No. 2 end lights on DC through switches, DCC control of independent lights, train and

light engine modes, day and night headlamps, independent cab lighting and now the option for a smoke generator which will simulate exhaust output on initial acceleration. The factory sound models with smoke generators must be pre-ordered with Dapol stockists before August 14 2020 and the feature is available on all liveries.

Prices are set at £154.95 for DCC ready versions, £184.95 for DCC fitted models and £219.95 for

DCC fitted models with smoke, £250 for DCC sound fitted Class 59s and £285 for DCC sound and smoke equipped locomotives.

The initial production run models 59005 *Kenneth J Painter* in Foster Yeoman silver (Cat No. 4D-005-000), 59103 *Village of Mells* in ARC grey and mustard (4D-005-001), 59206 *John F Yeoman* in DB Schenker red and grey (4D-005-002) and 59204 in National Power blue (4D-005-003).

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

IN BRIEF

■ With the cancellation of Guildex 2020 in September (see Show Guide, page 114), the Gauge O Guild has announced plans for a virtual 'O' gauge show on Saturday October 31.

This on-line event will feature layouts, demonstrations such as 3D printing and laser cutting, plus links to traders and a competition. Access to the show will be free to members and non-members.

● www.gaugeoguild.com

■ Swansea Railway Modellers Group has commissioned Dapol to produce a limited-edition seven-plank open wagon in Swansea and District Railwaymen's Direct Coal Association livery across three scales.

This is the sixth wagon to be produced for the group, which is usually offered for sale at its annual exhibition each September. Due to the cancellation of this year's show, the wagons can now be obtained by mail order. Available in 'N', 'OO' and 'O', the wagons are offered in pristine or weathered condition, priced at £15 plus postage, packaging and insurance (£5) for 'N' or 'OO' examples and £45 plus postage, packaging and insurance (£7.50) for 'O' gauge wagons.

● www.smr.org.uk/contact-us

■ Meridienne Exhibitions has announced that this year's International N Gauge Show at the Warwickshire Event Centre planned for September 12/13 has been cancelled due to the current Covid-19 situation. Dates for the 2021 event have already been confirmed and the show will return on the weekend of September 11/12 next year.

● www.meridienneexhibitions.co.uk

■ The organisers of Model Rail Scotland have announced that the annual event at the Scottish Event Campus in Glasgow won't be going ahead in February 2021 due to the current Covid-19 situation and the venue's current use as one of the NHS Nightingale Hospitals. The event is set to return in 2022 on the weekend of February 25-27.

● www.modelrail-scotland.co.uk

Accurascale reissues PFAs



High demand for the 'OO' gauge PFA container flat and container packs has seen Accurascale produce a second batch of models covering DRS,

Cawoods coal and British Gypsum white liveried containers.

The latest releases will feature new running numbers to complement previous versions and there will also be separate packs of gypsum containers.

Delivery is expected in late July/early August with prices set at

£69.95 per three-pack of wagons while the accessory packs of containers will be priced at £19.95.

The specification will be identical to the original batch covering turned metal wheels, a die-cast container chassis, NEM coupling pockets with small tension lock couplings and a full complement of factory fitted details.

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

Heljan shows factory decorated 'O' gauge railcars

Heljan has revealed decorated samples of its forthcoming 'O' gauge model of the GWR AEC railcars with release expected in the final quarter of 2020. The new model has been produced with the support of the Great Western Society at Didcot.

The new railcars will feature directional lighting, straightforward DCC and sound installation options through the use of a 21-pin decoder socket, interior lighting, working screw link couplings, sprung buffers and a discreet mechanism. The tooling also caters for differences in windscreen wiper design and bogie drive shafts between GWR and BR era models.

Lighting modes include separately switchable train identification marker and tail lights and separate



control for cab and saloon lighting. These functions can be managed by a DCC decoder or, for analogue users, via switches under the body. Heljan says its new 'OO' gauge GWR AEC railcars will have the same lighting features.

The full list of livery options covers No. 22 in GWR chocolate and cream (Cat No. 1900), No. 29 in GWR post-war chocolate and

cream (1901), W21W in BR crimson and cream with a dark grey roof (1902), W20W in BR crimson and cream with a white cab roof (1903), W32W in BR green with white cab roofs (1904) and W26W in BR green with a dark grey roof (1905).

Prices are set at £549 per railcar. Look out for a full review of this new release in *Hornby Magazine* when they become available.

KR Models plans LEADER AND DHP1 FOR 'OO'



KR MODELS has revealed bold plans to develop two historic prototype locomotives for 'OO' gauge - Bulleid's radical vision for the future of steam design - *Leader* - and Clayton's experimental Rolls Royce engined diesel-hydraulic DHP1.

Both projects were revealed on July 4 offering new additions to KR Models' portfolio which includes current projects to produce a ready-to-run model of unique gas turbine prototype GT3 and 'Fell' 2-D-2 diesel 10100 for 'OO' gauge.

Expressions of interest are currently open for *Leader* and DHP1 with prices estimated at £170 and £165 respectively for DCC

ready options. DCC sound fitted options are proposed for both in KR Models' prospective information.

Leader was Bulleid's last big project for the Southern Railway and the only one of the five to be completed was delivered into British Railways service in 1949 after a three-year build at Brighton Works. It was designed to show a modern future for steam locomotive design and featured driving cabs at each end, a central fireman's position and had an 0-6-0+0-6-0 articulated wheel arrangement.

36001 operated on test trains, but was deemed to be a failure by 1951 and was withdrawn and scrapped. No ready-to-run model has been produced of the historic design.



KR Models plans for its model to feature a heavy die-cast chassis, a 21-pin decoder socket, a centrally mounted motor with flywheels, sprung buffers and

flush glazing. Liveries proposed cover original BR lined grey and 'might-have-been' BR lined green.

● Find out more about the project at www.krmodels.co.uk

FLANGEWAY SHOWS 'SALMON' SAMPLES



Decoration samples of Flangeway Models' new 'OO' gauge 'Salmon' bogie engineering flats have been received for inspection covering BR black, olive green and yellow colour schemes.

Three versions of each colour scheme are planned, offering options for multiple wagons without number repetition. Each will feature turned metal wheels,

NEM coupling pockets with small tension lock couplings, underframe detail, die-cast chassis and options for vacuum and air-brake wagons to suit different periods. Bolsters

come with all wagons and can be fitted after purchase if required.

Prices are set at £49.95 per wagon, with delivery expected in winter 2020.

● Visit www.footplate.co.uk.

Dapol shows 'O' gauge Conflats

Dapol has revealed decorated samples of its new 'O' gauge ready-to-run Conflat wagons and BD containers showcasing the products in pre and post-nationalisation period colour schemes.

The Conflat wagons will be assembled in China using the manufacturer's existing 10ft wheelbase chassis while Dapol will be moulding and finishing the BD containers at its factory in Chirk. Highlights of the models include sprung buffers, a compensated chassis, die-cast wheels and steel tyres, sprung couplings and non-vacuum and vacuum braked options.

Vehicles planned for release cover GWR Conflat 39860 with BD2 container B-2020 in GWR chocolate with Door to Door lettering (Cat No. 7F-037-001), GWR Conflat 39612 with BD2 container B-1788 in GWR chocolate with Door to Door lettering (7F-037-002), GWR Conflat 39326 with BK2 container BK1829 in chocolate with Furniture Removal lettering (7F-037-003), BR Conflat A B735200 with BD container 46577B in bauxite with Door to Door lettering (7F-037-004), BR Conflat A B735364 with BD container 37324B in bauxite with Door to Door lettering (7F-037-005), BR



Conflat A 735819 with BD container 7335D in BR crimson (7F-037-006), GWR Conflat 36692 in GWR grey (7F-037-100), GWR Conflat 36508 in GWR grey (7F-037-101), BR Conflat A B735201 in BR bauxite (7F-037-102) and BR Conflat A B735233 in BR bauxite (7F-037-103).

Prices are set at £64.95 for wagons with containers, while versions will also be available without containers for £44.95 each. A delivery date was to be confirmed as *Hornby Magazine* closed for press.

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

Heljan Class 25 in colour



The first factory decorated sample of Heljan's new 'OO' gauge Class 25 has been revealed by the manufacturer. The sample modelled D7647 in as-delivered BR two-tone green livery with small yellow warning panels and is one of 12 versions due for release in late 2020.

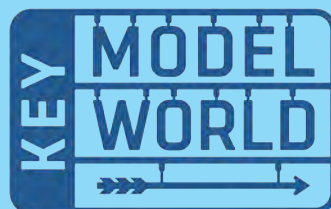
The sample is subject to revisions before production with the finished models featuring a 21-pin decoder socket, directional lighting, a five-pole motor with twin flywheels plus all-wheel drive, NEM coupling pockets and a full set of bufferbeam pipes and fittings. Prices are set at £179.95 for pristine versions and £189.95 for factory weathered Class 25s.

The first batch will model D7647 in BR two-tone green (Cat No. 2530), D5244 in weathered BR

two-tone green (2531), D7550 in BR two-tone green with full yellow cab fronts (2532), D7661 in BR blue with small yellow panels (2533), D7667 in BR blue with full yellow ends (2534), 25252 in BR blue (2535), 25155 in weathered BR blue (2536), 25093 in BR blue (2537), 25912 *Tamworth Castle* in BR 'Ice Cream Van' livery (2538), D7672 *Tamworth Castle* in BR two-tone green, as used on railtours (2539), 97250 *ETHEL 1* in BR blue and grey (2540) and 97252 *ETHEL 3* in InterCity colours (2541).

In addition, The Model Centre (TMC) has commissioned a limited edition as 25102 in mid-1970s BR two-tone green with full yellow ends.

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



Visit keymodelworld.com this month and get the latest exclusive content from *Hornby Magazine* as well as the latest news as it happens. Due for release from August 6 2020 is:

The Hornby Magazine Show



Premiering at 8pm on youtube.com/hornbymag on August 7 2020 is our feature video from the *Hornby Magazine* team including a full tour of Twelve Trees Junction, a visit to the Statfold Barn Railway and more.



HORNBY 'Q6' SOUND

Discover the full functionality of Locoman Sounds Doehler & Haass sound file for the 'Q6' 0-8-0 as featured on pages 84-89.



HST MARATHON

The arrival of Hornby's 'First and Last' Class 43 power car pack saw HSTs takeover in force on Topley Dale for a special video.



HELJAN CLASS 37/0

See the performance of Heljan's revamped split-headcode Class 37/0 for 'O' gauge on our test track.



SCRATCH-BUILDING

Paul Chapman explains his process for unique structures on video to go with this issue's feature on pages 44-47.

Flangeway commissions 'O' gauge SNOWPLOW

FLANGEWAY MODELS has commissioned Dapol to produce a ready-to-run 'O' gauge model of the BR ZZA independent snowplough for release in 2021.

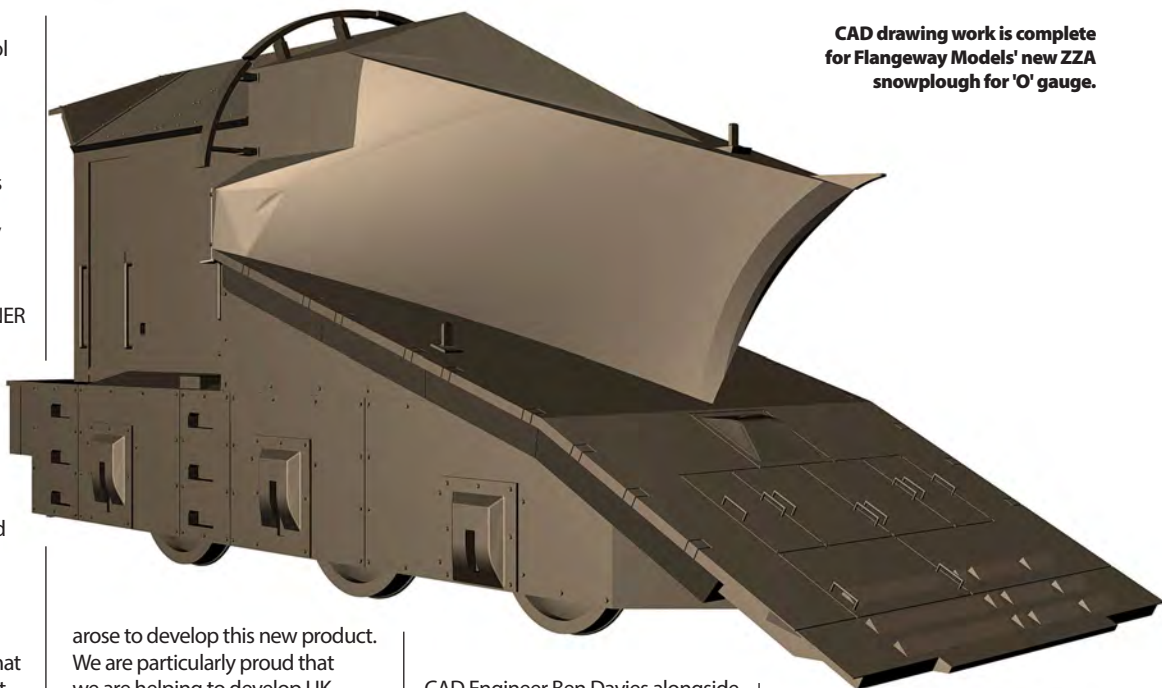
The new development follows on from Flangeway's successful re-run model of the ZZA for 'OO' gauge. The prototypes were introduced in the 1960s using modified tender frames from LNER steam locomotives. In total 40 were built for dealing with large snowdrifts and some are still in service with Network Rail today.

The 'O' gauge ZZA is being designed and manufactured by Dapol in the UK at its Chirk factory and the price is expected to be £95 per vehicle. Livery options will include Scottish, Network Rail and 1965 versions.

Flangeway's Richard Barnett said: "We are extremely proud that we are able to bring this product to market. It has been much requested for a while now and with the encouragement from our friends at Dapol, the opportunity

arose to develop this new product. We are particularly proud that we are helping to develop UK skills and assist in re-growing the UK manufacturing industry."

CAD drawing work has been undertaken by Dapol's Apprentice



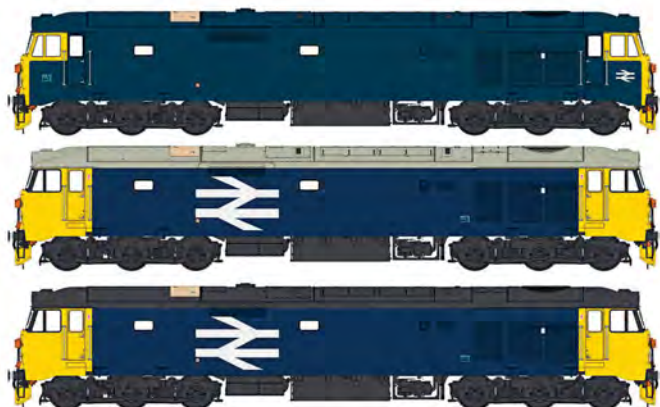
CAD drawing work is complete for Flangeway Models' new ZZA snowplough for 'O' gauge.

CAD Engineer Ben Davies alongside his daily studies and this phase is now complete allowing tooling work to commence. Footplate has opened expressions of

interest via its website.

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

Heljan re-runs 'O' gauge '50'



Heljan has announced a new batch of its highly popular 'O' gauge Class 50s including three new choices on the most sought-after 'Large Logo' blue scheme.

Six new locomotives are on the way for release in mid-2021 with prices set at £699 for pristine versions and £729 for factory weathered models. The new batch

will have the same specification as the first encompassing twin motors, a DCC friendly main PCB, directional lighting, working roof fan, full bufferbeam detail, sprung buffers and more.

The new general releases cover unnumbered versions in BR blue (Cat No. 4020), BR 'Large Logo' blue with a grey roof (4021), BR 'Large



Logo' blue with a black roof (4029) and revised Network SouthEast with light blue (4032). There will be two numbered and weathered editions as 50036 *Victorious* in 'large logo' blue with grey roof and red bufferbeams (4030) together with 50019 *Ramillies* in weathered departmental blue (4033).

Joining the factory releases are

limited editions commissioned by KMS Railtech of the pair of GBRf Class 50s for 'O' gauge covering a re-run of 50049 *Defiance* plus modelling of the split identity 50007 *Hercules*/50014 *Warspite* in matching GBRf blue and orange. These are available from www.kmsrailtech.co.uk only.

● Visit facebook.com/heljanas.

HARDER & STEENBECK



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Fenny Stratford

Now rather a backwater, in the 1950s, this pretty station was so much busier, like many others. **PETER ELLIS** describes how he and David Court recreated part of the 'Varsity Line' in 'OO' gauge for exhibition display.

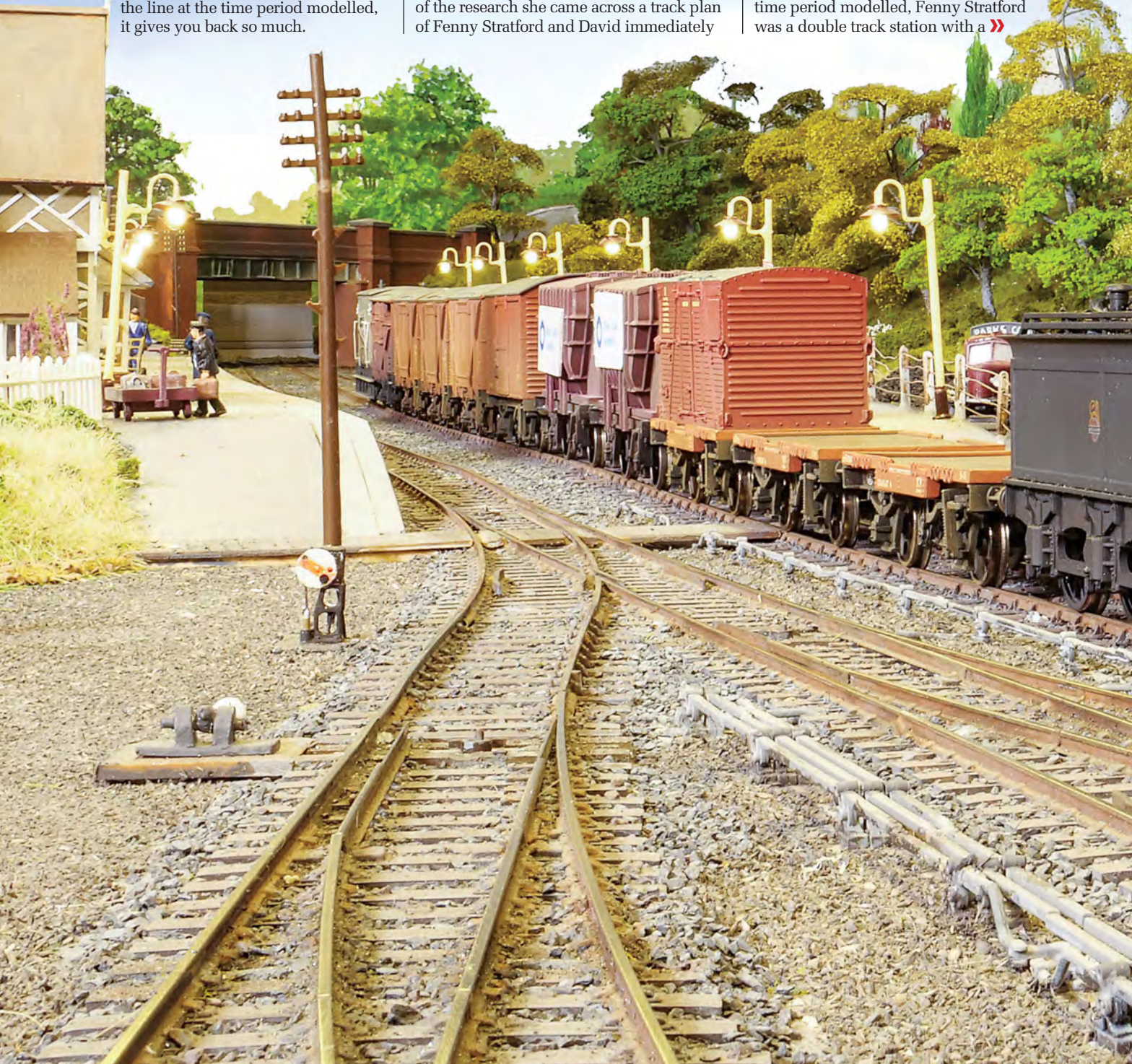
PHOTOGRAPHY, MIKE WILD

THERE IS SOMETHING very special about building a new layout based on a real location. Whether it is carrying out the initial research, exploring the rolling stock or receiving feedback from people who had a direct connection with the line at the time period modelled, it gives you back so much.

When David approached me to ask if I would like to be involved in building a 'OO' gauge exhibition layout of Fenny Stratford as a joint venture I accepted without hesitation. David first had the idea of building the layout following his wife's research for the local heritage group into how the railways affected our area of Milton Keynes. As part of the research she came across a track plan of Fenny Stratford and David immediately

thought this would make an excellent exhibition layout modelled in the late 1950s.

Fenny Stratford is a wayside station on the old London & North Western Railway 'Varsity Line' linking Oxford and Cambridge. The station is located less than a mile east of Bletchley Station and still exists today served by a single track line. At the time period modelled, Fenny Stratford was a double track station with a »



GAUGE
'OO', 16.5mm

SCALE
4mm:1ft

SIZE
24ft x 2ft 4in

REGION
MIDLAND

PERIOD
1950-1965

CONTROL
DCC, NCE Powercab



Fowler '4F' 0-6-0 43875 ambles through Fenny Stratford with a mixed goods. The station layout models the location as it was in the 1950s and early 1960s.



number of sidings and an active timber yard.

A copy of the working timetable demonstrated the variety of traffic running through the station at the time. This included; through passenger expresses, stopping passenger trains, through freight workings between the East Coast, West Coast and Midland main lines and local stopping freight trains.

RESEARCH

The internet yielded many sources of information. The National Library of Scotland online map service provided a layout of the station from the 25in:1 mile Ordnance Survey maps series. The signal arrangements were gleaned from the Signalling Record Society at www.s-r-s.org.uk, and the Britain From Above site and Google Earth Pro provided information on the adjacent area. Further research threw up a very detailed 1940 London Midland & Scottish Railway (LMS) survey of the track and station building plans which were drafted at the time the Down platform was moved.

Some of the original buildings such as the station building still remain, but many like the signalbox, gate keeper's cottage and Rowland's timber yard were demolished long ago. Fortunately I was able to prepare CAD scale drawings of all the buildings and structures from the numerous images found on the internet and early photographs taken by colleagues at the MKMRS club. However, initial searches for photographs of the buildings along Simpson Road, required to paint the backscene as it was in the 1950s



drew a blank. Then months later out of the blue a link to the British Film Library produced stills from a wartime propaganda movie showing a tank transport convoy moving down this stretch of Simpson Road!

With the track plan to hand I used Anyrail to prepare the scale track plan across the five scenic boards. The only alteration to the plan involved the

repositioning of the Grand Union Canal 150 scale yards west so the scenic boards could be assembled in Dave's garage.

CONSTRUCTION

With the detailed track plan agreed, we started work on the baseboards. For this we turned to our friend at the club, Wayne Web, who had built baseboards for his exhibition

 **The Grand Union Canal passes under the railway at the station approach and is crossed by Hughes-Fowler 'Crab' 2-6-0 42765 at the head of a coal train.**



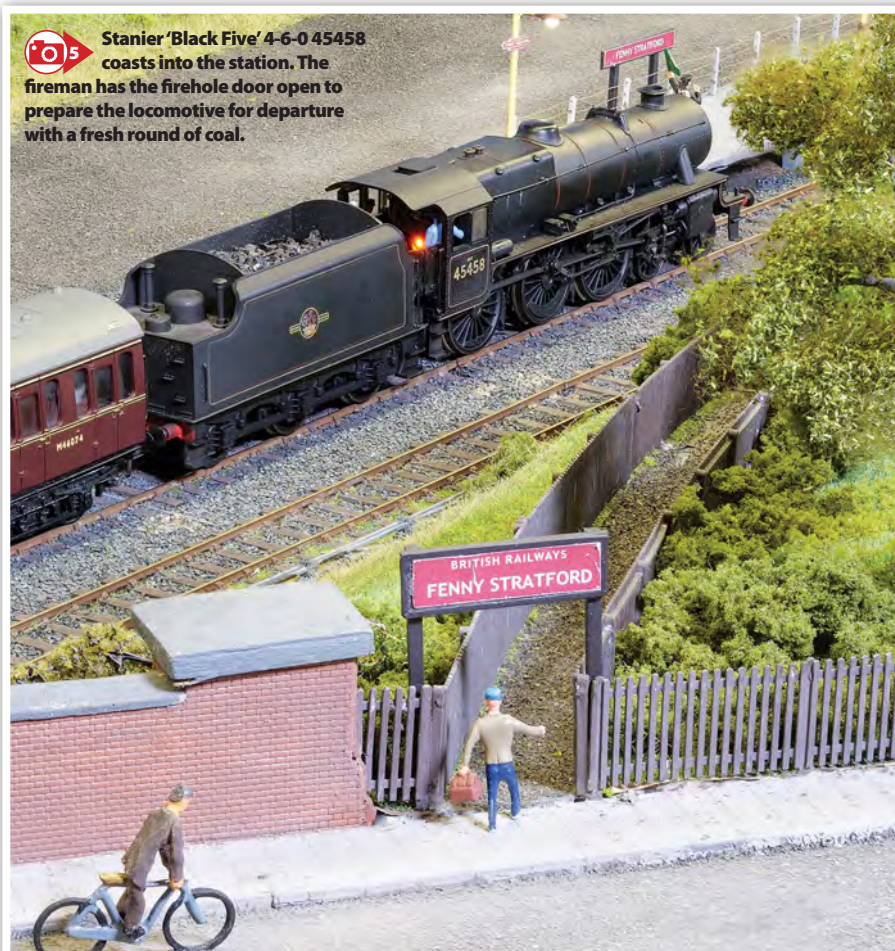
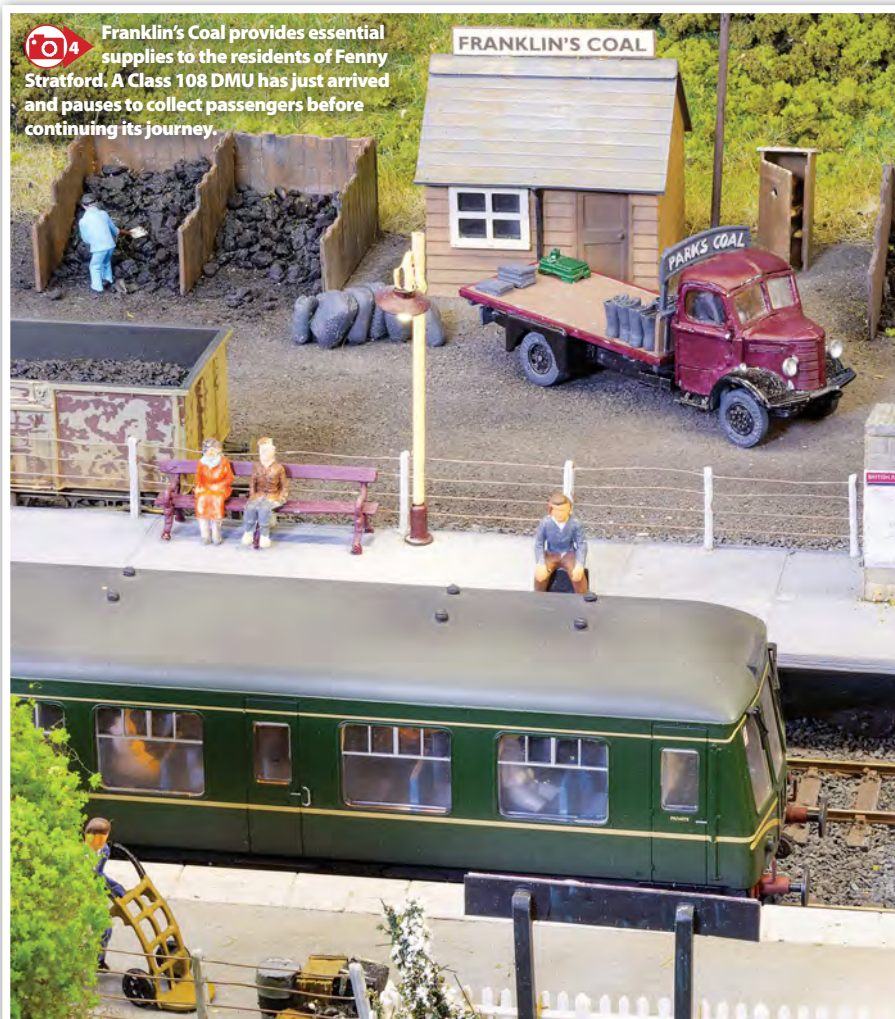
layouts including Dentdale and Brinklow. He designed the individual boards and cut all the pieces required so all we had to do was assemble them like a flat pack. The boards are constructed from 12mm plywood for the sides and 9mm ply for the tops. The legs are 44mm x 20mm softwood fitted with steel corner sockets and adjustable feet. The finished boards are both light and very robust. The five scenic boards are all 800mm deep and joined together add up to 5m long overall. Individual boards varied in length to avoid any board joints around pointwork.

At each end of the layout there are 1.2m (4ft) long boards to take twin track cassettes with a total of four cassettes at each end to hold the rolling stock. The cassettes are made of plywood and fitted with brass rod and tubing at both ends to locate the cassette and provide electrical connection.

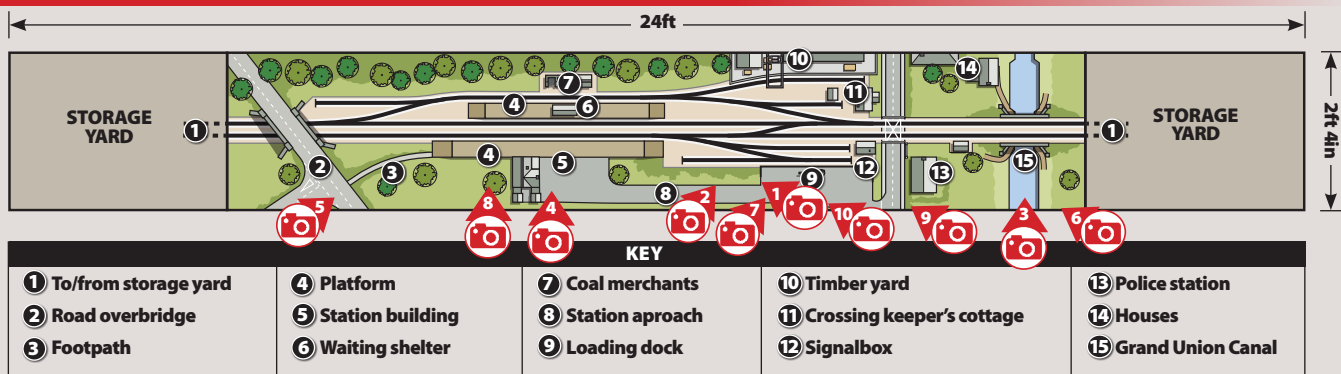
The track is generally Peco bullhead rail. At the time of laying the track the Peco bullhead points were not in production so we modified Peco Code 75 streamline points following the guidance in the leaflet produced by DCC Concepts. The resulting appearance and reliability of the points was greatly improved.

LAYOUT CONTROL

At the outset we agreed that the layout would be DCC controlled (NCE Powercab system), as well as having working signals and level crossing gates. All points are operated using Cobalt Digital slow action point motors. The signals are hand built using MSE parts from Wizard »



FENNY STRATFORD TRACK DIAGRAM (Not to scale)



⑥ An Ivatt '4MT' 2-6-0 gets away from Fenny Stratford with a three-coach set of BR Mk 1s. In the background the level crossing can be seen together with the rail served timber yard.





Diesels are rare at Fenny Stratford, but they do make occasional appearances. BRCW Type 2 D5312 passes the loading dock with a loaded coal working.

Models. The signals and the crossing gates are operated by mini digital servos controlled by a Megapoints Controller.

With the track laid, the task of wiring the layout was undertaken by David. Each board was wired as a single unit, complete with a DCC bus, 12 volt DC bus and servo leads for signal and crossing gate operation. The boards are interconnected using Tamiya connectors for the DCC bus and 12-pin D connectors for everything else. Once all the wiring of the boards was tested and completed the layout was assembled and testing began. A chance to run trains at last!

We decided that we did not want to operate the layout from a fixed mimic panel and therefore opted to use the JMRI software and utilise the Routes and WiThrottle functionality it provides. The operators each have a Kindle wireless tablet with the Engine Driver app installed and this allows the operators freedom of movement while running the layout. We have tested the setup at three exhibitions to date and at the largest we found the setup slow to respond at times. This was probably due to the large number of mobile phones and Wi-Fi routers in the vicinity of the layout. After some head scratching we resolved the problem by linking the laptop and modem by Ethernet cable rather than by Wi-Fi. We are now very pleased with the way the setup works.

BUILDINGS AND SCENERY

Only a few buildings on the layout still exist today. These are the station building (Grade II listed), the police station and the canal cottages. We had to rely heavily on internet searches to find photographs where possible showing the buildings as they were in the 1950s. With the photographs and surveys to hand I set about preparing CAD drawings of all the buildings and printing 4mm scale templates to aid construction.

The vast majority of the buildings and structures are scratchbuilt on plain Plastikard carcasses overlaid with embossed Plastikard stone, brick, tile and timber sheets which were then painted and weathered. The station building has some intricate details such as the gable bargeboards and side canopies. 3D CAD drawings were produced which we then had 3D printed. Dave has produced an excellent model of this ornate building. »



Cameos on the station offer life and colour at the lineside.





Ex-Lancashire and Yorkshire Railway '1008' 2-4-2T
50795 crosses the level crossing with a stopping
train after a brief pause at Fenny Stratford.

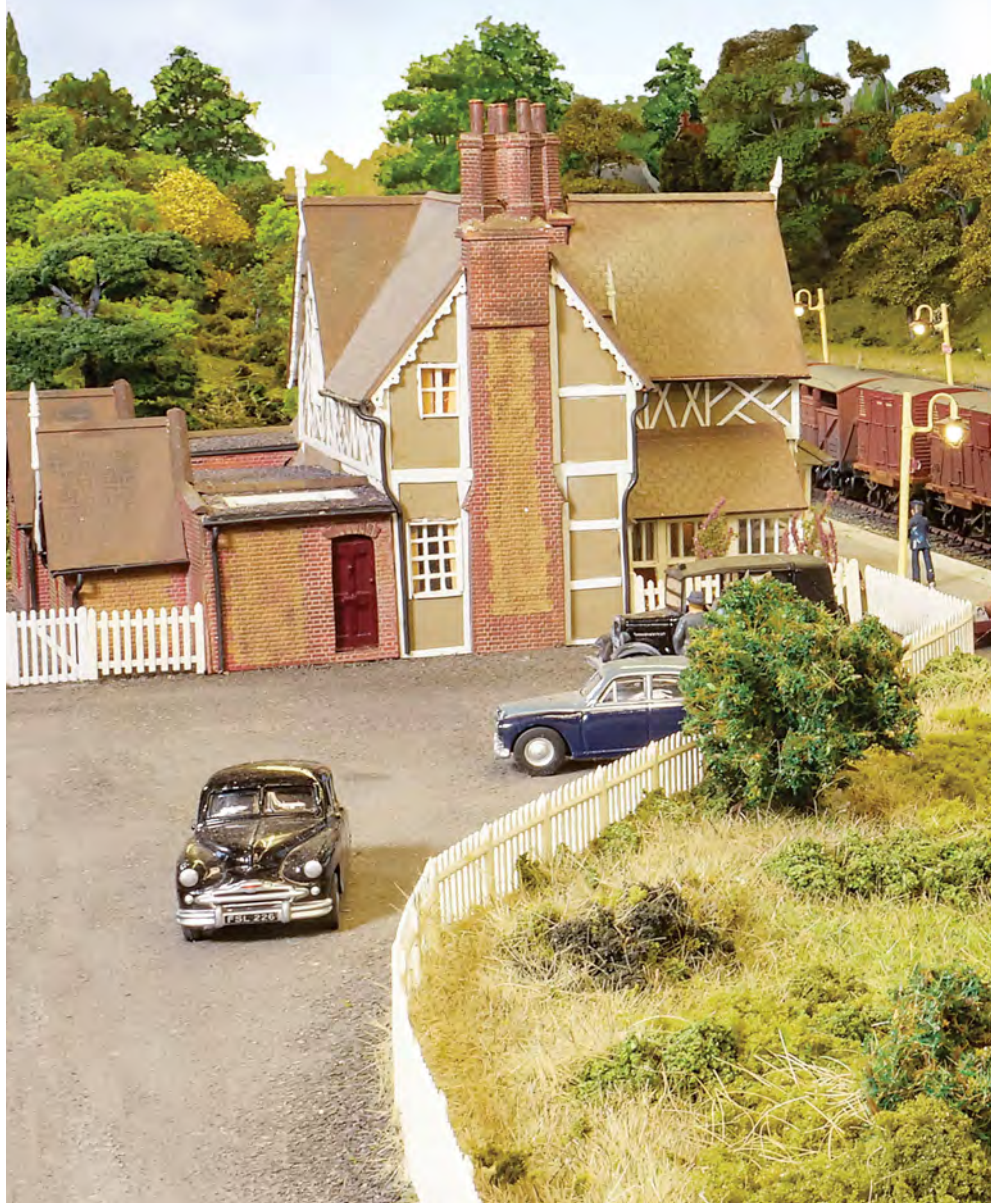


We have used a few kit buildings such as the coal office, platelayer's hut and goods shed. However, all have been modified in some way to fit our requirements. Most of the buildings have been fitted with lighting.

The enjoyable process of bringing the layout to life was started by adding the scenery. The Stag Road bridge framed the west end of the layout and carried the old Watling Street over the railway. Once this was built and in place the contours for the rest of the layout were set out. The embankments were constructed using the tried and tested method of lacing card strips over card or plywood formers and covering this with newspaper soaked in PVA glue. This was then painted dark brown and covered with Woodland Scenics scatters and static grass to build the look we wanted. The roadways and yards were made using very fine ash ballast sprinkled onto wet PVA surfaces. Once dry the areas were lightly sanded with fine emery paper to produce the weathered effect we were looking for.

The level crossing gates to Simpson Road were constructed by modifying a Wills kit. Following a number of collisions between trains and gates at exhibitions a failsafe system has been built in. Microswitches have been fitted to the gate servos to isolate sections of track around the crossing as soon as the gates move from the open position.

The Grand Union Canal at Fenny Stratford includes a set of locks that have the smallest rise of any lock on the canal network, a mere 12in. We were able to include an accurate representation of one of the gates on the layout. The canal was built using a plywood base that was sanded and painted a mixture of green and brown colours which were



blended to give that particular canal colour. Any gaps were sealed with PVA and the area was then filled with two layers of Deluxe Materials Solid Water. We thought that we had fully sealed the base beforehand, but we missed a tiny pinhole and finished up with a pool of resin on Dave's cabin carpet!

We commenced making trees for the layout but soon realised that we did not have enough hours (or patience) to build the number of trees required ourselves in the time available before the first exhibition date. We therefore subcontracted these to another of our friends at the MKMRS club (Jacqui of Ceynex Scale Model Railway Trees). She did a brilliant job and made wonderful trees to adorn the layout.

Commercial photographic backscenes are popular at the moment but we felt they would not meet our requirements as far as reflecting the continuation of the canal and Simpson Road. I therefore took on the challenge of hand painting the backscenes using acrylic paints.

ROLLING STOCK

The stock operated on the layout is mainly Bachmann with a scattering of Hornby items with motive power representative of LMS and BR designs. The roster currently includes an ex-LMS '4F' 0-6-0, 'Crab' 2-6-0, 'Jinty' 0-6-0T, '1008' 2-4-2T, Ivatt '4MT' 2-6-0 and 'Black Five' 4-6-0 amongst others, as well as BR Standards. However, there is scope in the future to include LNWR and London and North Eastern Railway stock which ran through from Cambridge. We run a mixture of passenger services with Mk 1 corridor coaches for the through express trains as well as suburban stock for stopping passenger services. In addition there are a number of express goods and stopping freight services to keep the interest going. The majority of trains are headed by steam locomotives with a Diesel Multiple Unit serving local passenger services to Woburn Sands and Bedford.

We initially based operations on a Working Timetable for the 1950s but

found that under exhibition conditions a simpler arrangement of working with eight fixed cassettes of stock worked best.

David and I are very pleased with what has been achieved in building our first exhibition layout, in terms of realism, interest and quality. Our biggest accolade came from a neighbour of David who came to see the layout. She explained that as a child she would catch a train from Fenny Stratford to a school in Bedford and the model brought back many memories and was exactly as she remembered it. When exhibiting the layout we have had similar positive comments from many others who in some way have had connections with Fenny Stratford station.

We started work on the layout in September 2016 and we were pleased to have completed the layout in time to show at the MKMRS 50th anniversary exhibition in February 2019. We are now looking forward to taking the layout out to exhibitions again in the future. 



**BR '3MT' 2-6-2T 82020 steams
through the station with a van train.
Trackwork is Peco code 75 bullhead with
modified Peco streamline code 75 points.**



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The changing face OF THE Class 59

TIM SHACKLETON sees a much-loved Lima model thriving under the Hornby banner – and shows how to make it even better with simple additions and weathering.

For three decades now the Class 59s – and their 'OO' gauge equivalents – have brought a welcome splash of colour to our railways. Here we see them in their current liveries. While the Lima/Hornby model is often looked on as a second-division product, it takes only a little effort to create a good-looking, hard-working locomotive that will be at home on any layout.



I've been on the '59' trail from the very start – big locomotives hauling massive trains through attractive landscapes are very much part of my agenda. For a good decade and a half my family would spend at least one holiday a year at a cottage in rural Somerset, and most days would embrace trips out to Berkeley, Frome or Witham Friary to see some hardcore '59' action.

In the mid-90s I can remember the excitement of seeing the newly delivered National Power Class 59/2s on acceptance trials at Ferrybridge, and many years later I had the thrill of flying in a helicopter over Whatley and Merehead and being astonished by the near-unimaginable scope of the Mendip quarrying operations.

In the meantime, I've bought every ready-to-run Class 59 livery variation that's ever been issued, from the original Foster Yeoman

colours to GBRf's stylish reworking of European returnee *Yeoman Highlander* 30-odd years later. So yes, you could say I am a fan.

All of these models have their origins in the Lima design of 1989 – one of its better efforts, it's generally felt, especially if you do something (as Hornby subsequently did) with its 'pancake' motor bogie. It doesn't have sound or lights or lots of other things we take for granted nowadays but it certainly gives the creative modeller a flying start.

The Class 59, more significantly, shows a key aspect of Hornby's 100-year corporate history – the ability to absorb other ranges and successfully bring them into the company fold. The struggling Italian-based company was acquired in

2004 and many of its products have subsequently been relaunched in the Hornby 'Railroad' range.

In this piece I want to show how Hornby has built on these foundations, launching a steady stream of new Class 59 liveries that came into being in the years following the takeover. Despite its all-new motor bogie, 8-pin DCC socket and other enhancements, the Hornby '59' is far from perfect but it's rich in potential and this is reflected in its low price point and the opportunity it offers for making further improvements. That's what I aim to look at here. [Hornby](#)

TOOLS & materials

- » Craft knife
- » Dremel and cutting disc
- » Flatblade screwdriver
- » Razor saw
- » Tamiya masking tape
- » 1mm plasticard
- » 1.5mm plasticard
- » 2mm plasticard



**PLEASE TURN FOR
STEP BY STEP GUIDE**



The out-of-the-box Hornby Class 59 simply oozes potential, and we'll take full advantage of this – short of major reconstructive surgery there's not much that can be done about the reduced overhang of the body above the solebars but the front end, silencer arrangements and wheelbase simply cry out for attention. It's tempting to think too about replacing the moulded handrails with wire or fitting etched grilles but I really don't feel it's necessary with moulding work of this calibre. My old friend Iain Rice has always counselled against making 'improvements' that only serve to make things worse.



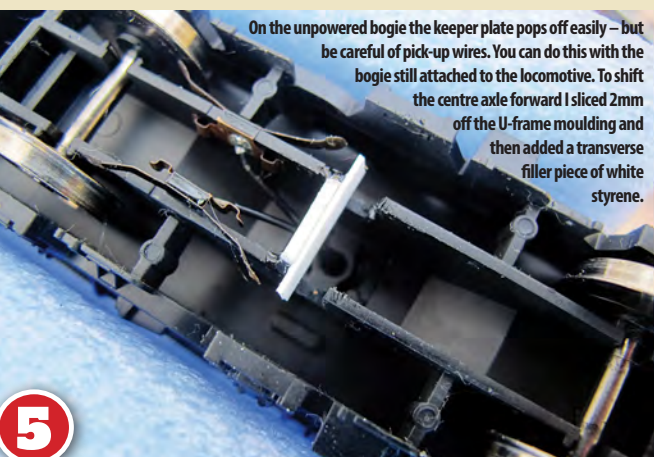
Livery application wasn't its strong suit, but Lima was capable of pattern-making of immense subtlety and the '59' was one of the best. Other than supplying the locomotives with detail parts pre-attached, Hornby hasn't altered the basic late-1980s moulding although early Foster Yeoman examples (centre) had errors – the light clusters are in the later ARC Class 59/1 style and the exhaust outlet is on the wrong side. This is how the '59/0s' were delivered but it was soon moved across to the opposite side.



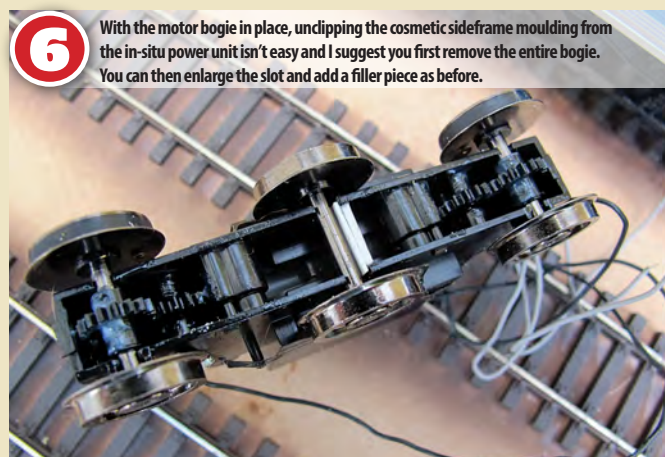
Other days, other ways – if you cleaned up the moulding pips on the gears and used a decent lubricant such as Nye or Pronatur, you could get a very good performance out of a Lima motor bogie. The running of this one has been further refined by fitting Ultrascaple wheels and additional pick-ups that greatly enhance the slow-speed running.



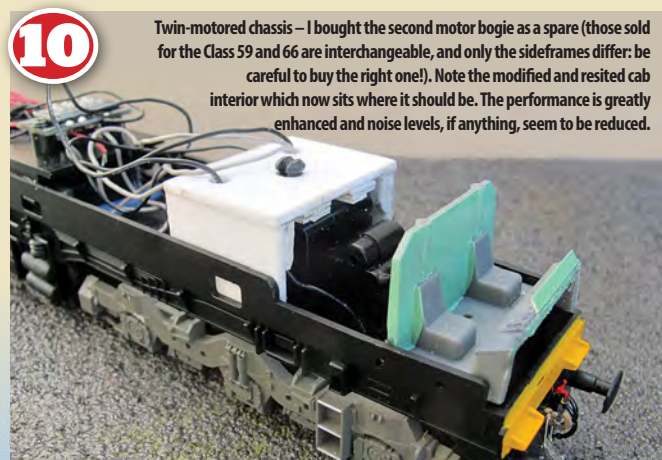
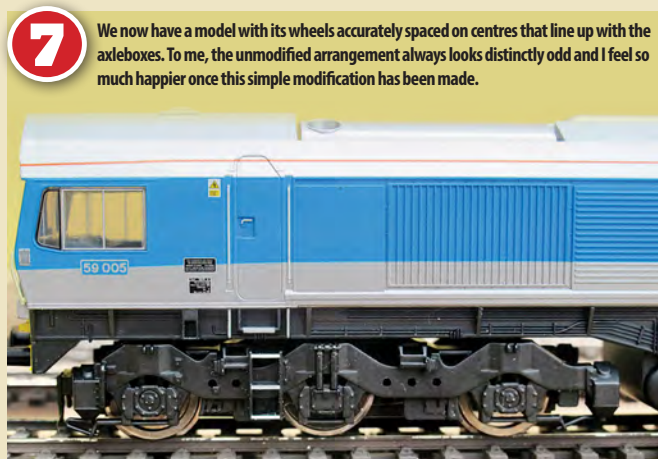
Like most modern diesels, the wheelbase of a Class 59 bogie is asymmetrical – the centre axle is offset towards the front of the locomotive. The Hornby Class 59 uses standard components for the driving and trailing inner bogies with the result that while the spacings of the cosmetic outer mouldings are correct, the working bit with the wheels is out of alignment.



On the unpowered bogie the keeper plate pops off easily – but be careful of pick-up wires. You can do this with the bogie still attached to the locomotive. To shift the centre axle forward I sliced 2mm off the U-frame moulding and then added a transverse filler piece of white styrene.



With the motor bogie in place, undipping the cosmetic sideframe moulding from the in-situ power unit isn't easy and I suggest you first remove the entire bogie. You can then enlarge the slot and add a filler piece as before.



The Class 59s were a revolution in reliability and haulage for the British railway system. On June 8 1993 59003 stands at Hallen Moor Sidings, Avonmouth, after arrival with the 11.52am Merehead-Hallen Moor stone train. S Carter/Railphotoprints.uk.

STEP BY STEP WEATHERING AND DETAILING HORNBY CLASS 59s

11



If you prefer not to use tension-lock couplings, Hornby gives you an alternative arrangement (left) with a dummy coupling and an air dam that swivels with the bogie. I preferred something more 'scale' so I made new fixed air dams out of 20 thou black styrene mounted directly under the buffer beam, to which I added steps, working screw couplings and more accurate air pipes. On all except the first four (59001-59004) you can add the lashing lugs inboard of the buffers that were used when the locomotives were being shipped over from EMD.

12

Moving on to the bodywork, the silencer/exhaust assembly is mounted too low, upsetting the roofline which is a critical feature of any diesel locomotive. The ex-Lima Class 66 suffers from the same problem. The main part needs packing to raise it to the correct height, but the 'tail' is fine as it is.



13

Drill carefully through the moulded pips that secure the silencer unit to the roof. Some batches seem more solidly glued than others but none should put up more than token resistance.



14

Using a screwdriver as a lever, the silencer assembly can be gently pushed free. It should come easily – don't try and force it.



15



So they can be reinstated at the correct alignment, I separated the two halves of the silencer using my amazing Czech-made JLC razor saw – one of the best and most effective tools I own. The main part is then glued to a pad of 30thou styrene 40mm x 19mm.

The liveries change over time – only one 59/0 retained Foster Yeoman colours as 2015 dawned, latterly without branding – but new ones take their place. Is it my imagination or do the ones I see in Aggregate Industries colours seem a little scruffier than the others? The power and elegance of the class remains unmistakable, however. The '59's have a poise that even their close cousins, the Class 66, somehow seem to lack.



16

The silencer units can be airbrush-weathered over a coat of red primer before fitting them back on the bodyshells. A bit of gritty spattering doesn't go amiss but be careful not to overdo things. Silencers on Class 59s and 66s are never shiny silver, even when new. The rust actually serves to protect the metal from further corrosion.



17

Exhaust grilles usually start off painted in body colours but quickly blacken. Having masked off any areas that might be affected by overspray, I've airbrushed a fine mist of dark grey-brown acrylic at a pressure of approximately 18psi.



18

The pre-weathered silencer units have been united with the bodyshells which in turn can be dipped back on the chassis, ready for final weathering. The first step is to airbrush the heavy carbon sooting that builds up around the exhaust outlet.



19



Class 59s in the Mendip pool can occasionally look a little travel-stained but in 30-odd years of fandom I've yet to see one that could be described as dirty. Here I'm brushing heavily thinned and streaked artists' oils on to the silver roof of an Aggregate Industries locomotive, to represent dust spillage from the loader.

20

A thin brown-black wash – more like coloured water really – helps emphasise the subtlety of 30-year-old pattern-making. Can you tell that the grab rails aren't separate components?



21

Uniquely among the class, GBRf's 59003 carries its number and company logo on the front end. A friend very kindly made a custom set of waterslide transfers for me. Within days, GBRf had repainted the loco and changed the front-end lettering!



REALISTIC EMBANKMENTS

Embankments need to be planned at the initial stages of creating a model railway – and foliage on them can really help set a sense of time. **ANTHONY REEVES** shows how it can be done using teddy bear fur as the basis.



A 'OO' scale embankment based on the scenery around Irwell Vale Halt on the East Lancashire Railway. Although these are manmade features note how they naturally blend into the surrounding countryside.

TOOLS

- » Scissors
- » Wooden skewer
- » Atomiser bottle

MATERIALS

- » Raw Grass (teddy bear fur fabric)
- » Rubberised horsehair
- » Canopy
- » Assorted scatters
- » Sap green acrylic paint
- » PVA glue
- » Hairspray

A detailed look at some of the colours and textures on the embankment created in this demonstration. Study embankments when you are out and about to gain inspiration and ideas.



FOR THIS DEMONSTRATION I'm adding the scenic modelling materials over a 6mm piece of MDF board set at an angle of around 45 degrees. The board is attached to wedge shaped pieces of card glued to the baseboard which gives my demonstration piece of embankment stability. When building an embankment for your railway you are more likely to have a sturdy flat top which carries the track. The edge of the embankment can be attached to the flat top and can be made using a variety of materials including thick card, chicken wire, Kingspan or polystyrene sheets. All are excellent materials as they are all lightweight and readily available.

The first step in creating the foliage for this embankment is to cover it in a base layer of material, I'm using 'Raw Grass', which is teddy bear fur. The fur is trimmed using sharp scissors to create shorter grasses, but some of the fibres are intentionally left longer. Some of the longer fibres (25mm) will become long grasses and others will be used as the stalks for nettles and other tall weeds. After the grass has been trimmed it can be coloured to give a pleasing grass tone. Sap green acrylic paint is diluted at a ratio of around one part paint to five parts water and applied to the fabric by hand - rub the paint into the fibres to make sure it works its way to the bottom of the material. Some patches can be intentionally left free of paint to represent drier areas of grass. Allow the paint to dry then using a comb or fine brush, comb the

fibres to separate them to give the look of fine stalks of grass. The fabric is glued in place on the embankment using neat PVA glue.

A sheet of paper with small holes cut out is used to create a mask which can have paint sprayed through. A couple of small areas are sprayed with aerosol paint to darken them down and then sprayed with hairspray and given a light sprinkling of scatter added over them to produce the look of tall nettles.

Next, to produce the brambles on the embankment a small piece of rubberised horsehair is pulled apart to open up the structure of the fibres and given a very light spray of black aerosol to tone the colour down slightly. The rubberised horsehair is sprayed with hairspray and sprinkled with a suitable coloured scatter.

To add some variation to the textures on the embankment small low growing shrubs are made in the same way as the rubberised horsehair brambles but this time I'm using 'Canopy' for the branches, which is much finer in appearance and a good contrast to the rubberised horsehair. Add the bushes to the embankment and work them into the grass to give the impression that they are growing there as opposed to simply being placed onto the surface of the grass. The whole embankment doesn't need to be fully covered in foliage - in steam days in particular, short grass was the norm to reduce fire risk. When you're happy with the results, spray it with scenic glue or diluted PVA to fix everything in place. www.treemendus-scenics.co.uk

USEFUL LINKS

Treemendus

www.treemendus-scenics.co.uk

STEP BY STEP CREATING A REALISTIC EMBANKMENT

1

The fur fabric used for the grass in this demonstration is trimmed using sharp scissors. Some of the fibres are intentionally left longer in clumps. These clumps of fibres can be used as tall grasses or the stalks of tall weeds.



2

Diluted sap green paint is rubbed into the fibres by hand. Do not over-wet the fibres as this will cause them to clump together. Instead add a few drops at a time adding more as you go along if necessary. The paint can be added less diluted in small areas to give variation to the overall colour.



3

Whilst the fabric is drying, gently comb the fibres to help disperse the paint. After the fabric has totally dried comb again to give a nice fine look to the grass.



4

The fabric is now fixed to the embankment with neat PVA glue.



5

A straightforward way of creating nettles is to mask the fabric with paper leaving only patches of long fibres exposed. The fibres are lightly sprayed with paint to create the stalks. The stalks are then sprayed with hairspray and covered with a fine scatter.



6

To create the brambles growing on the embankment, rubberised horsehair is teased apart and lightly sprayed with paint. The more the fibres are teased and pulled the more open the end result will be.



7

The fibres are then sprayed with hairspray and leaves are added using dark green scatter.



8

Softer foliage is added to the scene. These low growing bushes are created using a finer product than the rubberised horsehair but are made in an identical fashion by teasing the fibres apart and fixing scatter to them using hairspray





Ashbury WHARF

Lying almost forgotten for years, this vintage 'OO9' gauge layout was resurrected by its home club Astolat Model Railway Circle and is now returning to life for a brand-new audience.

PHOTOGRAPHY, TREVOR JONES



At the entrance to the canal basin, Joe's snack stall provides refreshments for the dock workers and railway passengers.



THE Astolat Model Railway Circle in Guildford was formed by four friends, including the esteemed Robert Alexander, Baron Schutzmann von Schutzmansdorff (Bob Symes to you and me) who originally met at the Guildford Model Engineering Society. The Circle they formed celebrated its 50th anniversary in 2017. It has had a number of clubrooms during its existence which have included an old scout hut, rooms in the local Territorial Army centre, a disused factory hut which needed renovation, a second stay in the scout hut, a church basement and, since 2013, members have met in the Barge Building Shed at the National



The horse drawn barge waits to leave the basin once the Jouef 0-4-0T has crossed the bridge with its mixed train. This layout was originally built in 1967 and was in storage until 2017.



Trust's Dapdune Wharf in Guildford.

By good fortune the Circle still has Ashbury Wharf, its first layout, which started life as a simple oval with siding in a dockside setting in 'OO' gauge and was called Wanborough Docks. Most of the Circle's fictitious layouts since then have been named after local villages or landmarks.

The layout was exhibited at a number of shows over the years, with its final showing in 2006 at the Rural Life Museum, Tilford, Surrey, at which point it was beginning to show its age.

At the time Astolat had started to construct a large 'OO' gauge layout and, as storage was required for this new venture, it was decided to dispose of Ashbury Wharf. Fortunately, one member, Alvin Hale, decided he could give it room and arranged to house the layout in his garage where it languished unloved and unseen for several years.

When looking for something to celebrate the forthcoming 50 years of the Astolat Model Railway Circle, Alvin suggested we bring the layout out of retirement. It was retrieved from its temporary home, the cobwebs were dusted off, and it was given a quick scenic overhaul. The old Perspex guards were removed and a new backscene created. The yellowing grass areas were refreshed with mixed green scatter and minor repairs were made to fences and buildings.

Appropriately the layout was shown in its fresh guise as Dapdune Wharf at the 50th Anniversary celebrations at Astolat's Open Day in August 2017 albeit non-operational as the control panel no longer existed and the wiring underneath was shambolic. It also appeared in its static guise at the 50th Annual Exhibition in January 2018.

CONSTRUCTION

The layout is quite simply constructed on a pair of 3ft x 2ft 6in plywood boards with minimal bracing underneath. These are bolted together to form the layout, but without alignment dowels at the moment (probably still the original bolts!) – aligning track is still a bit of a fiddle when setting it up. As the construction materials are from a bygone era, the whole layout, when boxed up, is quite heavy and requires two strong club members to lift and manoeuvre it. »

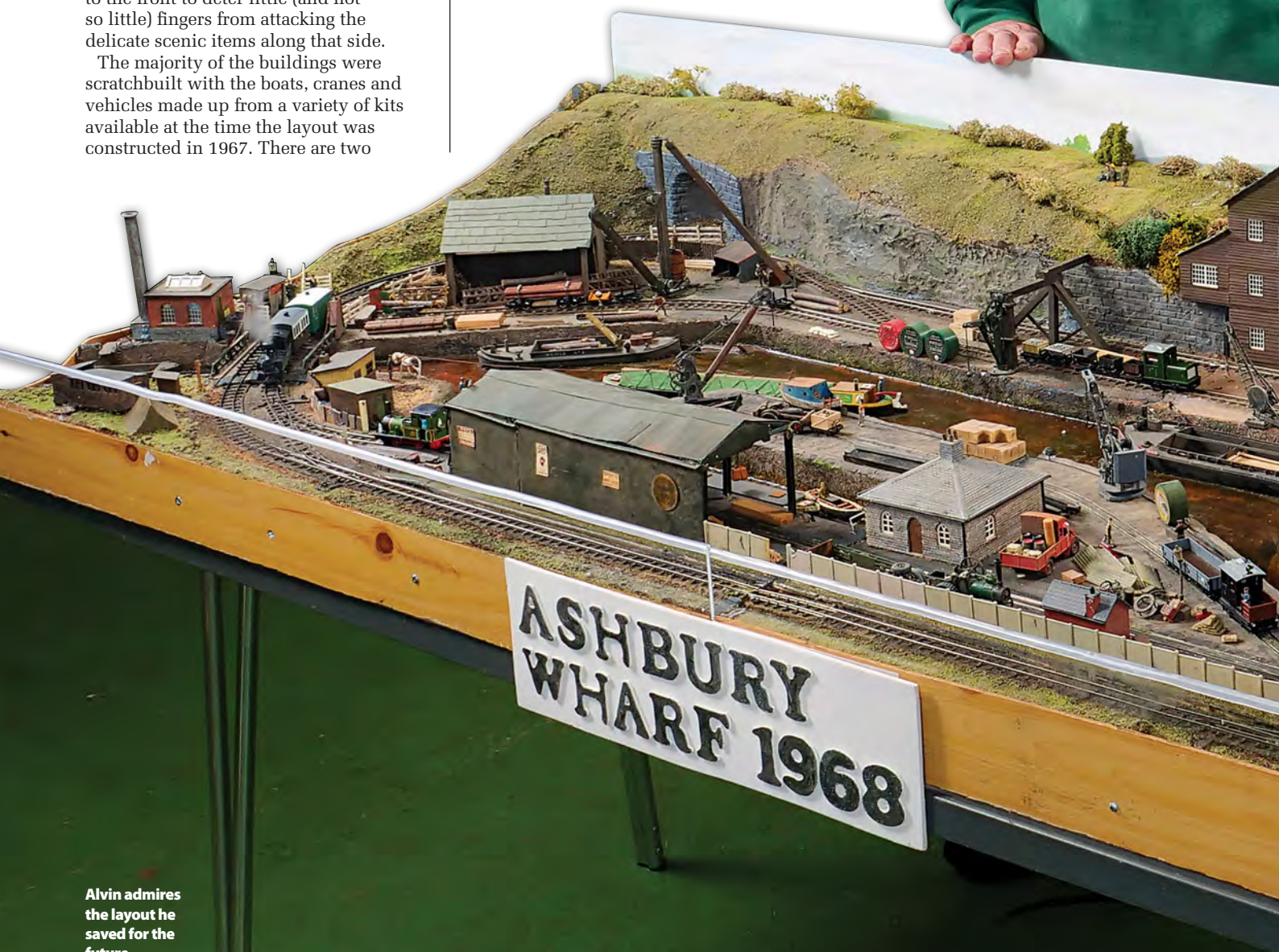


An MDF backboard with painted backscene is attached to the rear and new Perspex panels are attached to the front to deter little (and not so little) fingers from attacking the delicate scenic items along that side.

The majority of the buildings were scratchbuilt with the boats, cranes and vehicles made up from a variety of kits available at the time the layout was constructed in 1967. There are two



Above: In classic 'OO9' style for the period of its construction, Ashbury Wharf is packed with detail and operational scope. The transfer shed is in need of repairs, but bears great character.



Alvin admires the layout he saved for the future.



Above: The passenger train pulls away from Ashbury Wharf station while the publican tends the vegetable patch behind his public house.

loops of track; the outer loop disappears behind the back scene to a one track 'storage yard' before reappearing at the station. The inner loop runs around the dockside with sidings and also has a connection to a locomotive servicing area.

Around the dockside there are warehouses and storage sheds for holding the goods carried in the barges. The timber yard has a vertical boilered steam engine to power the derrick crane for unloading timber from the barge. There is a horse drawn barge leaving the docks and this is followed by a smaller motor-powered barge. At the entrance to the docks, the canal company has its name on the archway which was made by soldering up a wire framework to which the individual letters were mounted.

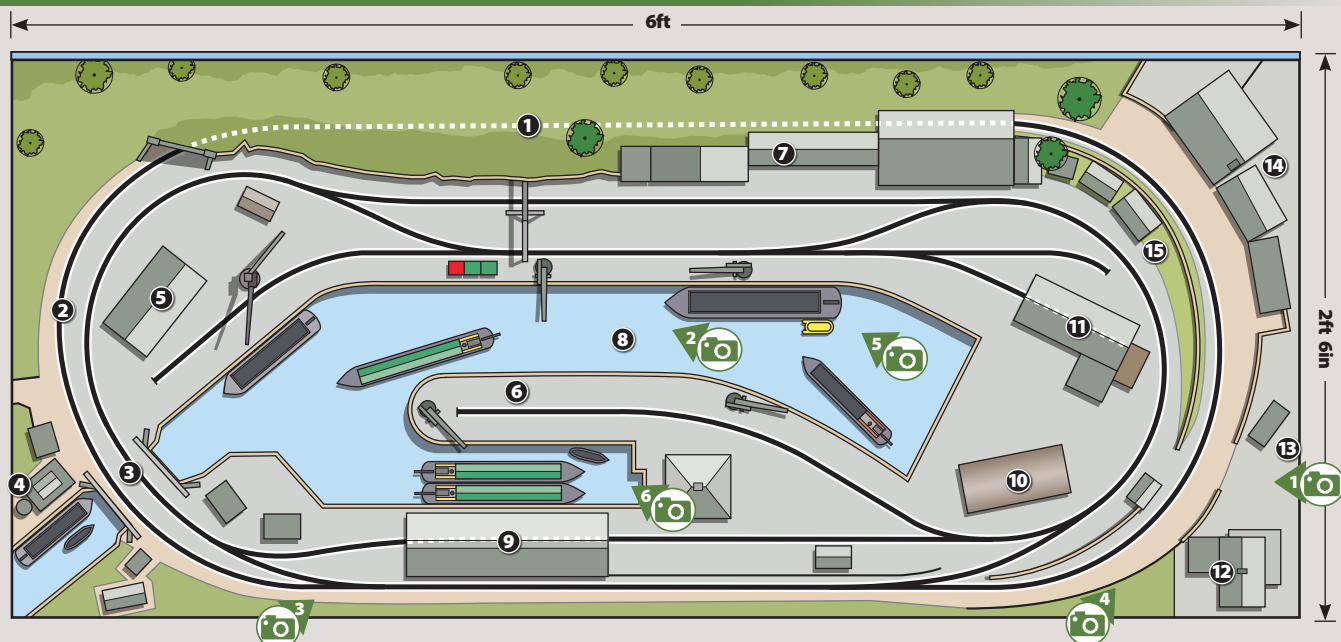
The canal water surface was created from a painted base with many layers of varnish which have discoloured over the years and several foreign objects have got into it to be permanently incorporated. The colours that have resulted make for a very grimy and polluted waterway – so reflecting the situation at the time it is set.

RENOVATION

By summer 2018, the number of members modelling in 'OO9' had increased enough that an 'OO9' group had been organised and permission was sought from the committee to see if they could renovate the layout and bring it back to some form of operational status. The committee approved the suggestion, originally just so that it could be operated at the Circle's exhibitions and open days. »



ASHBURY WHARF TRACK DIAGRAM (Not to scale)



KEY

- | | | | | |
|-----------------|----------------|-----------------|----------------|-------------|
| ① Storage yard | ④ Boiler house | ⑦ Warehouses | ⑩ Nissen hut | ⑬ Snack bar |
| ② Outer circuit | ⑤ Saw mill | ⑧ Canal basin | ⑪ Engine shed | ⑭ Station |
| ③ Inner circuit | ⑥ Dock | ⑨ Transfer shed | ⑫ Public house | ⑮ Huts |

When testing started it was found that all the Hammant & Morgan point motors worked first time. It has, of course, been necessary to replace the bird's nest of wiring below baseboard level, build a new control panel and make repairs to the scenery as necessary, and this renovation work will continue in 2020.

As with any restoration work there was a dilemma as to whether items should be repaired or replaced, and in this case whether the track should be relaid – it had taken a beating at the board joints – and it was originally thought best to relay it all with modern track work. However, as the original had been hand-built – both track and pointwork – it was eventually decided that only those pieces of track which were completely unsalvageable should be replaced and the new sections blended in to the old.

Buildings and the backscene are gradually being restored as necessary, keeping as much of the original as possible.

OPERATION

Running the layout initially proved an issue – as mentioned above, track ends at board joints left a lot to be desired, but now that these have been addressed the team has managed to get first one loop and then the other running and the layout has been a regular attendee at exhibitions locally with trains running on a 'round and round' basis. The next stage is to renovate the pointwork to allow a more realistic operation of sidings and locomotive facilities.

As Astolat now has several members whose main interest is modelling 'OO9', there is plenty of stock to choose from when operating the layout. Ashbury Wharf was



first seen again in operation at the Circle's annual exhibition in January 2019 and the open day in August the same year. It attended four local exhibitions in autumn 2019 and is available for exhibitions in the future when it is safe to do so.

It has been a joy to find former members of the Circle at exhibitions who will come up to chat about the layout, what they remember of it and all the things that went wrong over the years. Why is it they always remember the things that went wrong?

NEXT STEPS

Astolat Model Railway Circle has a couple of other layouts on the exhibition circuit including Whitmoor ('N') and Priorsfield ('OO'), and is in the middle of the construction phase for the new 'OO' gauge layout Savernake which is to be 24ft x 12ft and feature the GWR and MSWJR stations at this famous location – the first 'real world' layout it has built.

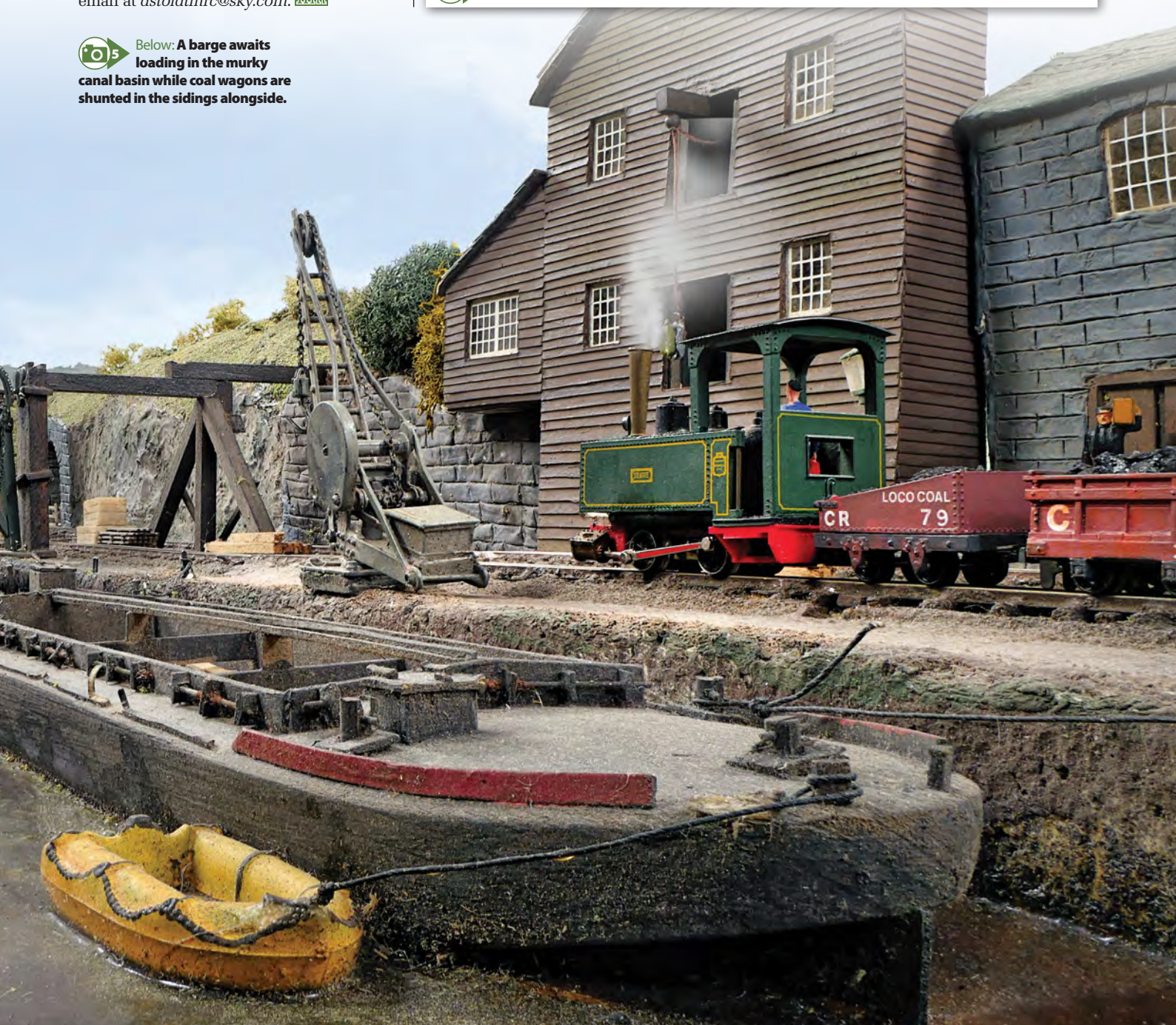
If you are in the Guildford area and would like to visit the Circle on a Tuesday club evening, do contact us at www.astolatmrc.co.uk or via email at astolatmrc@sky.com. 



A Talylyn Railway 0-4-0T draws onto the central dock line to collect a stone wagon.



Below: A barge awaits loading in the murky canal basin while coal wagons are shunted in the sidings alongside.



SCRATCH

Learning the skills to use card and plasticard to build your own structures means you can build unique items to enhance your layout. **PAUL CHAPMAN** shows how to build a simple brick built sub-station using wallet friendly materials.

The finished substation building is simple but effective. Starting with a structure like this will build your skills to take on more complex projects.



BUILDING

for beginners

This structure has been built in 'OO' gauge but the same methods can be used to produce similar buildings in both 'N' and 'O' gauge.



SCRATCHBUILDING is a great pastime. Some find it daunting, but in this feature and accompanying video on KeyModelWorld.com I'll be showing how to build a simple substation building which can be used on any layout from any region.

The first step in any scratchbuilding project is to have a reference photograph to work from. You can use this to work out dimensions by using generic dimensions for features such as doors of 28-30mm tall and 10-12mm wide. This can be used to work out other measurements from the structure. Another method is to count the bricks to establish how tall a building should be. Four bricks is around 1ft in height, or 4mm on a 'OO' gauge model, 7mm in 'O' gauge or 2mm in 'N' gauge.

Once you have the dimensions, graph paper can be used to map out the structure and allow for extra details including downpipes, brick details and overlaps.

The central materials for this project are mounting card for the inner structure and brick embossed plasticard for the outer finish. You can use plastic for the full structure, including the internal walls - with the Maquette range supplied by Albion Hobbies being an ideal source of plastic sheet and strip in various profiles and thicknesses.

When cutting parts, remember to take into account the depth of the materials used. For example, the sides of this building were cut 4mm shorter than the overall length so that they can sit in between the front and rear walls. It is also worth including internal strengtheners to stop the building warping in the future.

Assembly uses Deluxe Materials Roket Card Glue for the main structure and also for attaching the brick plasticard outer layers. Our plasticard came from the Slaters range for the brick finish.

Painting uses Humbrol and Revell brick colour enamels for the base colours followed, once they have cured fully, by an acrylic wash of dark grey to represent the mortar courses and weathering.

The finishing touches for this project are a scratchbuilt door made by scribing plasticard and a piece of 800 grade grey sandpaper to make the felt roof style finish.

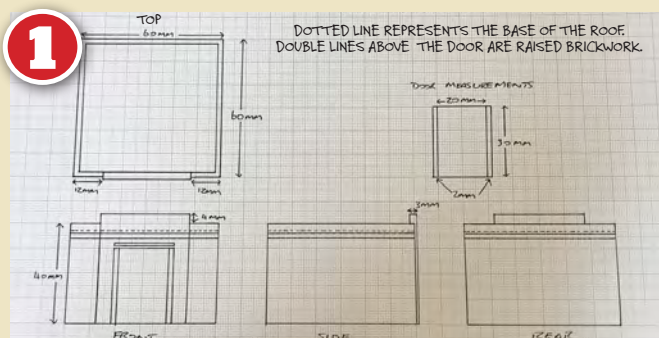
The substation built in the step by step guide here is a simple structure and a great way to start learning the basics. Plus, if you would like to see more on the build you can visit KeyModelWorld.com to watch the build on video as well. 

USEFUL LINKS

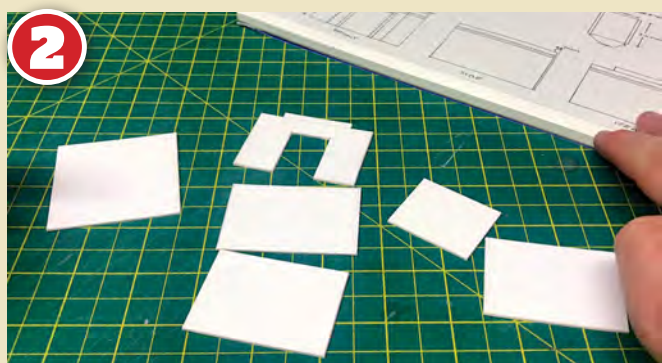
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STEP BY STEP SCRATCHBUILDING STRUCTURES FOR BEGINNERS



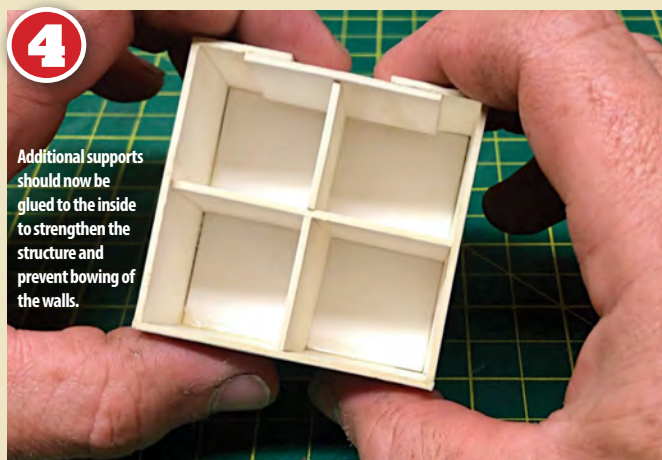
It's useful to have photographs of your subject to enable you to gauge measurements and for referral when it comes to painting and detailing. From a picture we can ascertain the size of the building by counting brick courses or knowing the dimensions of a door in '00' gauge and calculating the remaining measurements from this. Once known, these measurements can be used to create a scale drawing on graph paper. Our project building will measure 60mm square.



From this drawing the basic shapes can be cut out to create the building. The side walls are cut 4mm shorter than the front and rear to take in to account the 2mm card being used for the building shell. A smaller piece of card will be glued behind the door portal to allow the door to sit within the wall. The larger square piece is the roof.



Once all pieces for the structure are cut, they can be glued together using Rocket Card Glue. PVA is another option but drying times are much longer before you can move on to the next stage. A line drawn on each wall approximately 4mm from the top will aid positioning of the roof panel.



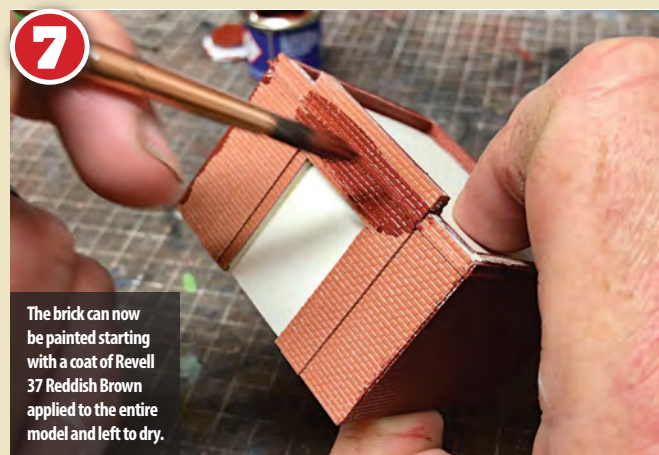
Additional supports should now be glued to the inside to strengthen the structure and prevent bowing of the walls.



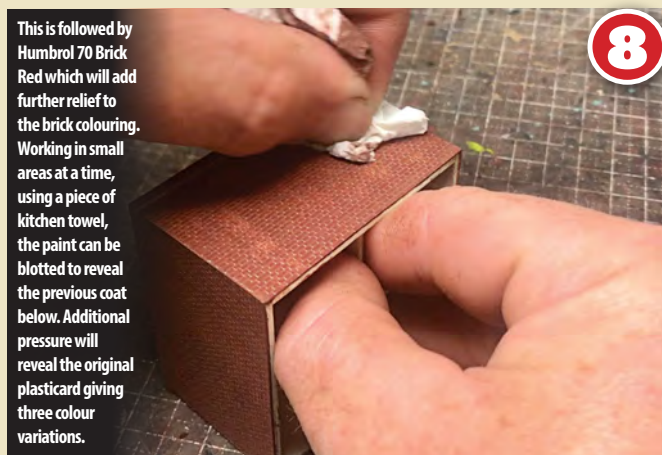
Once dry it's time to wrap the material with brick plasticard. Cut the sheet at a 45 degree angle with a craft knife to create a mitred joint – doing this means adding 2mm to the length of the sheet to allow an overlap. The sheets are glued to the structure again using Rocket Card Glue.



Brick plasticard is very versatile and can be applied in layers to add interest to the structure. A piece is cut to be laid over the door surround, glued using Revell Contacta adhesive. This is followed by single brick course strips around the entire building and just above the door.



The brick can now be painted starting with a coat of Revell 37 Reddish Brown applied to the entire model and left to dry.



This is followed by Humbrol 70 Brick Red which will add further relief to the brick colouring. Working in small areas at a time, using a piece of kitchen towel, the paint can be blotted to reveal the previous coat below. Additional pressure will reveal the original plasticard giving three colour variations.

9



Finally, a coat of thinned grey acrylic is applied and again rubbed off with kitchen towel leaving paint only in the mortar lines.

10



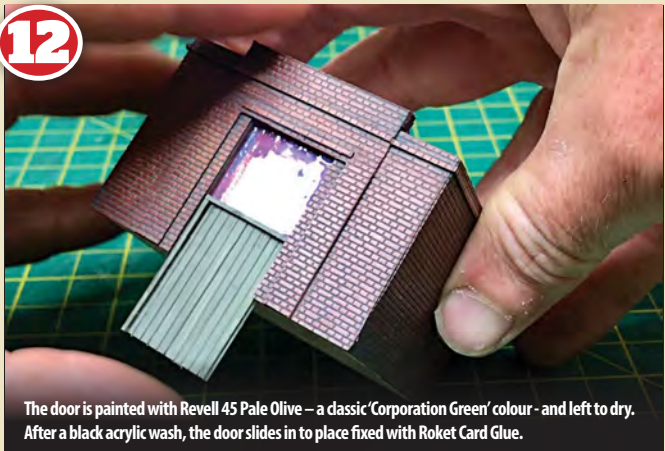
The capping is made using plain plasticcard cut just slightly wider than the wall to allow an overhang. Cut diagonally at each corner, glue and repeat the process round the entire building.

11



The door is made using plain plasticcard. Cut to the size of the opening, planks can be scribed at 2mm intervals using the back of a craft knife. The door frame can then be applied using 0.5mm square plastic strip. Start with the top section and then repeat for both sides.

12



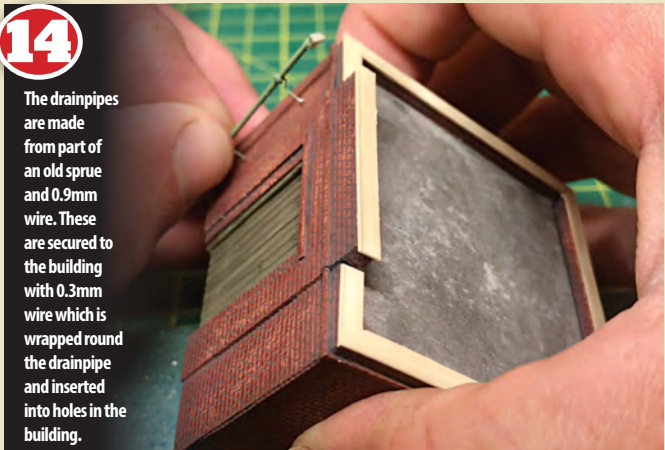
The door is painted with Revell 45 Pale Olive – a classic 'Corporation Green' colour – and left to dry. After a black acrylic wash, the door slides in to place fixed with Roket Card Glue.

13



Cut a square of 800 grit grey sandpaper to the size of the roof and add texture to it by using another piece of sandpaper against it. This is then glued in place.

14



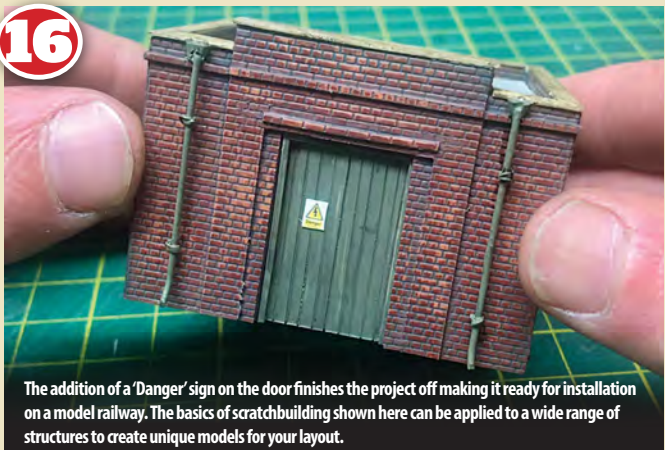
The drainpipes are made from part of an old sprue and 0.9mm wire. These are secured to the building with 0.3mm wire which is wrapped round the drainpipe and inserted into holes in the building.

15



The capping stone is painted using Humbrol 121 Pale Stone. Once dry, Humbrol dark earth weathering powder diluted with water can be brushed over and blotted with kitchen towel to give a weathered, worn effect.

16



The addition of a 'Danger' sign on the door finishes the project off making it ready for installation on a model railway. The basics of scratchbuilding shown here can be applied to a wide range of structures to create unique models for your layout.

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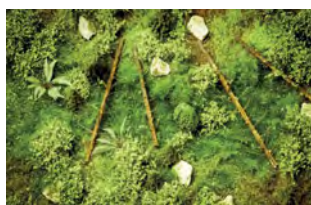
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Photo Courtesy Tony Wright

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"I'm delighted with how this model has turned out" Tony Wright

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SS Thistlegorm's '8Fs'

RUST IN PEACE

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STAR
LETTER**

REALLY ENJOYED Evan's article on the Stanier '8Fs' (HM156). He says that 42 '8Fs' served in Egypt, but some were lost when their transport ships were sunk. One such ship was the SS *Thistlegorm* which was hit by a bomb dropped from a Heinkel He 111 bomber on October 6 1941 as it was at the entrance to the Gulf of Suez. The ship was carrying two '8Fs' and the remains can still be seen on the seabed. My wife has dived this wreck on several occasions and taken photographs of the remains.

John Devennie, by email.



WHITEHAVEN POSTAL PICTURED

In the article by Tim Shackleton on mail trains in the May issue, he makes mention of the Whitehaven to Huddersfield, which I realised I had a photograph of at Whitehaven on August 1 1967 with 'Black Five' 45374, which had picked up the stock at Workington and Whitehaven.

Godfrey Stewart, by email.



HORNBY®

SHARE YOUR HORNBY MEMORIES

In the next issue of *Hornby Magazine* we will be celebrating Hornby's Centenary year and we would like to know your favourite memories, models and stories linked to its history. Send your letters by email to hornbymagazine@keypublishing.com and we will publish a selection in HM160 – on sale from September 3 2020.

HATTON'S '14XX' IS A SUPER MODEL

I read your review of Dapol's 'O' gauge '14XX' in the latest *Hornby Magazine*. As you quite rightly said, this is a fabulous model in all respects, and I look forward to purchasing one.

I can only find one slight livery error which is the colour of the tank fillers and tank breathing pipes. The GWR always insisted that anything that can be seen from platform level should be

green so these should be that colour. Hatton's 'OO' model is correct in that respect. A little paint job will cure that to make it 100%.

Ian Taylor, Norwich

HM inspires an 'O' GAUGE ODYSSEY

I read your article about building an 'O' gauge pipe wagon in HM155, and the last paragraph on page 43 said: "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." Well, that must have sparked something, as I've not assembled a kit of any sorts since my Airfix kit assembly days and of running model trains of 'OO' gauge Hornby/Tri-ang vintage during the mid-1970s.

Having never touched 'O'



gauge, I decided to buy a Parkside Dundas 'O' gauge sand wagon kit as something to do during lockdown. Using your guide in HM155 I slowly built it up. It was most satisfying seeing the result after gluing all the components together. The fit of the components

was amazing, with very fine tolerances on the mouldings. I even bought some track and a buffer stop to pose the finished wagon on. The size of 'O' gauge just has the wow factor on small detail.

So, after assembly of the sand wagon, I decided to push the boat

out and bought a BR 21 ton hopper wagon kit and worked my way through the assembly over about a fortnight. It was fiddly in places, but the results are fantastic. Both wagons need finishing with paint and transfers, but I'm in no rush.

Peter Lovatt, by email.

Lockdown back issues keep Bryan going

That I never had a train set was a family joke for my children and grandchildren even though it was true. Therefore, I was surprised when my wife presented me with a Hornby Midnight Train Set R887 on my 60th birthday. I think it was second-hand then and it is still going strong.

That was 22 years ago, and my model railway is still a work in progress and has grown quite a bit over the years. As a member of the extremely vulnerable population, I am isolated permanently during this difficult time and as a consequence cannot get out that regularly to get my newspaper. So, I have resorted to re-reading your magazine for which I have

copies going back quite a number of years. They number well over 100 copies (I never throw them away, they're too good).

This time I am reading it properly and not looking at the pictures which are always fantastic. It's surprising what you can learn from reading about other modellers' layouts which are always brilliant. Even though time has passed, most of the information offered is still relevant today. The mixture of topics is very good even though some of the present-day electrics are way over my head.

Anyway, keep the standard up and who knows I may never have to read a paper again.

Bryan Horrocks, by email.

Revamped Mk 3 coverage really helps

Thanks for the great article on the Hornby Mk 3 sliding door coaches. What I found to be of greatest interest was the coach set configuration by Hornby 'R' code number and the details in the write-up about which services use which number of coaches.

This article (mostly, I will come back to this later) made great sense and understanding on why Hornby release a set or sets of coaches etc. I have been collecting Hornby trains/rolling stock for a number of years and especially the Class 43s and their long rakes used on the East Coast Main Line, so I tend to purchase the entire new release of coaches. Now this article has meant I mostly need only buy a specific

set for the correct configuration (or both if the bonus comes through!). Why mostly? Well, the Cross-Country Mk 3s listed are great, but Hornby has also released R4939B, R4939C, R4940G and R4940H, but these are not listed in your article, can you advise which belong to which set or are these just alternatives within the configurations?

I just wish the Hornby (Margate) would include such 'rake' data in their catalogues, but then that would have seen you off for a two-page article. These are great sources of information, just like the APT deciphering of the rakes and coaches that Hornby released.

Doug Martin, by email.

Making use of redundant stores makes sense

Heaton Lodge Junction looks superb and will encourage me to visit the NEC to see it, assuming there will be an exhibition this year, or even next. However, the idea of taking it as 'Britain's Biggest Model Railway' on the road and showing it in redundant high street department stores is a very good one. For a while I have been talking about exhibitions being held in these redundant stores. I would think the landlords might see the benefit as when a store closes it also makes the rest of the high street less relevant as there are fewer shops to visit to purchase what you need. By using the store as an exhibition venue, it brings people back into that high street for the duration of the show. The landlords will get some revenue from the exhibition but the other shops in the high street will also gain from the footfall and hopefully decide to stay open.

Laurence Hendry, by email.

HEATON LODGE JUNCTION

Built as Britain's biggest model railway, this epic 'O' gauge layout of a famous junction is nearing completion. Builder SIMON GEORGE explains the creation of this 1980s scene.

PHOTOGRAPHY: MIKE WILD



TMC PROJECTS



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24.5T Mineral Wagons - Early Proving samples have been received and look superb, we therefore anticipate production will follow shortly - models **Expected late 2020/Early 2021**

66025421 Heljan Class 25 25102 - BR Two Tone Green Full Yellow Ends, unusual livery as this class 25 survived 10 years into BR Blue still in two tone green! **Expected late 2020.**

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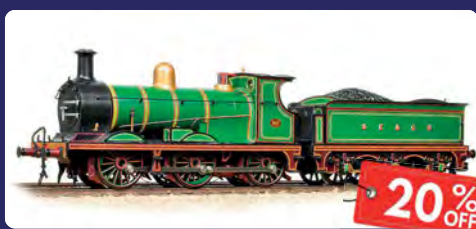


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Gravesdown

SOUTH

*The transition from hydraulics to diesel-electrics is the subject of **BRIAN TAMPLIN'S** 'OO' gauge layout, which depicts the spectacle of the Western Region in the 1970s to grand effect in a modular format.*

PHOTOGRAPHY, TREVOR JONES

AS A CHILD GROWING UP in the North Kent area using public transport in the 1960s and '70s, the railway was mostly third-rail Electric Multiple Units with occasional glimpses of Class 33 and 73 locomotives with even

rarer sightings of Class 71s and 74s.

My grandparents lived near Slough and close to the main lines out of London Paddington to Reading and beyond. I found a favourite railway overbridge where I could photograph and take down the numbers of classes 31, 35, 37, 47, 52 and, later, 50 and 25, not forgetting

the Class 117 and 121 Diesel Multiple Unit (DMU) suburban services. Another excellent place to view these was at the servicing point at Ranelagh Bridge on the approaches to Paddington. An idea was beginning to gel to build a similar setup in model form but, as I was in the process of building and exhibiting other layouts,



Right:
D1007
Western Talisman
ticks over in
Platform 1, as
veteran Class 22
6330 prepares
to depart with a
parcels train.

Below:
After
uncoupling
from its parcels
train, a Class
33/1 awaits the
departure of the
next DMU before
going on shed,
and the Class 03
manoeuvres a
fresh fuel supply.



the subject was put on the back burner.

I have been a member of several model railway clubs in my area and by chance joined the West Kingsdown MRC in North West Kent in around 2006. I found some members were constructing their own personal layouts with 4ft x 2ft baseboard units using 6mm MDF laser cut frames, and by using dowel locators and common track centres could connect up in modular format. There are four such layouts within the club which can either be used as independent units or, with additional 180-degree curves at each end and similar boards as a storage yard to the rear, used as a twin circuit layout. With a couple of these units going spare, the idea of forming Gravesdown South re-emerged basing it somewhere in the West Country.

Given the overall baseboard area of 8ft x 2ft, the only criteria was to have track centres of 115mm and 165mm from the front edge to match other boards at each end. To add variety to the plan I opted for an island platform between these with a trailing crossover at each end to aid running round trains. This then gave me a substantial area remaining for sidings.

The basic plan at Ranelagh Road is an entrance from the main line which splits to two passing loops and originally a turntable for steam locomotives. In reality this was removed in the mid-1960s to be replaced by a headshunt which also saved on space. A couple of sidings were also »

“The idea of forming Gravesdown South re-emerged basing it somewhere in the West Country.”

BRIAN TAMPLIN



47840 North Star is ready to depart. In the yard a failed permanent way vehicle is recovered for repair while a 'Western' receives an exam before its next duty.



The driver of the Class 08 is probably reporting his damaged handrail to the Shed Foreman. Meanwhile Class 50 50018 Resolution, a new arrival on the Western, reverses on to its next train.



indicated for fuel deliveries. I based my track plan on this layout. From here on further construction bears no resemblance to the actual location, there are more accurate representations in model form, and the layout is designed to be a display for my own stock or to suit part of a club arrangement. The layout's name came about with the combination of my local town and the current club I belong to and the 'South', because there were already club layouts with 'North' and 'West' in their names.

CONTROL

Standard Peco Code 100 Streamline track laid on a bed of 3mm cork is used throughout. Medium radius points have been used to save space bar a pair of three-way points which gain a few more precious inches for the sidings they serve. All are insulated frog types.

After installing a few inspection pits, SEEP and Peco point motors were fitted and wiring for various sections was done for analogue control. DCC was being experimented with at the club and all crossover rails between the two circuits were fitted with insulated fishplates to enable stock to be run with either system, but not at the same time. As time progressed other layouts opted for DCC control and the NCE Powercab system, but as far as this layout was concerned, section switches were retained to allow analogue operation. When it comes to running with DCC, all switches are set to the 'ON' position so the whole layout is live. Eventually, the whole layout will be upgraded to the traditional

two wire bus system, but that is for another day at the moment. Following testing, the track was ballasted using the diluted PVA via dropper and 'N' gauge ballast method.

SCENERY

A backscene of MDF was installed along the entire length of the layout. The switch panel is built within the layout area and to disguise it a simple plywood box was attached. This in turn was covered by a Scalescenes Warehouse Kit, using the printed brick paper walls as a wall base and then adding further layers as required to produce a solid low relief unit.

Having a collection of various 'OO'

die cast vehicles, the remaining clear baseboard area would be more suited to a town setting. A collection of low relief Metcalfe Terraced House kits were made and used for the rear of the scene, and the area in front of these became a main road, station approach and car park.

Around this time Bachmann produced its single road servicing shed and this was ideal for the centre of the stabling point with tracks passing through and around it – a 4mm scale spotter would wonder what would appear either from or behind it. Ideally this building should be standing on a flat surface, and the normal plastic infill sanded down was considered. By chance»



Tea break is over and the track gang continues with their tasks as 33117 passes with a freight train. This junction was built on the 4ft extension to the original 8ft long station to increase its operational interest.





A Class 117 DMU, strangely with two luggage compartments, awaits the road back out of the terminus, while 03162 awaits instructions in the depot yard.



when installing new venetian blinds some trimmings were left over, made of softwood and around 1in wide and high in varying lengths. These could be easily shaped and when stacked up just reached rail level. Site office units provided the usual staff facilities and parking, with fuelling points and storage tanks adapted from Knightwing kits.

I am a great believer in recycling serviceable parts from rummage and bric-a-brac boxes when found at exhibitions for a few pennies, and buildings on the layout are no exception. I'm not a great lover of scratchbuilding and find Hornby station building and signalbox shells (the type that use the printed overlays) are always in plentiful supply at these events and provide a solid structure to be clad in material of choice. Suitable brick papers were used on this occasion, using Wills builder sheets for the roofs, and for originality even provided a balcony for the signalbox. The island platform is accessed from the main station building via a subway, and Hornby station canopies with the cast columns are used extensively throughout. Lineside structures and outbuildings were made from various kits together with suitable accessories and population which continue to be added. Worthy of note is our Border Collie Sam in miniature.

"I am a great believer in recycling serviceable parts"

BRIAN TAMPLIN

OPERATION

By now the layout was being exhibited in the South East. Locomotives being used in BR blue livery included classes 03, 08, 25, 31, 33, 35, 37, 45, 47, 52 and when available Class 22, both types of 'Warships', and prototype *Falcon*. Passenger services are worked by DMUs and Mk 1 and Mk 2 coaches - limited to three vehicles due to the platform length. Freight

traffic was limited on this type of layout and included assorted parcels vans, fuel tanks, and the occasional infrastructure train. By now co-operator and assistant Phil Carter and myself were finding the operating restrictive, and the need for an additional station approach section would add purpose and further movements.

The plan drawn up was to provide a double track main line route from the station to the storage yard and introduce an additional exit from the service area and one platform to an off scene industrial area further up the line. This would introduce a greater variety of freight vehicles needing to be brought into the longer platform and run round to be sent up the main line or vice versa. It also created reason for light engine movements to and from the locomotive servicing area to provide further interest. Freight content could now expand to include general merchandise, china clay, milk and oil traffic.

A further 4ft x 2ft board was built using the traditional methods with track laid, wired, ballasted and road access to suit the main layout. To disguise all these additional tracks entering the storage yard a combination of the Hornby three-arch and single arch bridge units were used to span the entire width and, suitably weathered, do look the part. A Metcalfe service station and car sales area fill one area on the board, with a parking and a workshop area the other.

I thought more could be made of this latter area, and after a lot of trials came up with an operational feature using the Tri-ang/Hornby Operating Ore wagon set of old. Originally designed for a full wagon to be drawn across the unit to unload and continue on its way, I discovered that after the wagon unloaded it was forwarded »





A Class 33 rumbles through Platform 2, while D1005 Western Venture is prepared for its next duty in the Bachmann single road shed.



A pair of Class 121 railcars depart on a local service. The train engine on Platform 2 will uncouple and go on shed to refuel. All of the buildings are from readily available kits while others have been sourced from 'bits boxes' at exhibitions.



9 Left: Storm clouds build up as 'Western' D1005 Western Venturer departs with a city-bound passenger train.

10 Below: Brush prototype 1200 Falcon arrives from the off-scene yard with a ferry van train as the coal yard Sentinel discharges its wagons.

just enough to re-latch the operating door and could be drawn back only with slight resistance. Proving this could work I only had a limited area to work with, and to add an operational feature I came up with the arrangement of using the bridge unit only with an access track from the storage yard. This would not interrupt any other movement on the rest of the layout, other than if someone was brave enough to bring a few of these loaded wagons from the storage yard to the station, run round the train and back to the storage yard to unload with one of the doors accidentally opening en route. If all goes well, the wagons should discharge through into a suitable container under the unit. It provides some amusement to both operators and the public when exhibited – especially if it goes wrong!

ADDING THE DETAILS

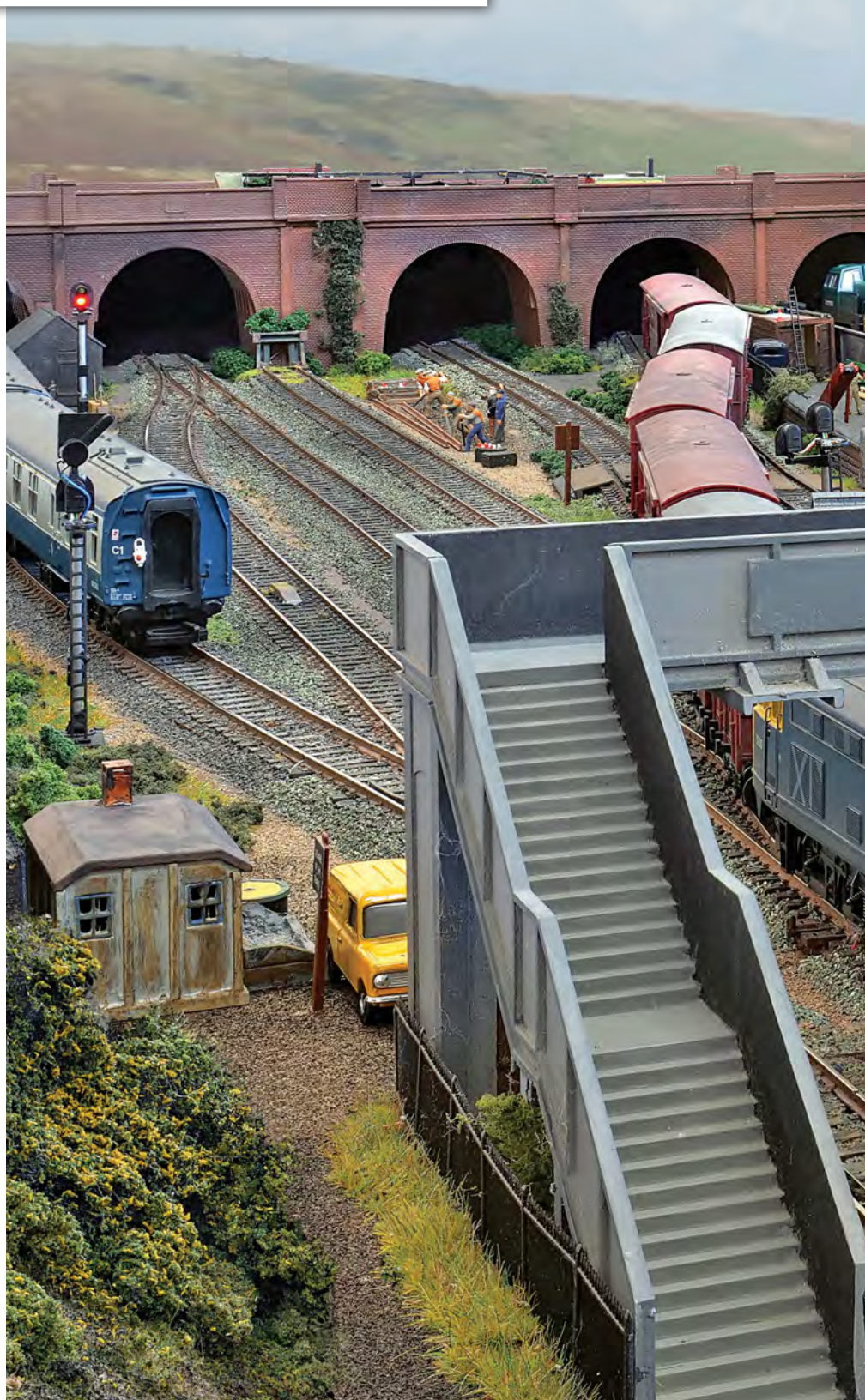
The construction of this layout has given me huge enjoyment, and as a member of the Double O Gauge Association I'm grateful for their technical and sociable support and to go just that stage further in railway modelling.

Colour light signals, yard and street lamps have now been added, and it seems to be every month a new product is on the market to upgrade and add, and this continues. I've been vague about the actual location and while the main era is 1970s to '80s BR blue I also own rolling stock ranging from the mid-1960s through to the late 1980s with a West Country bias, so any situation and era could be accommodated, even with the appropriate road vehicles. Rolling stock continues to be further detailed and weathered as required.

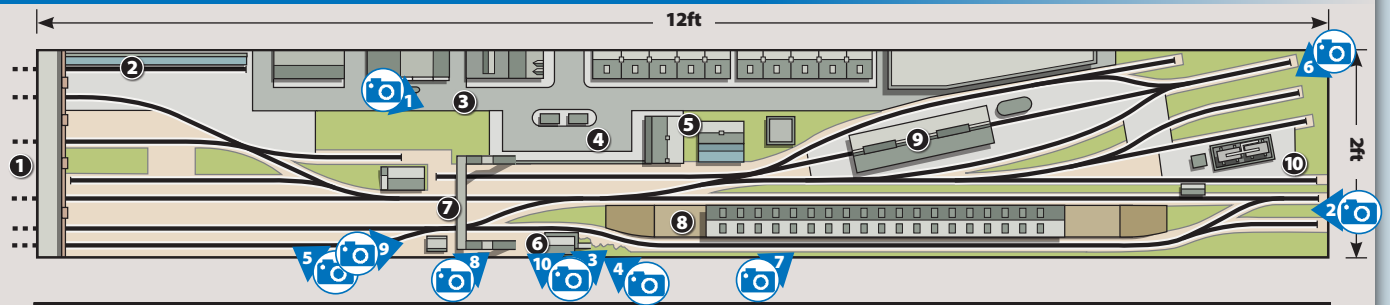
I thank Trevor Jones for his excellent photography and since those initial dreams and ideas nearly 50 years ago, I'm now pleased I have a layout that is as complete as it is. [Brian](#)

"As a member of the Double O Gauge Association I'm grateful for their support."

BRIAN TAMPLIN



GRAVESDOWN SOUTH TRACK DIAGRAM (Not to scale)



KEY

- | | | | | |
|------------------------|---------------------|--------------------|--------------|----------------|
| 1 To/from storage yard | 3 Street | 5 Station building | 7 Footbridge | 9 Diesel depot |
| 2 Coal drop | 4 Station forecourt | 6 Signalbox | 8 Platform | 10 Oil storage |





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REVAMPED CLASS 37/0

FOR 'O' GAUGE

Heljan has been making the most of its back catalogue during 2020 with re-releases of its 'Hymek' and 'Deltic' which have now been followed by the original split headcode Class 37s. **MIKE WILD** inspects one of the five new versions arriving this summer.

Heljan 'O' gauge Class 37/0 is being offered in BR 'large logo' blue for the first time, modelling 37116 Comet.





TECHNICAL DETAILS

Manufacturer:	www.facebook.com/heljanas
Cat No:	3703
Description:	Class 37 Co-Co Type 3 diesel
Builder:	English Electric
Region:	Midland/Eastern/Scottish
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length:	425mm
Price:	£599
Couplings:	Working screw links
DCC:	DCC friendly PCB
Speaker:	42mm round in fuel tanks
Exterior lights:	Directional head and taillights
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole, one per bogie
Flywheel:	Two, one per motor
Wheel arrangement:	Co-Co
Purpose:	Mixed traffic
Haulage capacity (expected):	Seven+ coaches
Haulage capacity (actual):	Seven coaches (maximum tested)

THE CLASS 37 is the perfect all-rounder. Introduced in 1960, they were maids of all work. The first batches featured distinctive split headcode boxes either side of central nose end communication doors – a style which was common at the time and

helped the first of the series to stand out from later production batches.

Ready-to-run models of the Class 37s have long been a popular choice both with manufacturers and modellers – their popularity knows no bounds, just like their versatility on the real railway. Heljan has now

produced three different types of Class 37. The split headcode version was first released in 2008 and it was followed by models of the centre headcode Class 37/0 in 2017 and the Class 37/4 in 2019. However, the split box version has become sought after and hard to find. »

“This is the first time that the split headcode Class 37 has been offered in ‘large logo’ blue livery.”

MIKE WILD



In 2019 Heljan announced it would be producing a new batch and this time the model would feature a number of upgrades to bring its mechanics and electrics into line with the latest 'O' gauge diesels in its range. Namely LED directional lighting, a DCC friendly Printed Circuit Board (PCB) and associated wiring plus revised underframe tanks taking their design from the centre headcode version.

THE MODEL

Five versions are being released, and even as *Hornby Magazine* went to press at the end of July one had already sold out to retailers from the new production run. Liveries available cover BR green with small yellow warning panels (Cat No. 3700), BR blue with full

The weathering of 37116 is compelling.



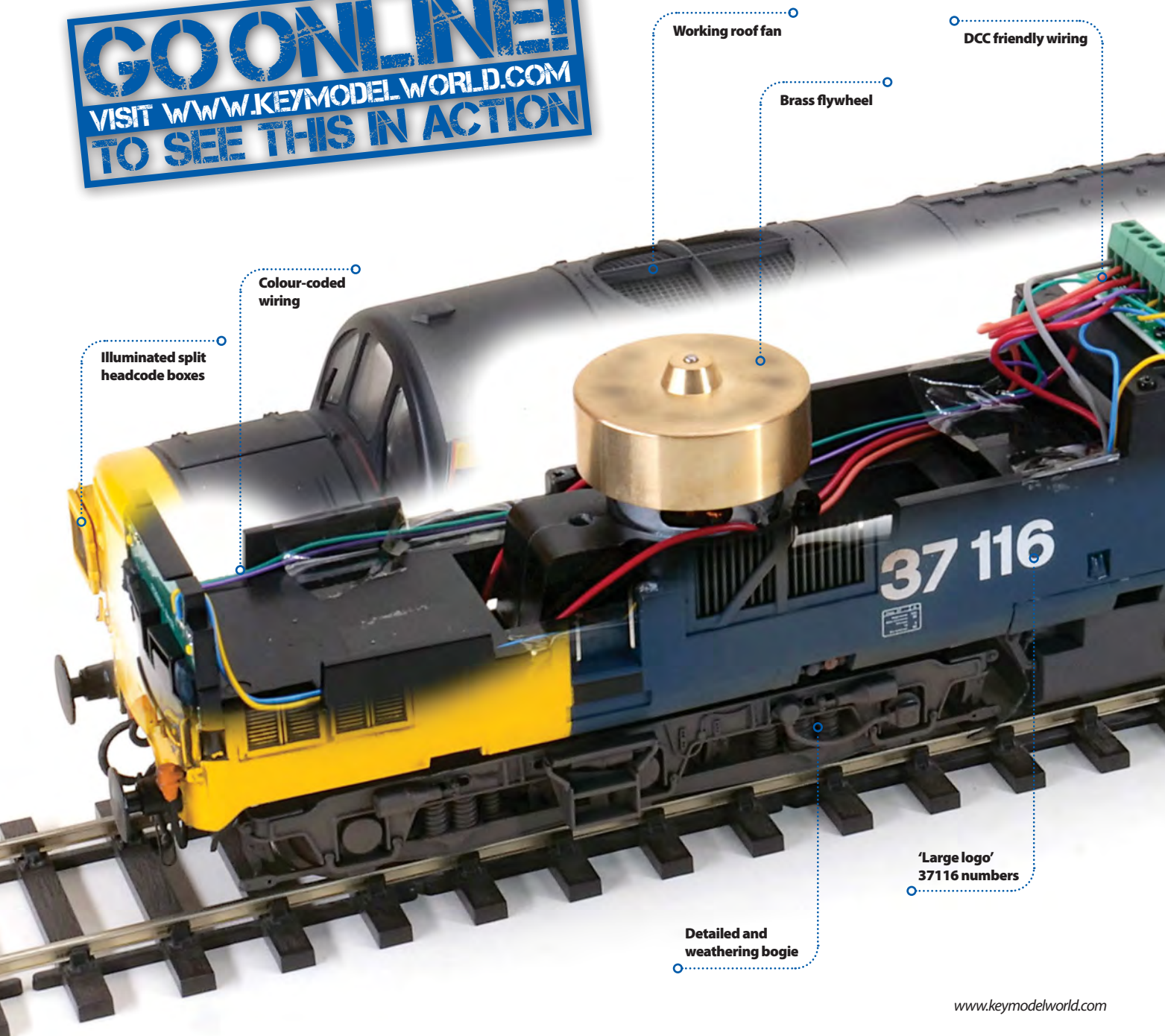
yellow ends (3701), plain BR green (3702), 37116 *Comet* in BR 'large logo' blue (3703) and BR green with full yellow ends (3704).

Our review sample is 37116 which Heljan has issued with

full weathering from the factory together with its unique livery elements such as unofficial Tinsley Depot applied *Comet* nameplates and Railfreight logos under the secondman's window on each cab.

This is the first time that the split headcode Class 37 has been offered in 'large logo' blue livery – only a handful carried this colour scheme – and it looks superb, especially with the weathered finish. In

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Working roof fan

DCC friendly wiring

Brass flywheel

Colour-coded wiring

Illuminated split headcode boxes

37 116

'Large logo' 37116 numbers

Detailed and weathering bogie

combination the livery decoration really makes this locomotive stand out and, not surprisingly, this is the version which is fully subscribed by Heljan retailers.

The body is identical to the first batch produced in 2008 and each model features pre-fitted headcodes or 'dominos' behind the headcode glazing. Separately fitted handrails are applied throughout, including tiny grab handles on top of the headcodes, together with a full set of factory fitted bufferbeam pipes, working screw link couplings and sprung buffers on all four corners.

The chassis features modified narrower underframe tanks at its centre and there are also sandpipes either side too. The bogies are neatly done and capture the style of the real locomotive's underpinnings.

PERFORMANCE

In common with all of Heljan's big 'O' gauge diesels, the Class 37 has two five-pole motors – one on each bogie – which drive the outer axles via a gear train. Brass flywheels are mounted on top of each motor for smooth running and the twin motor set up provides ample haulage capacity to haul long heavy trains. A seven coach train of Heljan Mk 1s was no match for our sample which glided near silently around our test track throughout all our testing with analogue control.

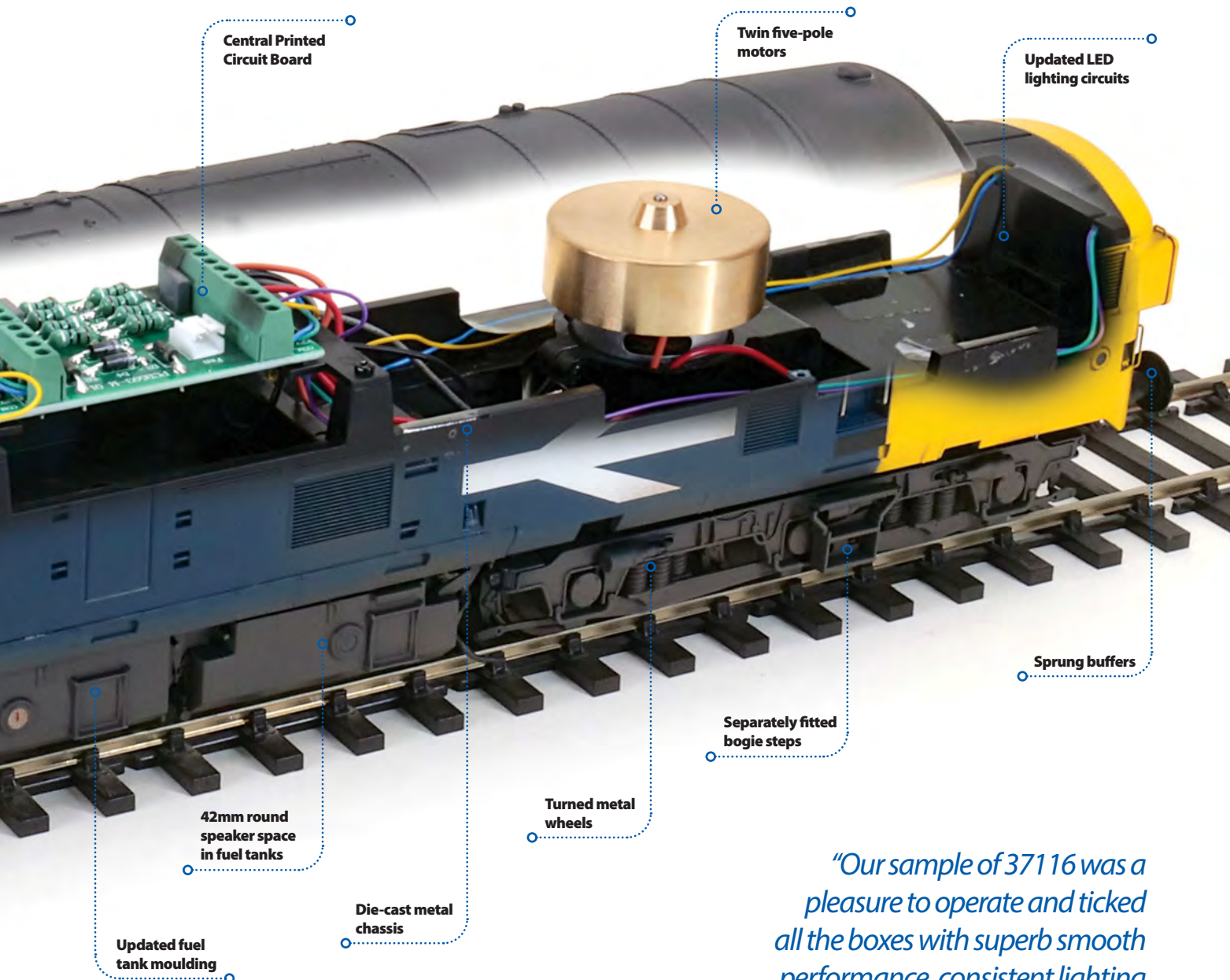
The upgrade to LED lighting is a big step forward over the previous bulb lighting of the original batch while the DCC friendly PCB will make it simpler to install a decoder into these new versions as it has colour coded wiring. There is also

space for a speaker in the fuel tanks with the casting of the die-cast metal chassis being designed to accommodate a 42mm round type.

OVERALL

Until recently Heljan's 'O' gauge locomotives were generally expected to be single production runs, but it is encouraging to see older products which have been out of production brought back to life for a second outing. It shows the progress of the 'O' gauge market and the demand that there is for these impressive and weighty products.

Our sample of 37116 was a pleasure to view and operate and ticked all the boxes with superb smooth performance, consistent lighting and its attractive weathering. And, its hard to resist a Class 37, isn't it! (MW)



"Our sample of 37116 was a pleasure to operate and ticked all the boxes with superb smooth performance, consistent lighting and it's attractive weathering."

MIKE WILD

SPLIT BOX

CLASS 37/0s THE EARLY YEARS

One of the most successful diesel locomotives ever to run in Britain is the English Electric Class 37, a design that has now given 60 years of front-line service to our railways.

EVAN GREEN-HUGHES

looks back at the inception and early years of this popular machine.



LOOKING BACK AT THE Modernisation Plan of 1955, it is fair to say that a great number of mistakes were made. In the rush to eliminate steam a large number of diesel locomotives, many to completely untried designs, were ordered and arbitrary decisions were taken concerning technical standards, many of which were later proved to be wanting.

One of the more puzzling of these was that no requirement was identified for a go-anywhere mixed traffic locomotive developing between 1,300hp and 1,900hp, a decision that left a large gap between the smaller and lighter Bo-Bos and the big and heavy Type 4s such as the Sulzer 'Peaks' and English Electric Type 4s.

By the time this gap had been identified, and the decision taken to proceed with the provision of locomotives in this power category, British Railways' workshops were already working flat out producing other types of diesels, while many of the private contractors also had full order books. One of the few that was not working to capacity was English Electric, a company

D6712 demonstrates the first colour scheme applied to the EE Type 3s, plain BR green with a grey roof, at Liverpool Street in April 1962. Classmate D6705 stands in the background.
A. Baldwyn/Rail Archive Stephenson.



The English Electric Type 3s were designed for mixed traffic duties and were equally at home on long express trains as they were with heavy goods. On June 15 1964 D6753 powers through Hadley Wood with the 4.12pm King's Cross-Cleethorpes. Brian Stephenson.

with considerable experience in the provision of diesel traction and which had already constructed a locomotive to a similar brief for an overseas contract.

It is not clear exactly how English Electric came to be selected as the preferred builder for the new Type 3. It may just be that no one else had the workshop capacity at that time, but it could also be that the company was in a good position to be able to offer a competitive price because it proposed to cut costs by basing its design on elements of its export locomotive and its existing Type 4, later the Class 40. In doing so it could use many existing components, including the nose ends, cab doors, windows and other fittings, in turn producing locomotives at a little over £89,000 a unit.

English Electric received an order for 42 examples straight off the drawing board, with the first 30 of these intended for the Great Eastern section and the remainder for the North Eastern Region, to be based at Blaydon. In appearance they were much like the Type 4 but would be mounted on a pair of three-axle bogies and would be shorter. The internal layout of the engine and the mechanicals followed the earlier pattern of the Type 4, with a 12-cylinder engine being used which developed 1,750hp, but in this case all axles were powered as the small carrying wheels used on the larger 1-Co-Co-1 were not required. Four-character headcode boxes were specified, as were end connecting doors, and this resulted in a rather ungainly arrangement where two characters were placed each side of the connecting door. In accordance with the mixed traffic role anticipated, most locomotives also had a steam heating boiler fitted.

Construction took place at the famous Vulcan Foundry at Newton-le-Willows and such was the confidence that the design would be a success that a second order was placed for 37 more with another 40

ordered shortly afterwards. Eventually there were to be 309 of these versatile locomotives with construction being shared between the Vulcan Foundry and English Electric's other plant, Robert Stephenson and Hawthorns Ltd of Darlington.

MAIDS OF ALL WORK

The first batch of engines, D6700-D6729, was allocated to the Great Eastern section of the Eastern Region with the bulk being based at Stratford, though Norwich, March and Ipswich also had examples. On this region they were considered to be mixed traffic engines and could be found on any kind of duty. This included express passenger turns as the class would be used to fill in on the Liverpool Street-Norwich expresses when a Type 4 was not available, and also on services to Cambridge.

The class also found favour on the Harwich boat trains which they worked as far as Sheffield Victoria and which had formerly been worked by 'Britannia' class 'Pacifics'. Later these trains were worked right through to Liverpool after the decision was taken not to replace the Type 3s with electric traction at Sheffield - for a while they were the only diesels to be used over the Woodhead route during daylight hours. Many of the 30-strong allocation were used on more mundane goods duties, including inter-regional transfer trains, while trials were also carried out to compare the two English Electric types on coal trains on the Cambridge lines.

In common with many other diesels of the period, the early English Electric Type 3s were delivered in a plain green livery, with grey roof and red bufferbeam. This first batch does not appear to have had any form of front-end warning panel when delivered, but very soon had a half-height yellow panel added in common with other diesel classes of the period.

The GE batch of locomotives was delivered >>

between December 1960 and the following October and production then moved on to the order for the 12 engines for the North Eastern Region. By this time there had been a change of plan and Blaydon was no longer being considered as a suitable site for diesel maintenance, so the new locomotives were reallocated to Hull, where a new diesel depot was being provided. D6730-D6741 duly appeared between October 1961 and June the following year. The North Eastern Region again made full use of the type's mixed traffic abilities and examples were recorded working express fish trains to Manchester as well as general long-distance freights. The class was also preferred traction for excursions and were used on football specials as far afield as Wembley and for holiday trains to destinations such as Butlin's at Filey, many times taking over their trains from express locomotives at places such as Doncaster.

Due to pressures of work at the Vulcan Foundry ten of the next batch of 37 engines were built at sister plant Robert Stephenson and Hawthorns in Darlington. D6742-D6754 were allocated to Darnall in Sheffield, while D6755-D6778 went to Thornaby. All were identical to the earlier batch. The Darnall examples then proceeded to put in some good work on Sheffield Victoria to King's Cross expresses, and worked services into East Anglia, while also being used for express goods work. The Thornaby examples were more commonly found on freight work, so much so that within six years of being built many examples were reported as having their steam heating boilers removed. Much of the work in the North East was on more mundane services, rather than on prestige express goods services.

LAST OF THE LINE

The final 40 Type 3s to be built to the original 'split headcode' design were ordered between April and December of 1961, with construction of D6779-D6795 taking place at Robert Stephenson and Hawthorns and D6796-D6818 being constructed at the Vulcan Foundry. The RSH engines went to Hull Dairycoates and Gateshead while the Vulcan Foundry-

The Class 37s weren't particularly associated with the Southern Region, but did make occasional forays onto third-rail territory. On September 10 1966 D6705 passes Brentford Central with a short transfer freight from Feltham to Temple Mills.
Brian Stephenson.



built examples were allocated to Darnall in Sheffield. After this engines received a revised nose end. This came about because a debate had been raging within BR about the appearance of the locomotives, with some proposing a radical redesign to place the cab forward and eliminate the noses while others proposed a mere tidying up of the front, which is what eventually happened.

The Hull-based examples found some work on expresses originating at King's Cross, taking over their trains at Doncaster, as well as general freight but soon found themselves transferred north to Thornaby where they joined classmates on general freight work. The Gateshead examples were used to dieselise the route between Newcastle and Carlisle working both passenger and freight trains, although much of the passenger work had by this time passed over to DMUs. In the North East, these locomotives were entrusted with some of the heaviest general freight trains and many could be found

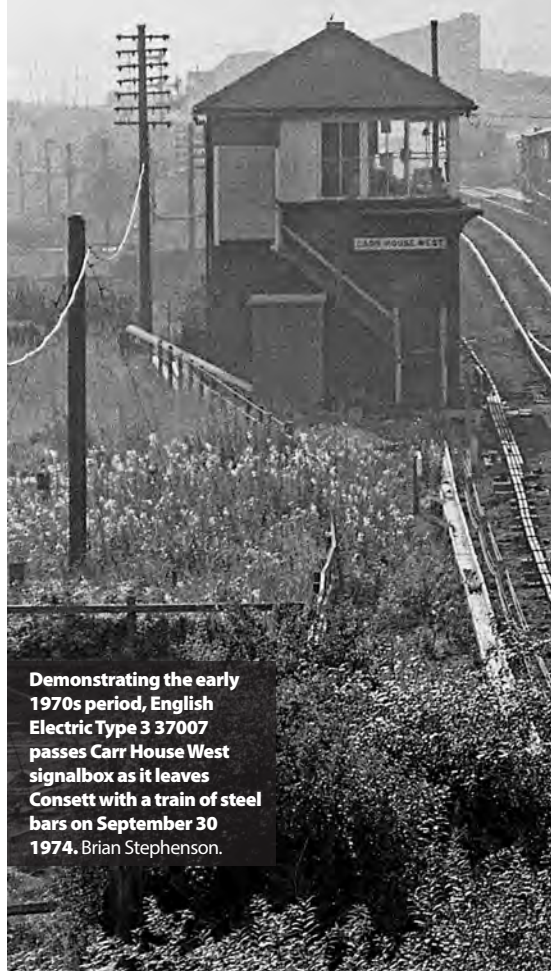
working with brake tenders due to their relatively light weight and the lack of continuously braked goods stock.

STRONG PERFORMERS

Largely speaking the English Electric Type 3s worked reliably straight from the factory, with the only issue of note in the early years being problems with bogie fractures, which were soon sorted by revising the bogie design. In their early years they



During the early 1960s the EE Type 3s found a regular duty on the Harwich boat train to and from Liverpool, becoming the only through diesel working on the electrified Woodhead route. D6796 enters Penistone with the 'North Country Continental' from Liverpool Central to Harwich in 1963.
Kenneth Field/Rail Archive Stephenson.



Demonstrating the early 1970s period, English Electric Type 3 37007 passes Carr House West signalbox as it leaves Consett with a train of steel bars on September 30 1974. Brian Stephenson.

FACTS AND FIGURES, AS BUILT

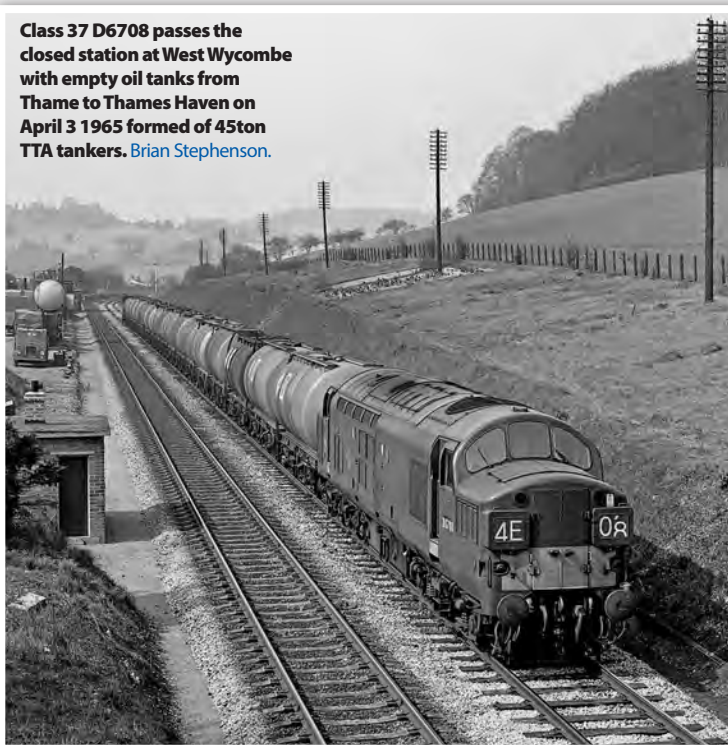
Builder:	English Electric, Vulcan Foundry Robert Stephenson and Hawthorns
Introduced:	1960
Number series (complete class):	D6600-D6608/D6700-D6999
Number series (split headcode):	D6700-D6818
Route availability:	5
Wheel arrangement:	Co-Co
Engine:	English Electric 12CSVT
Cylinders:	12, 10in x 12in
Horsepower:	1,750hp
Main generator:	English Electric EE822/10G
Traction motors:	English Electric 538/A
Train heating:	Steam – Clayton RO2500/3 boiler
Brakes (locomotive):	Air
Brakes (train):	Vacuum
Brake force:	50tons
Maximum tractive effort:	55,500lbs
Continuous tractive effort:	35,000lbs
Length:	61ft 6in
Width over cabs:	8ft 10 1/2in
Weight:	105ton 13cwt (with steam heat)
Wheel diameter:	3ft 7in
Maximum speed:	90mph
Fuel capacity:	830gallons (engine), 120gallons (boiler)
Boiler water capacity:	800gallons
Number built (total):	309

seemed equally at home on prestige express workings as well as more mundane pick-up freights, but as time went on they tended to be allocated more and more to goods work, with passenger duties limited to secondary routes such as those in west Wales and in Scotland. Even today examples of this once-numerous class can still be found at work on the system, and while their identities have been hidden by modifications and renumberings, quite a few of those which

still exist are from these early batches. Prototype D6700 is now part of the National Collection and can be usually found on display at York, while a few are at work with Colas Rail and Direct Rail Services. Some have inevitably reached preservation, with examples restored to their original appearance in green while others have been restored in blue and one even wears the now-obsolete triple-grey Railfreight colours.

The English Electric Type 3, or Class

Class 37 D6708 passes the closed station at West Wycombe with empty oil tanks from Thame to Thames Haven on April 3 1965 formed of 45ton TTA tankers. Brian Stephenson.



37, was one of the Modernisation Plan's outstanding successes, which is a most remarkable feat considering that it was a type of locomotive that was thought to not be required, was designed in a relative hurry and never had the benefit of a pilot batch or any formal testing. That it has now lasted in service for over six decades speaks volumes for the work of English Electric, and the soundness of its overall design concepts. [Jelvan](#)



'FIRST AND LAST'

HST power cars



A MIDST a flurry of 'OO' gauge Class 43 High Speed Train (HST) power car releases, Hornby has issued this special commemorative pack containing the first and last-built examples.

The pack contains motorised W43002 *Sir Kenneth Grange* in InterCity 125 blue/grey livery and unpowered 43198 *Driver Brian Cooper* 15 June 1947-5 October 1999/*Driver Stan Martin* 25 June 1950-6 November 2004 in GWR green. As well as representing the first and last built HST power cars, both were also used to power the last



timetabled HST passenger service from London Paddington on May 18 2019 and the 'Flying Banana' farewell railtour a few weeks later. 43198 had just recently received

its dual identity, while W43002 was named after the HST designer at a ceremony at St Phillip's Marsh HST depot in 2016.

For this release, Hornby has given both power cars a gloss paint finish which really boosts their appeal for those who wish to have a commemorative memento of GWR's farewell to the HST on traditional long-distance services. W43002 is now part of the National Collection, while 43198 remains in the GWR fleet – a small number of HST power cars have been retained for use on some South West services with shortened formations of Mk 3 carriages with new sliding doors.

Bearing the hallmarks of previous releases, the motorised vehicle features a heavy chassis and five-pole skew-wound motor, while both vehicles also feature directional lighting, opening cab doors, detailed interior, separately applied handrails, brake disc detail and much more. Each has an 8-pin decoder socket.

However, it is the decoration where this model excels, with Hornby delivering a showroom shine thanks to a first-rate gloss finish to both power cars, although it is probably a tad glossier than the real things appeared in service at the time. That said, application of both liveries is superb – the InterCity 125 liveried example

Hornby issues more KFA container flats

● **Price:** £34.99/£39.99 ● **Cat No:** R6956/R6957
● **Site:** www.hornby.com ● **Era:** 10/11

Modellers of current intermodal traffic receive a boost with the release of this pair of 'OO' gauge KFA container flats from Hornby.

As with previous releases, these latest KFA vehicles feature an exquisitely detailed die-cast metal chassis, sprung metal buffers, separately fitted handbrake wheels, buffer rungs and neatly moulded bogies with yellow SKF axle boxes. One KFA, numbered TIPH93367, contains a pair of Ocean Network Express (ONE) liveried containers – a 40ft example in ONE magenta



with white lettering and a 20ft box in reversed ONE white with magenta lettering – while the other KFA, TIPH93437, features

three ISO tanks in Contank yellow, RMI Logistics grey and Tate and Lyle white. Each container/tank sits securely on the deck

of the KFA, while the containers also feature opening doors and separately applied door bars.

Application of the blue Touax branded livery and various container colour schemes is superb throughout, with branding, numbers, data panels, labelling and lettering all crisply applied. The liveries depicted on the tanks are representative of the real thing, while the distinctive ONE liveried box containers reflect the vivid scheme now prevalent on the full-size railway. A separate pack containing air pipes and replacement ROCO style couplings is also included. (MC)



GO ONLINE!
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TO SEE THIS IN ACTION

- Price: £289.99
- Cat No: R3770
- DCC: DCC ready, 8-pin socket
- Site: www.hornby.com
- Era: 11



features printed silver arrows and bodyside lettering together with crisply applied nameplates and

40th anniversary plaques, while the GWR example also features its dual identity together with GWR

logos. A separate pack of etched metal nameplates and anniversary plaques is also included to fit over

the printed examples. A spectacular finish for an outstanding and much-loved prototype. (MC)

More containers from C=Rail

- Price: £7.50 each
- Site www.c-rail-intermodal.co.uk
- Era 9



C=Rail Intermodal has expanded its range of 4mm scale containers to include 40ft x 8ft 6in deep-sea boxes in the liveries of NYK Line and Ocean Network Express (ONE). As always with C=Rail, livery application is masterly and the colours appear spot-on. With the wide range of intermodal range vehicles available in this scale, there's never been a better time to model an aspect of freight operations that's as up-to-date as it is colourful. (TS)

Stephenson's ROCKET TRAIN PACK

● Price: £179.99 ● Cat No: R3810 ● Site: www.hornby.com ● Era: 1 ● DCC: DCC ready, 6-pin socket

FOLLOWING the sell-out success of its centenary limited edition earlier this year (HM154), Hornby's standard catalogue release of its 'OO' gauge model of Stephenson's *Rocket* 0-2-2 touched down during July.

As with the Hornby 100 edition, this release is also presented in similar book-style packaging, although on this occasion it features a silhouette of *Rocket* on the cover with National Railway Museum branding on the spine. On opening

the packaging, the locomotive and three First Class carriages are housed in protective rubberised foam.

Whilst *Rocket* appears the same as the previous release, the first class coaches on this occasion carry the names *Globe*, *Renown* and *Wellington* over the Liverpool and Manchester Railway (L&MR) yellow and black colour scheme. Each is neatly moulded with fine etched metal detailing such as railings, footsteps, step boards and more. *Rocket* also employs a mix of moulded and metal

components to provide sufficient weight and features a tiny five-pole skew-wound motor, 6-pin Digital Command Control (DCC) decoder socket located in the tender water barrel and is supplied with a pair of pre-painted crew for the footplate and tender. The tender is permanently wired to the locomotive and also features a small plastic hook and loop coupling between locomotive and tender.

Decoration of *Rocket* is up to Hornby's usual high standard with an evenly applied yellow paint finish

with brass coloured pipework and boiler bands, white flue, silvered motion and black footplate, while the tender also features black lining too. Each of the delightful carriages is also beautifully presented in L&MR yellow and black with gold lettered names, brown window frames and grey roofs, with much of the etched metal detailing painted black. The underframe is equally impressive with delicately painted elements and spoked metal wheels adding to the sense that this train pack is something



GO ONLINE!
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TO SEE THIS IN ACTION

BR Macaw flies in

● Price: £19.99
● Cat No: R6983
● Site: www.hornby.com
● Era: 4/5





special. Plastic moulded chain couplings are supplied separately for connecting to the coupling hooks on each vehicle, resulting in a three-coach train which measures approximately 320mm in total.

With Hornby recently announcing plans to produce a complementary open third vehicle (see Update page 8-9), this *Rocket* pack is also sure to fly! (MC)



Hornby's long-lived 25ton Bogie Bolster A makes a welcome return as 'Macav' 107402 in BR grey. It has also been released in GWR grey.

Whilst this is one of Hornby's older models, it still passes muster with moulded decking, bolsters, underframe detail and separately supplied stanchions for customer fitment.

Application of the BR grey paint scheme is smart, as is the

wooden-coloured decking, while white numbers and lettering on black backgrounds are sharp throughout. Underneath, the black underframe incorporates a metal sub-frame for extra weight along with three-hole turned metal wheels in the bogies. Despite the larger style of tension lock coupling, which can be removed, Hornby's Bogie Bolster A remains an important wagon type and still looks the part. (MC)

CCT gains RTC colours

● Price: £22.99 ● Cat No: R60005 ● Site: www.hornby.com ● Era: 7



Hornby's 'OO' gauge London Midland & Scottish Railway (LMS) Covered Carriage Truck (CCT) gains a new identity for its latest release as British Rail Research and Development Division's RDB975667 in Railway Technical Centre (RTC) red and blue.

Hornby's colourful new release replicates the prototype in the scheme carried into the early 1980s, displaying its departmental number and Track Research Laboratory branding, with accurate spacing of lettering across the bodyside bracing. Further RTC liveried vehicles are also planned for release shortly using Hornby's Mk 1 fleet.

Decoration is neatly applied with crisp white lining between the main red and blue livery elements, along with grey roof, black underframe and yellow ends. Overhead live wire flashes feature at each end, although the scientific instrument/warning lettering, displayed on the yellow ends of the prototype in reference images, appears to be missing – a minor issue which can be remedied with Railtec Transfers pack 2757.

Rectangular metal buffers, two-hole disc metal wheels and small tension lock couplings in NEM pockets complete what is sure to prove a popular model in this attractive livery. (MC)

BR shunter's truck

● Price: £16.99 ● Cat No: R6975 ● Site: www.hornby.com ● Era: 4



Hornby's popular 'OO' gauge GWR shunter's truck returns to the range in BR guise with Taunton lettering as DW94962 in BR dark grey. It represents a Diagram M4 four-wheel vehicle.

Hornby's latest release features fine handrails, brake handles, step boards, lamp irons and silver painted buffers. As with previous models, a diecast

metal locker provides sufficient weight to enable it to run freely on its spoked metal wheels.

Decoration is limited to a dark grey underframe, wooden-coloured decking and white painted handrails, together with neatly printed white Taunton lettering on the locker and numbering/lettering to the underframe.

Excellent and available now. (MC)

ALL SCALES

White Rose Modelworks pre-built BASEBOARDS

- Price: £338 as supplied
- Site: www.whiterosemodelworks.co.uk



White Rose Modelworks laser cut and assembled baseboards offer a sturdy foundation for a model railway.



WHITE ROSE Modelworks (WRM) is well known amongst baseboard manufacturers, and its products continue to evolve too. It is now offering laser-cut plywood baseboards and these can be bought in kit or ready assembled form with a suite of optional accessories available to create complete packages.

For review we received a pair of 1,200mm x 600mm (4ft x 2ft) ready-made plywood boards together with a full set of back scenes for the rear and ends, WRM's plug and latch joining system and a plywood laser

cut control shelf plus plywood laser cut legs. All joining bolts were included with the set together with hex key tools to secure the bolts in place.

In combination this makes up an 8ft x 2ft space on which a model railway can be built and, through the positioning of additional holes, further boards can be purchased later to expand the size of the design. Also worth knowing is that seven lengths and six widths are available, so the range of laser cut plywood boards is comprehensive too.

Our sample boards were superbly built and sturdy. Each is made with 9mm plywood for the

top and sides while the internal frame is cut from 6mm plywood. Neatly the inner structure has removable circles to allow wiring to pass through the baseboard frame as required. The upper surface is overlaid with a sheet of Cork and Neoprene as sound deadening and the finishing touch.

Assembly of our sample boards took less than 30 minutes with the alignment of the two halves being as simple as it could be – add alignment dowels, push boards together and latch in place with the catch and latch system. Completing the assembly was the addition of MDF back scene panels, all pre-cut to shape to fit

around the latches, and bolting the control shelf in place.

These are very high-quality boards which have been designed with modellers in mind. The simplicity of their assembly is first-rate and we were impressed by the seamless joint between the two baseboards once they were latched together. The control shelf is useful too and a neat addition while WRM also offers Controller Holders to house DCC handsets which can be mounted on the edge of the board.

If quality and simplicity are what you are looking for, White Rose Modelworks is the place to go right now. (MW)

FIRST REVIEW

'OO' GAUGE

FESTINI OG RAILWAY 'BUG BOX' COACHES

● Price: £27.50 ● Cat No: GR-551/GR-556/GR-561
● Site: www.peco-uk.com ● Era: 5



GO ONLINE!
VISIT WWW.KEYMODELWORLD.COM
TO SEE THIS IN ACTION

New from Peco are these delightful 'OO' four-wheel Festiniog Railway Bug Box coaches.

Built in the 1860s for the Festiniog Railway (FR) by Brown, Marshall and Company of Birmingham, these four-wheel passenger coaches are amongst the oldest railway vehicles still in regular use in the world. They gained the nickname 'Bug Boxes' during the 1950s.

For review, our 1960s period review samples included a First Class carriage (Cat No. GR-551), Third Class coach (GR-556) and an Open Third vehicle – or Zoo car – with Observation Car lettering (GR-561). Each vehicle is neatly glazed and detail differences are clear – the First Class car features five main windows, while the Third Class coach has three main

windows and four smaller panels each side. Peco's tooling suite will cater for further variations.

As with the prototypes, the interiors are basic with moulded brown longitudinal bench seating, accessed through a single central door on each side. The roof is a clip fit, enabling quick and easy access should you wish to populate them with passengers.

Decoration is smart, with our review samples being finished in early preservation green and cream with red oxide ends and grey roof. Door handles are picked out in brass, while company crests feature on each door too.

As the vehicles are low-slung, they appear to glide along the track and whilst quite light, our plastic wheeled samples ran



Carriage roofs lift off for access to the interior of the 'Bug Boxes'.

smoothly on test. Factory-applied brake pipes are fitted to each end, while removable narrow-gauge peg and loop couplings

feature in coupler pockets, too. Impressive new additions to Peco's Great Little Trains range of 'OO' rolling stock. (MC)

'OO' GAUGE

Pacific Models EMU stencil numbers

● Price: £5.40 ● Cat No: 4EMU13 ● Site: www.pacificmodels.co.uk ● Era: 3-5



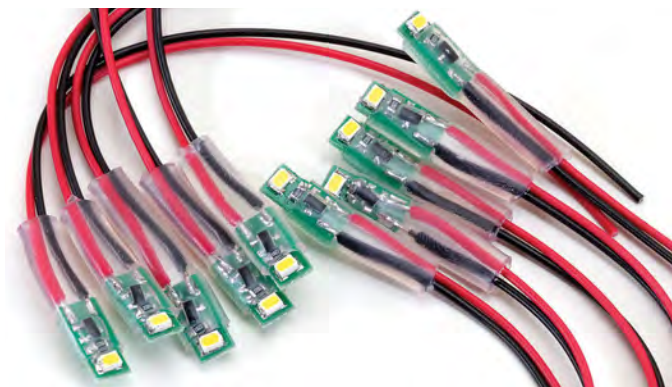
New from Pacific Models is this sheet of Southern Region stencil numbers for Electric Multiple Units. The A5 sheet features self-adhesive route headcodes which can be cut out, peeled from their backing and added to the front of a unit. A full range of routes from 0-98 is included on the sheet together with blank examples for

the rear of units. As a bonus Pacific Models has also included 'Warning Limited Clearance' and 'Danger Don't Touch the Conductor Rails' signs on the sheet to add further Southern Region character to a third rail layout. A great addition and a way of adding unique detail to Southern units in the 1939-1960 period. (MW)

ALL SCALES

Hobby Trax pre-wired LEDs

● Price: £9.99 ● Cat No: 1144-5440/1144-5430 ● Site: www.hobbytrax.co.uk



Hobby Trax has introduced a new line of pre-wired surface mount LEDs in cool white (Cat No. 1144-5440) and warm white (1144-543) colours. They are available in packs of 10 for £9.99 or single units for £2.99.

The LEDs are mounted on 10mm x 5mm circuit boards with resistors pre-fitted to protect the LEDs. Red

(positive) and black (negative) wires are soldered on to the circuit board which will make installation as simple as connecting these wires back to a 12v power supply.

These are a neat addition which will make adding lighting to buildings – and potentially carriage interiors – a straightforward process. (MW)



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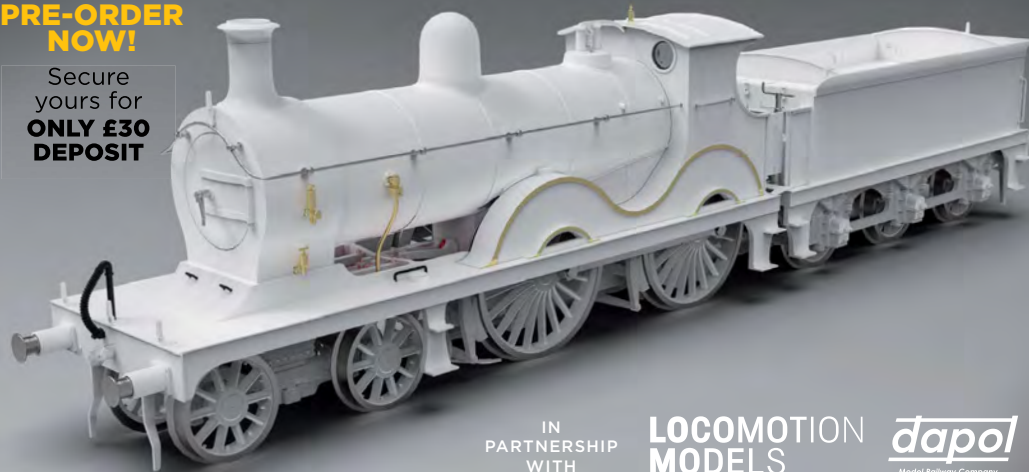


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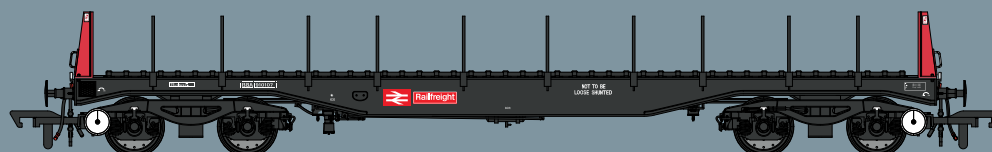
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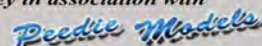
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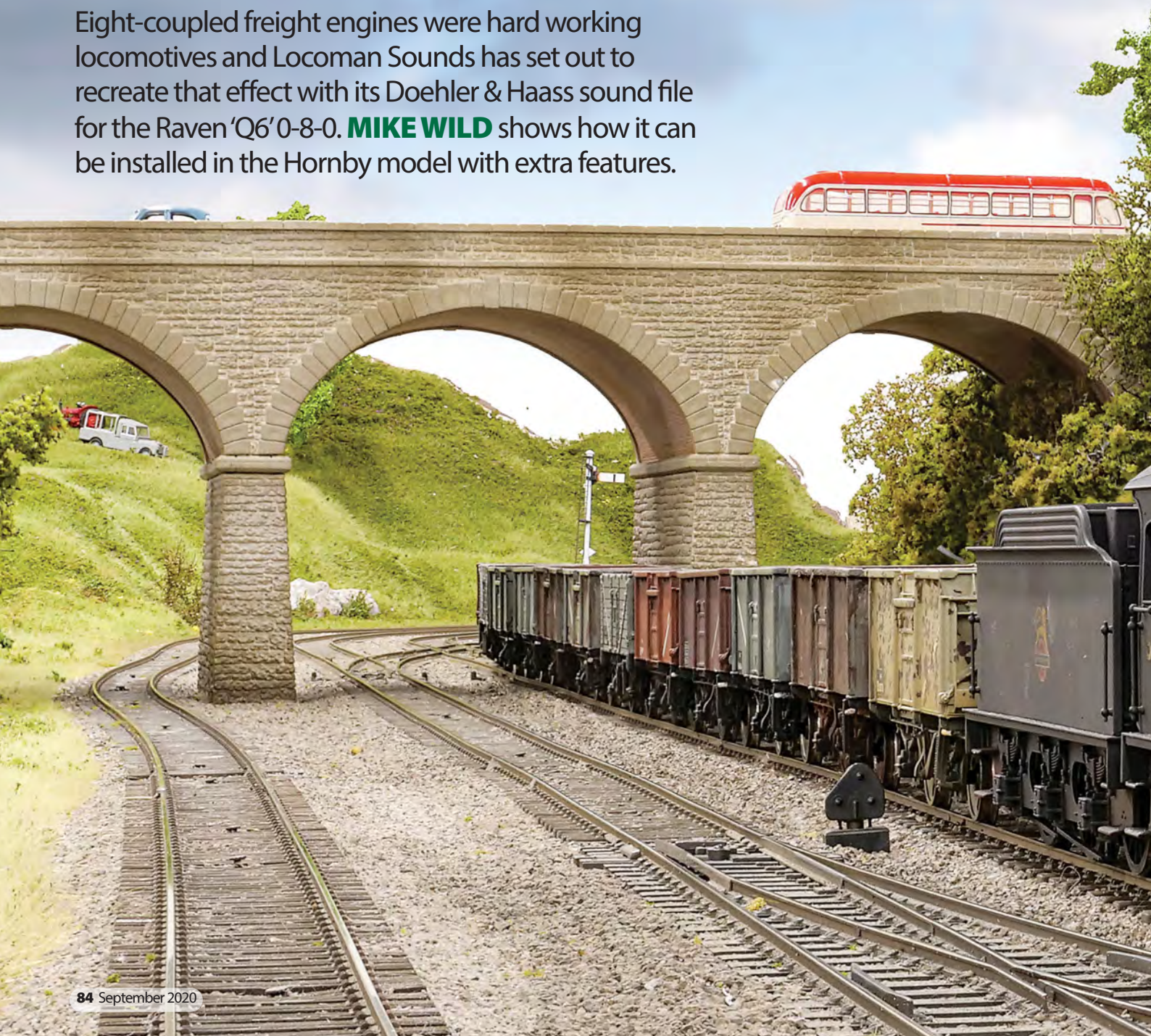
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'Q6' SOUND

Eight-coupled freight engines were hard working locomotives and Locoman Sounds has set out to recreate that effect with its Doehler & Haass sound file for the Raven 'Q6' 0-8-0. **MIKE WILD** shows how it can be installed in the Hornby model with extra features.

THE Raven 'Q6' 0-8-0 was a great choice for Hornby's 2016 product range. We had been missing genuine, home-grown North Eastern Railway (NER) motive power from the ready-to-run roster and it has been a popular addition for 'OO' gauge.

The real locomotives were introduced in 1913 by Vincent Raven and classified 'T2' under the NER's motive power system. They were built for heavy freight haulage on the NER network which included heavy steel and iron ore trains as well as typical mineral workings of the North East. They were solid, reliable and simple locomotives which maximised weight over the eight-coupled driving wheels for adhesion to make them capable of moving heavy loads on the steeply graded routes on their home region.



Their outside cylinders gave them a distinct appearance and they later went on to serve the London North Eastern Railway (LNER) – when they were reclassified 'Q6' (Q being the LNER designation for an 0-8-0) – and British Railways (BR) before withdrawal between 1963 and 1967. Considering their vintage, these rugged 0-8-0s did well to continue in service until the very end of steam in the North East.

In preservation just one example survives at the North Yorkshire Moors Railway, 63395 – it is owned and operated by the North Eastern Locomotive Preservation Group and it has been in service regularly over the years.

Locoman Sounds' D&H audio chip was created by recording the sole-surviving 'Q6' at the NYMR. Its comprehensive sound project

includes boiler and exhaust sounds, whistles, brakes, ancillary functions, coasting, door closing sounds and more. It also provides the option to add directional lights and firebox flicker which we made use of in this project. The working lamps we used are DCC Concepts LNER pattern type which are straightforward to install. The only complication here is routing the wires back through the locomotive to the tender.

Firebox flicker adds a neat touch to the cab of a locomotive and a sense of life. The firebox flicker can be actioned in two ways, and in both cases operates simultaneously with the coal shovelling sounds. Option one is to use the Aux 1 connection from the decoder which requires a flickering LED to work correctly. Option two uses a standard LED but requires soldering direct to the

decoder circuit board in order to use Aux 3 to switch the LED on and off. We opted for the latter in this case.

Adding extra functions is an ideal way to take a step towards greater realism and the extra work involved in adding these new functions to the locomotive is well worth while. Furthermore, Locoman's 'Q6' sound file is superb. Its producer has a great ear for steam locomotive sounds and through the D&H decoder gains a highly realistic tone to the exhaust beat in the finished project which you can hear in our video on keymodelworld.com

The following step by step guide shows how we installed a D&H 8-pin decoder, a 40mm x 20mm twin speaker plus lamps and firebox flicker into the Hornby model. www.dcc-traincontrol.de

TOOLS

- » Crosshead modellers screwdriver
- » Flatblade modellers screwdriver
- » 25W Soldering iron and solder
- » Pin vice with 0.4mm and 2mm drills
- » Wire strippers
- » Small scissors
- » Tweezers
- » Insulation tape
- » Black Tack
- Hornby tender plug remover (Cat No. X6468)

Hornby's Raven 'Q6' 0-8-0 is a superb model which captures the character of these hard working locomotives. Our project model, 63443, leads a string of 16ton mineral wagons towards Topley Dale from the tunnels.



STEP BY STEP INSTALLING SOUND AND LIGHTS IN A HORNBY 'Q6' 0-8-0

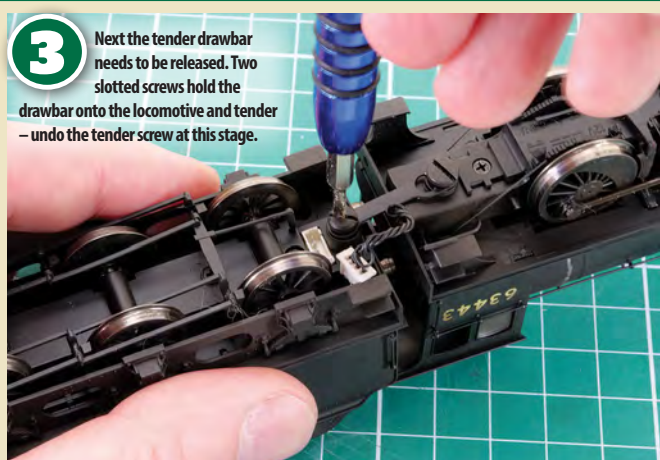


1 Hornby's 'Q6' made its debut for '00' gauge in summer 2016. We weathered this model of 63443 for a feature in HM114, but this time we are showing how to install sound as well as lighting functions. The decoder is a Doehler & Haass (D&H) 8-pin type with Locoman Sounds' recent 'Q6' sound project for this family of DCC chips.

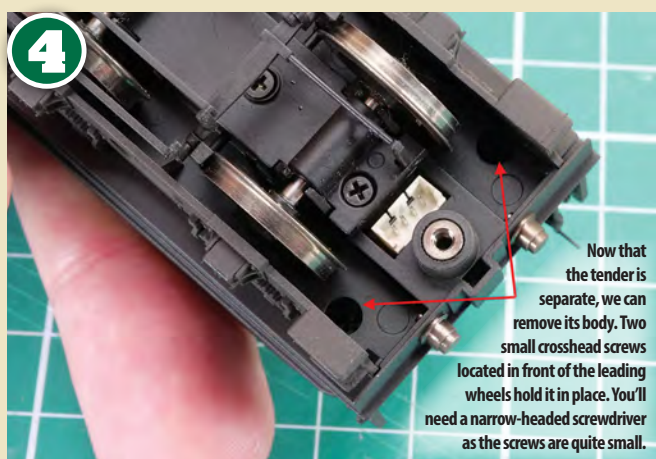
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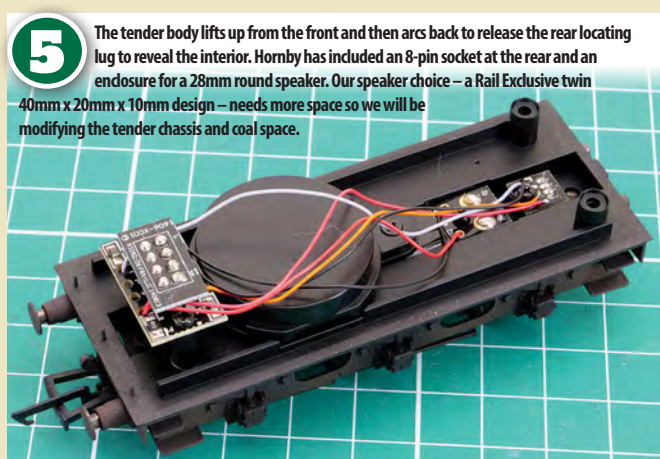
2 Because we have a number of jobs to tackle on the 'Q6' it is simpler to separate the locomotive and tender. Start by removing the four-pin electrical connection from underneath the tender, preferably with Hornby's specially designed X6468 removal tool. Don't pull on the wires as this will damage them.



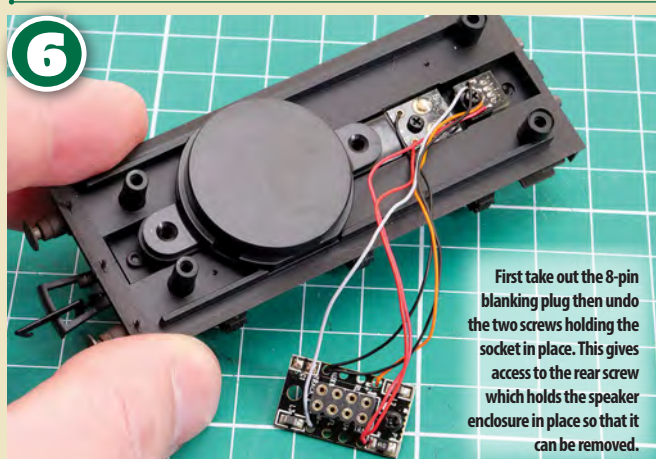
3 Next the tender drawbar needs to be released. Two slotted screws hold the drawbar onto the locomotive and tender – undo the tender screw at this stage.



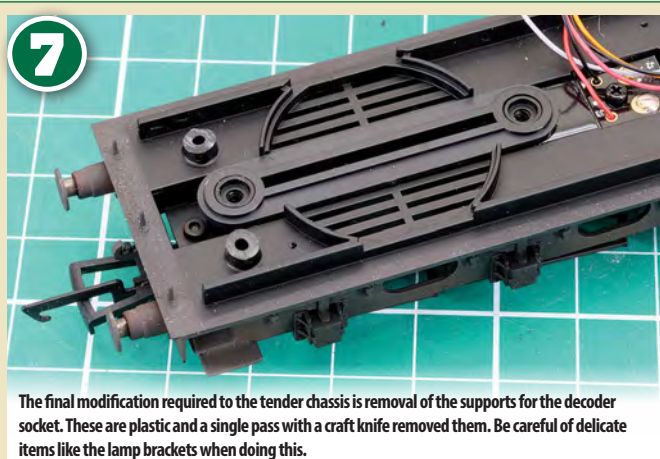
Now that the tender is separate, we can remove its body. Two small crosshead screws located in front of the leading wheels hold it in place. You'll need a narrow-headed screwdriver as the screws are quite small.



5 The tender body lifts up from the front and then arcs back to release the rear locating lug to reveal the interior. Hornby has included an 8-pin socket at the rear and an enclosure for a 28mm round speaker. Our speaker choice – a Rail Exclusive twin 40mm x 20mm x 10mm design – needs more space so we will be modifying the tender chassis and coal space.



First take out the 8-pin blanking plug then undo the two screws holding the socket in place. This gives access to the rear screw which holds the speaker enclosure in place so that it can be removed.



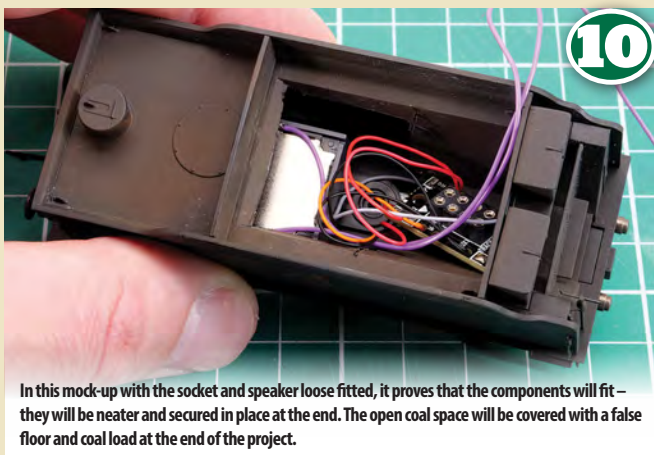
The final modification required to the tender chassis is removal of the supports for the decoder socket. These are plastic and a single pass with a craft knife removed them. Be careful of delicate items like the lamp brackets when doing this.



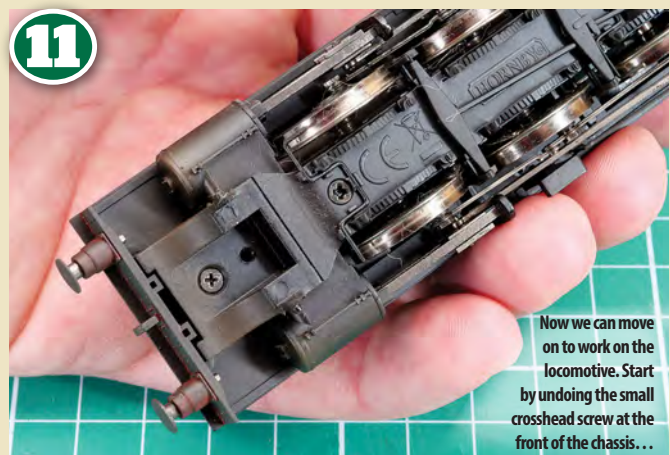
8 We need more space inside the tender than the full relief coal space allows. Start by cutting away the rear slope by running a craft knife up each edge. Make repeated light passes until the blade goes through the plastic.



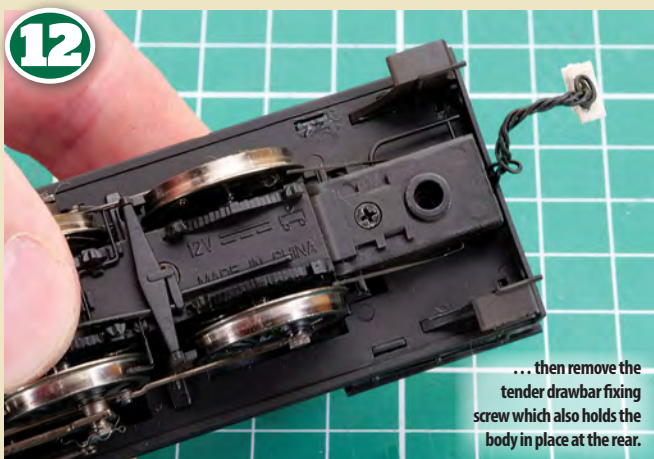
Repeat the process for the bottom edge until the area is free then score and snap the top edge to remove the sloped section. We cut the sides away to the same position using the same method to maximise the available space.



In this mock-up with the socket and speaker loose fitted, it proves that the components will fit – they will be neater and secured in place at the end. The open coal space will be covered with a false floor and coal load at the end of the project.



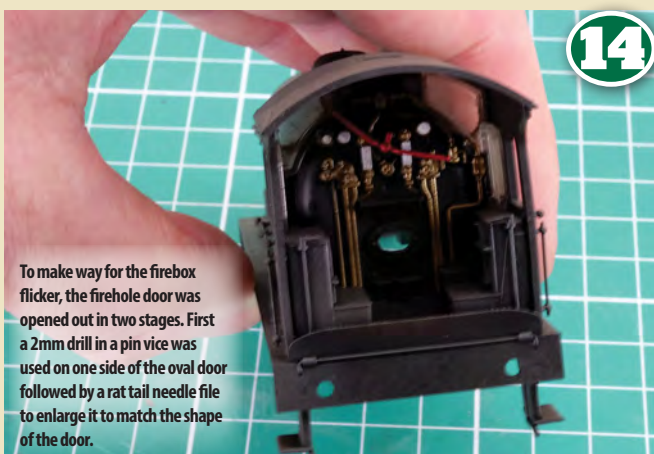
Now we can move on to work on the locomotive. Start by undoing the small crosshead screw at the front of the chassis...



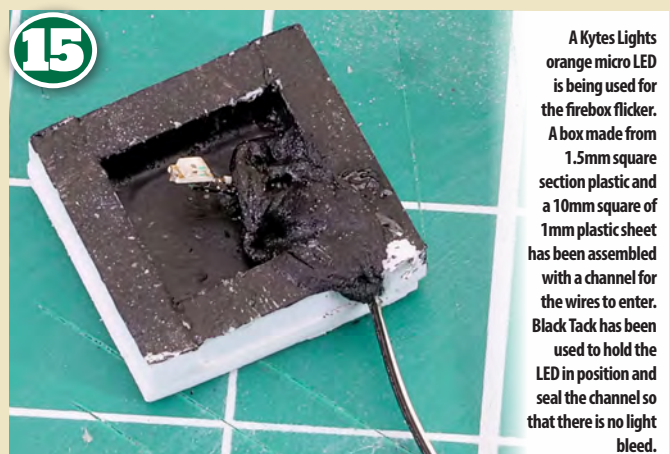
... then remove the tender drawbar fixing screw which also holds the body in place at the rear.



The chassis is a tight fit into the body, but it doesn't have any lugs – it simply lowers down out of the body. As you can see, the chassis design makes maximum use of the space inside, but there is still room to add wiring for a working lamp and firebox flicker.

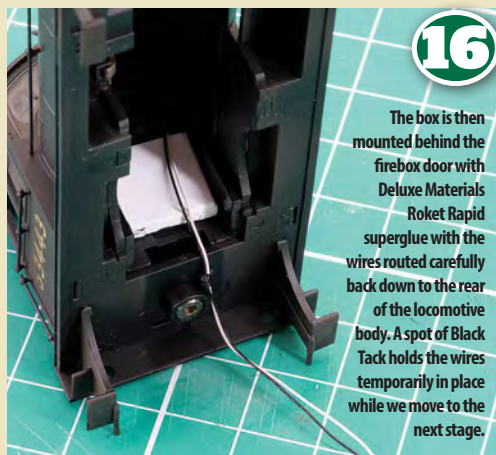


To make way for the firebox flicker, the firehole door was opened out in two stages. First a 2mm drill in a pin vice was used on one side of the oval door followed by a rat tail needle file to enlarge it to match the shape of the door.



A Kytes Lights orange micro LED is being used for the firebox flicker. A box made from 1.5mm square section plastic and a 10mm square of 1mm plastic sheet has been assembled with a channel for the wires to enter. Black Tack has been used to hold the LED in position and seal the channel so that there is no light bleed.

STEP BY STEP INSTALLING SOUND AND LIGHTS IN A HORNBY 'Q6' 0-8-0



16

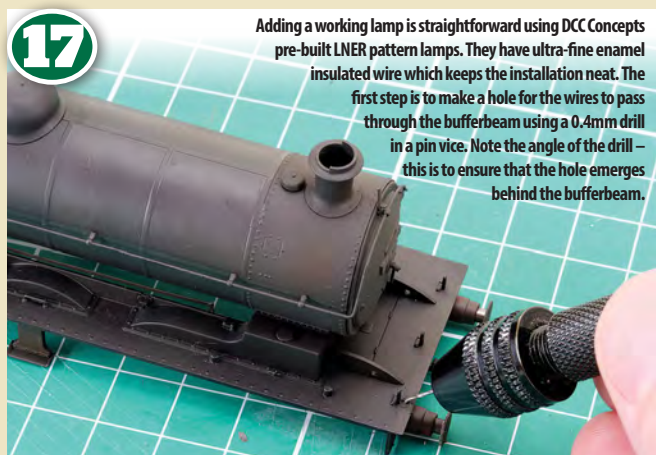
The box is then mounted behind the firebox door with Deluxe Materials Rocket Rapid superglue with the wires routed carefully back down to the rear of the locomotive body. A spot of Black Tack holds the wires temporarily in place while we move to the next stage.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
D&H SD16-2 8-pin decoder with 'Q6' sound	www.locomansounds.com	SD16-2
40mm x 20mm x 10mm twin speaker	www.railexclusive.com	SP40x20x10
Working locomotive lamps	www.dccconcepts.com	DML-LNERW
Orange micro LED	www.kyteslights.com	0603 (orange)
1k resistor	www.rapidonline.com	73-0069
TCS black decoder wire	www.digitrains.co.uk	1217
Maquette 1.5mm square section plastic	www.albionhobbies.com	407-52/3
Maquette 1.0mm plastic sheet	www.albionhobbies.com	601-04
Rocket Rapid superglue	www.deluxematerials.co.uk	AD44
Plastic Magic liquid cement	www.deluxematerials.co.uk	AD77

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● Visit our new website – www.keymodelworld.com – to see the finished 'Q6' 0-8-0 running on our test track to demonstrate the Locoman Sounds audio features from this decoder.



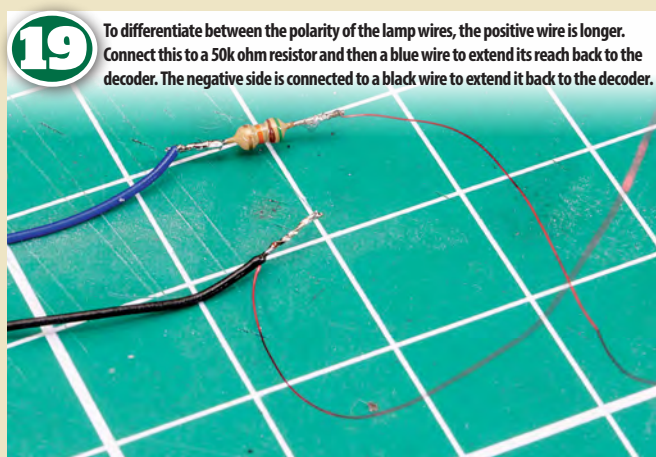
17

Adding a working lamp is straightforward using DCC Concepts pre-built LNER pattern lamps. They have ultra-fine enamel insulated wire which keeps the installation neat. The first step is to make a hole for the wires to pass through the bufferbeam using a 0.4mm drill in a pin vice. Note the angle of the drill – this is to ensure that the hole emerges behind the bufferbeam.



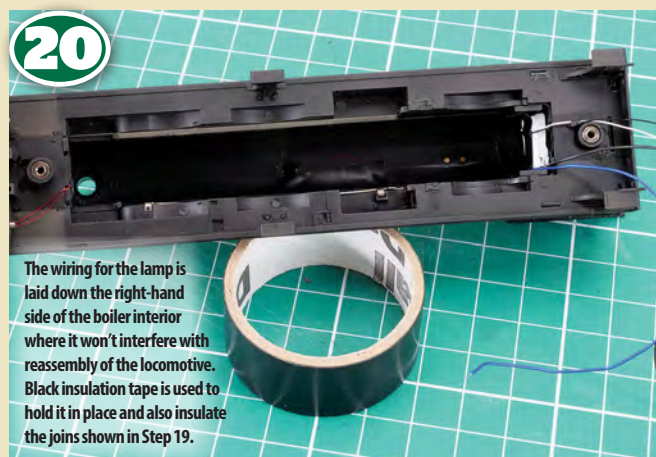
18

The wires from the lamp are then threaded through the 0.4mm hole in the bufferbeam and the lamp is secured in position with a spot of Deluxe Materials Rocket Rapid superglue.



19

To differentiate between the polarity of the lamp wires, the positive wire is longer. Connect this to a 50k ohm resistor and then a blue wire to extend its reach back to the decoder. The negative side is connected to a black wire to extend it back to the decoder.



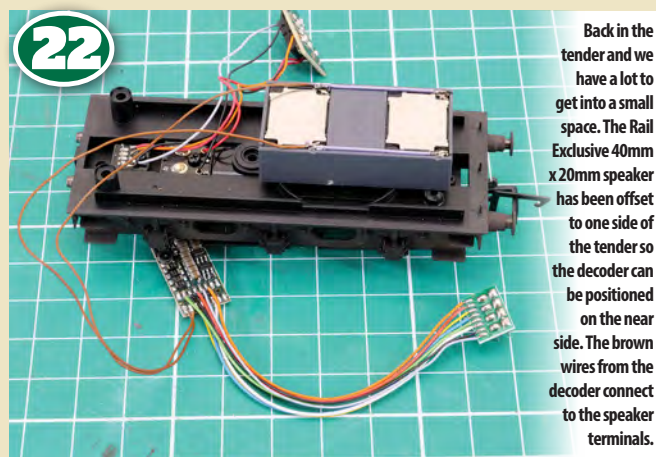
20

The wiring for the lamp is laid down the right-hand side of the boiler interior where it won't interfere with reassembly of the locomotive. Black insulation tape is used to hold it in place and also insulate the joins shown in Step 19.



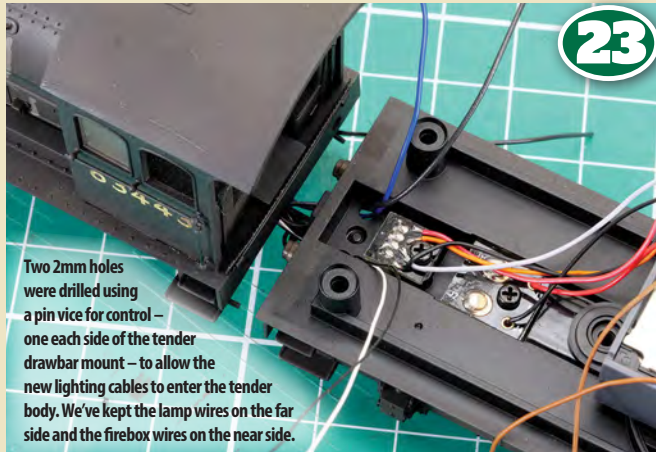
21

The locomotive body can now be carefully refitted to the chassis taking care to ensure that none of the wires are trapped. At the rear of the chassis there is space for the additional wires to follow the route of the original four-pin wire harness between the locomotive and tender. Refit the body fixing screws and tender drawbar now.

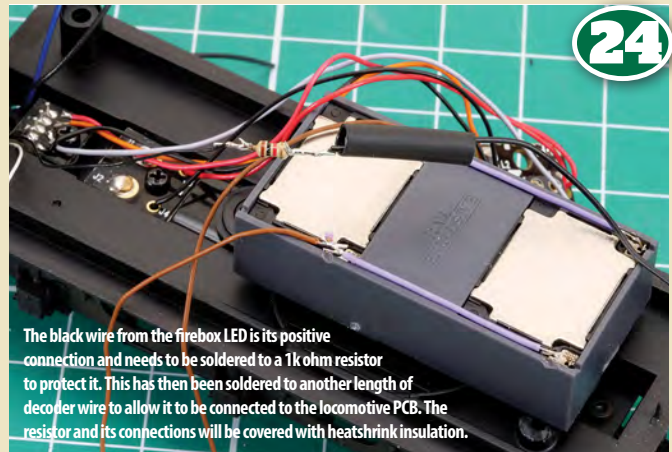


22

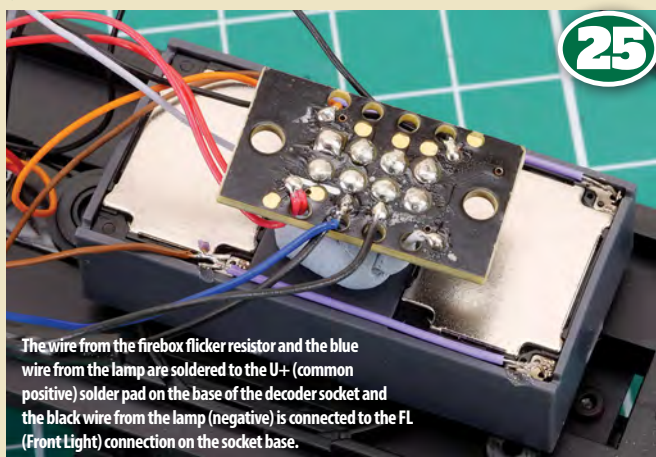
Back in the tender and we have a lot to get into a small space. The Rail Exclusive 40mm x 20mm speaker has been offset to one side of the tender so the decoder can be positioned on the near side. The brown wires from the decoder connect to the speaker terminals.



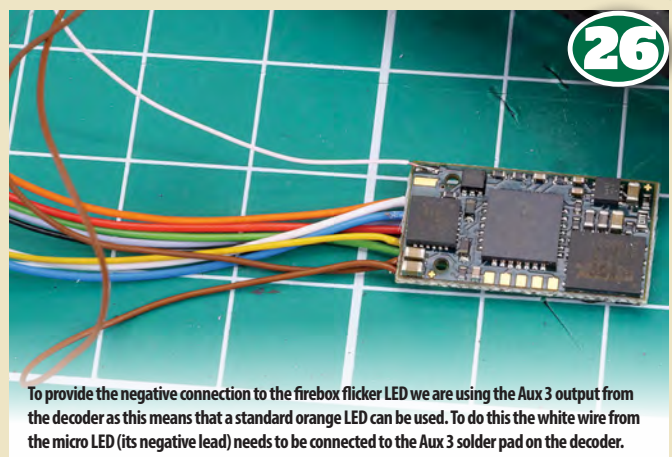
Two 2mm holes were drilled using a pin vice for control – one each side of the tender drawbar mount – to allow the new lighting cables to enter the tender body. We've kept the lamp wires on the far side and the firebox wires on the near side.



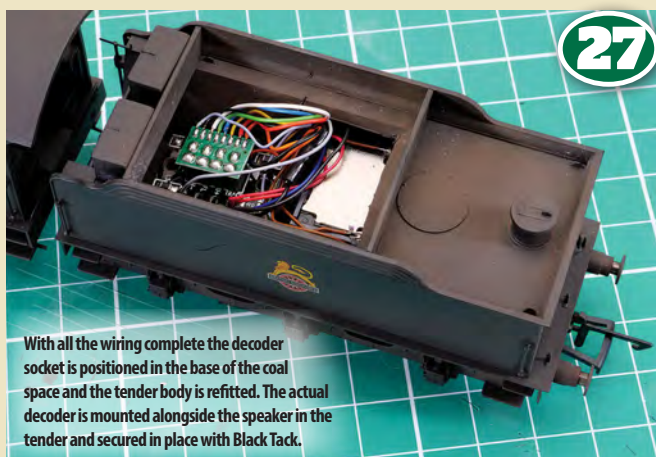
The black wire from the firebox LED is its positive connection and needs to be soldered to a 1k ohm resistor to protect it. This has then been soldered to another length of decoder wire to allow it to be connected to the locomotive PCB. The resistor and its connections will be covered with heatshrink insulation.



The wire from the firebox flicker resistor and the blue wire from the lamp are soldered to the U+ (common positive) solder pad on the base of the decoder socket and the black wire from the lamp (negative) is connected to the FL (Front Light) connection on the socket base.



To provide the negative connection to the firebox flicker LED we are using the Aux 3 output from the decoder as this means that a standard orange LED can be used. To do this the white wire from the micro LED (its negative lead) needs to be connected to the Aux 3 solder pad on the decoder.



With all the wiring complete the decoder socket is positioned in the base of the coal space and the tender body is refitted. The actual decoder is mounted alongside the speaker in the tender and secured in place with Black Tack.



To finish the installation, we made a false floor for the coal space from plasticard. It was cut to size to fit the area above the speaker and decoder and secured in place with Deluxe Materials Plastic Magic. It has been painted black using Tamiya Flat Black (XF-1).



To give the coal space a realistic finish, crushed coal was added over the top of the false floor held in place with neat PVA underneath and a light application of diluted PVA on top.



Finally, a Masterpiece painted crew was added to the footplate to make the 'Q6' ready for service. The figures are held in place with Deluxe Materials Rocket Rapid superglue.

Twelve Trees Junction: **THE** **TRAINS**

Hornby Magazine's busy Southern Region junction layout hasn't been out on show for almost two years, but there have been plenty of new additions to its roster.

MIKE WILD takes a closer look at the locomotives and rolling stock which allow Twelve Trees Junction to reflect the final decade of steam on the Southern.

PHOTOGRAPHY, MIKE WILD

 Bulleid air-smoothed 'Merchant Navy' 35023 *Holland Afrika Line* thunders through Twelve Trees Junction with an express while a 2-BIL (right) and 'Tin'-HAL take the slow lines. 35023 is fitted with a ZIMO MX645R sound decoder and a 40mm x 20mm twin speaker.



TWELVE TREES JUNCTION is one of our biggest exhibition layouts and also our longest serving. At 24ft x 10ft, it is a substantial model and it needs a large collection of locomotives and rolling stock to make it function properly during an exhibition weekend.

In lieu of the layout's planned appearance at the 2020 Great Electric Train Show in October, we decided to bring Twelve Trees out for a brand new feature to showcase the changes which have taken place with its roster since we last featured it in *Hornby Magazine* almost 60 issues ago.

Over the past two decades, interest in the Southern Region has reached an all-time high, and that is definitely assisted by the huge range of motive power now available off the shelf. No other region offers the same spread of steam, diesel and electric traction running side by side, which is one of the great appeals of the Southern.

Hornby has been prolific in creating outstanding ready-to-run Southern Railway/Region locomotives with recent highlights including its air-smoothed

Bulleid 'Merchant Navy' 4-6-2s, Maunsell 'Lord Nelson' 4-6-0, Maunsell 'S15' 4-6-0 and even the humble Adams '0415' 4-4-2T. Better still, the rise isn't just related to steam locomotives as we have also seen Hornby produce the Class 71 electric, Dapol the Class 73 electro-diesel and a whole series of multiple units are now available from Bachmann and Hornby. More are on the way too with Bachmann's long-awaited 2-HAP unit currently expected in August. New carriages have also been delivered, making modelling of this part of the BR network even more achievable.

TWELVE TREES REFRESHER

First though, a little context about Twelve Trees. Construction started in late 2011, but it wasn't until 2013 that it really got underway with a brand new trackplan. Even then the layout was only a set of four 4ft x 3ft scenic baseboards without storage yards and it was another year before we completed the full scheme to allow it to make its debut at the Great Electric Train Show in October 2014. In that format the full size was 34ft x 8ft and to make it work we built three cassette storage yards to fund operation of

the main through lines and diverging route.

Twelve Trees stayed in its 34ft format until 2017 when we decided it was time we rebuilt the layout into a continuous run to make it more enjoyable to operate. During the summer we repurposed the original cassette yard boards as well as building new corner boards for the storage yard while also creating potential for two new scenic sections at the front. The first of those was completed in 2017 while the second is still on the job list for the future.

The biggest impact with the design change was that we could now showcase more rolling stock and operate the layout more fluently. With the old system there could be pauses in the service while we changed trains over, but with the new continuous run storage yard we were able to deliver a more consistent pace of trains passing through the scenic section as well as making the most of the complex junction trackplan. You can read more about the story of Twelve Trees Junction at keymodelworld.com/trains/layout-features where we have brought together features from HM97 in 2015 and *Hornby Magazine Yearbook No. 10* from 2017. >>





**A Maunsell 'Schools'
4-4-0 leads a Bachmann
'Birdcage' set and passes a 'T9'
4-4-0 with a trio of Hornby 58ft
Maunsell non-corridor coaches.**





**Hornby 'S15' 4-6-0
30843 eases its rake
of Class B tankers across
the junction from the
slow line as it takes the
avoiding line.**



**Dapol 'JA' electro-
diesel E6001 passes
through the junction
at the head of a
cement train as a 2-H
departs from the
bay platform on the
bi-directional line.
In the background a
2-HAL, 2-BIL, 2-HAL
formation waits to
move into the depot
on the relief line.**

STEAM DELIGHTS

Steam is at the heart of the fleet for Twelve Trees and reflects the final decade of its service between 1957 and 1967. Covering this period allows the collection to be quite diverse, as we can include Drummond, Urie, Adams and Maunsell designs alongside the latest generation of steam locomotives from Bulleid and Riddles. Naturally there are exceptions to the rule, but that's all part of the enjoyment of running a model railway.

All of the steam locomotives which form part of the exhibition roster are sound fitted using a combination of ZIMO, ESU and now Doehler & Haass chips to bring them to life. Each of these uses a suitable speaker while three of the air-smoothed 'West Country' 4-6-2s and the 'Golden Arrow' decorated 'Britannia' 4-6-2 are also equipped with smoke generators. Expansion of the sound fleet continues too with future projects including a rebuilt 'Battle of Britain' to run alongside the rebuilt 'West Country' plus sound for the new Hornby 'Lord Nelson' 4-6-0.

Amongst the latest additions to the fleet are Hornby's air-smoothed 'Merchant Navy' 4-6-2s modelling 35023 *Holland Afrika Line* and 35028 *Clan Line* in BR lined green. Both are fitted with ZIMO sound decoders while 35028 features firebox glow and working electric cab lights. There is also a Hornby 'S15' on the roster finished as 30843 and suitably weathered to make it the perfect addition to the head of long goods trains.

Not quite so new, but still fresh for this update, is a Drummond '700' 0-6-0 which has been detailed with a coal load, crew, ZIMO sound decoder and weathering. This is a perfect engine for the ballast train or the newly added Bachmann steam crane in Southern Region black.

The most recent sound installation is Bulleid 'Q1' 0-6-0 33023 which has Locoman Sounds' new Southern Region two-cylinder sound file for the Doehler & Haass 8-pin decoder, as featured in HM148. >>

The steam roster isn't limited to big engines either. We have a range of tank engines available including a trio of 0-4-4Ts which are used on the push-pull trains from the bay platform. These are Drummond 'M7' 0-4-4T 30029 fitted with an ESU decoder and a Howes sound file together with Wainwright 'H' 0-4-4T 31518 and Adams 'O2' 0-4-4T 30182 which have ZIMO MX648 decoders and Digitrains sound files. Technically it would have been rare to see the 'H' from the South Eastern section alongside the 'M7' and 'O2', but the joy of modelling means it can happen. We also regularly use a Bachmann Billinton 'E4' 0-6-2T – again fitted with a ZIMO sound chip – which works alongside the likes of a BR '3MT' 2-6-2T and '4MT' 2-6-4T on lighter passenger formations as well as empty stock movements.

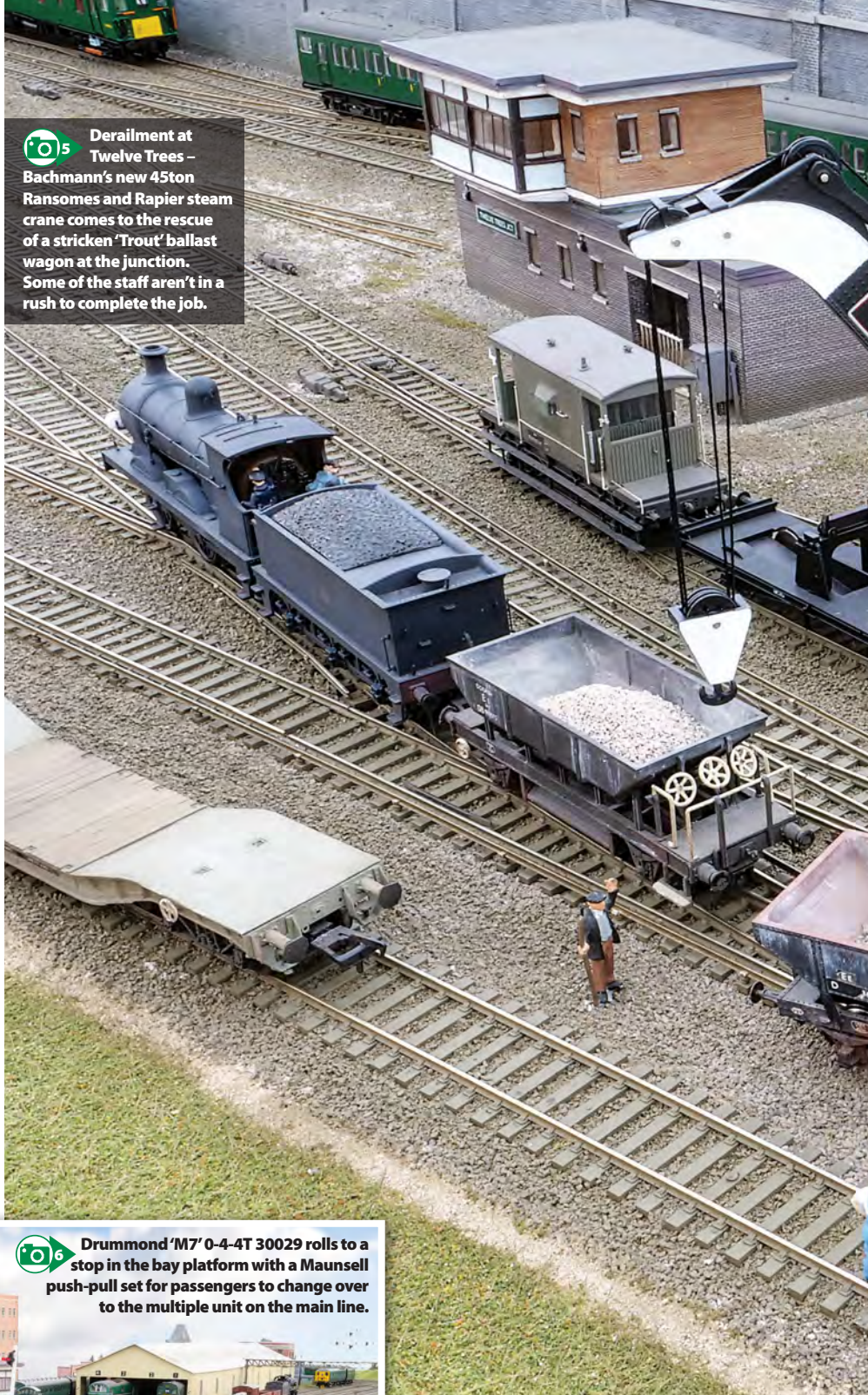
The late steam era collection features more BR Standards with the '3MT' and '4MT' tanks being joined by a pair of '4MT' 2-6-0s, occasionally a '4MT' 4-6-0 and '5MT' 4-6-0 73082 *Camelot*. There are also two rebuilt 'Merchant Navy' 4-6-2s – 35017 *Belgian Marine* with a Locoman Sounds decoder and 35025 *Brocklebank Line* with a South West Digital ESU chip.

ELECTRIC OVERLOAD

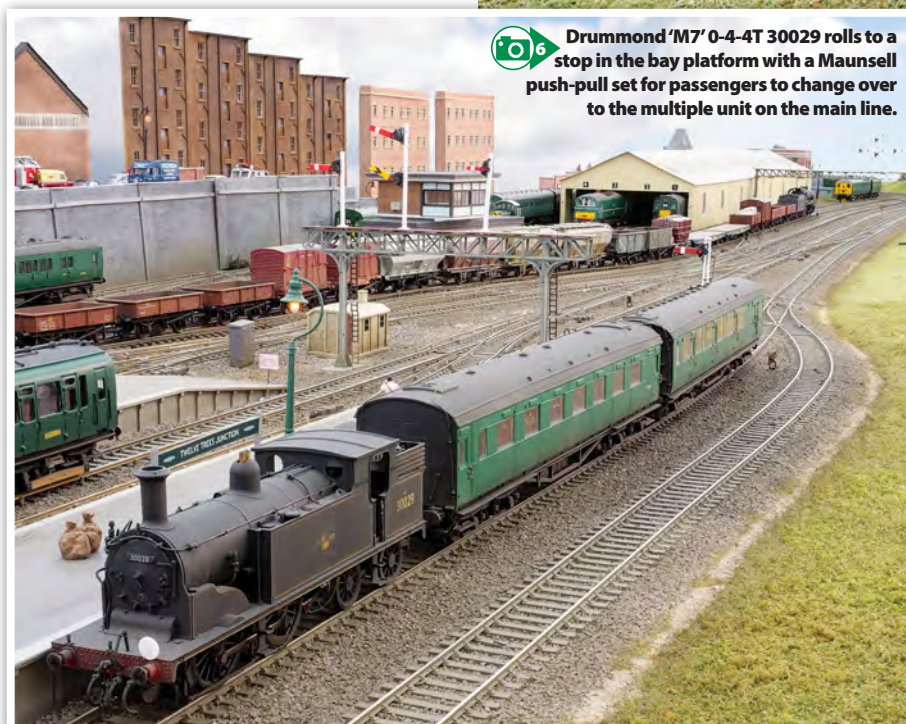
A key feature of Twelve Trees' roster is the large collection of electric locomotives and multiple units that Mark and I have amassed over the years. One of the most popular additions has been the Class 71 electrics of which, between us, we now have six available for the layout with a combination of the currently available Hornby model and the out of production DJ Models product in service. These include E5015 with full 'Golden Arrow' regalia, a heavily weathered E5022 which is usually at the head of a block train of Ferry Vans and E5001 in BR green with small yellow warning panels. None of these locomotives are sound fitted.

The Class 71s are joined by an expanding

Derailment at Twelve Trees – Bachmann's new 45ton Ransomes and Rapier steam crane comes to the rescue of a stricken 'Trout' ballast wagon at the junction. Some of the staff aren't in a rush to complete the job.



Drummond 'M7' 0-4-4T 30029 rolls to a stop in the bay platform with a Maunsell push-pull set for passengers to change over to the multiple unit on the main line.



fleet of Dapol Class 73s. Last time we showed Twelve Trees Junction in *Hornby Magazine* this highly detailed 'OO' gauge model hadn't been released, but since its arrival we've added three to the roster – E6001 in BR green with small yellow warning panels, E6003 in BR green with a grey solebar plus E6022 in BR blue with small yellow warning panels. Undoubtedly more will join the fleet in the future.

Alongside the electrics we have a handful of diesels including a pair of Class 33/0s with ZIMO decoders which are normally at the head of Heljan Class B tankers, complete with barrier wagons, or a block train of Presflo cement wagons. Accurascale's Cemflo wagons will also join the fleet for exhibitions, but they are currently awaiting weathering. A third



Class 33 is available modelling D6580 in BR green – the first Class 33/1 to be modified with push-pull equipment to run with 4-TC units. It always operates in tandem with a Kernow Model Rail Centre 4-TC unit and the pairing has Legomanbiffo sound decoders installed which work together.

The most significant parts of the electric fleet are the multiple units. No model of the Southern Region third-rail network would be complete without them and it is quite staggering to realise how much is now available off the shelf. The fleet consists of four Bachmann 4-CEPs, four Bachmann 2-EPBs, multiples of the Hornby 2-BIL and 2-HAL units (more than we care to admit!) plus three 4-VEPs, a 4-TC and two 'Brighton Belle' units in ready-to-run form.

There are modified and kit built units too

including a BR 4-EPB - built by reworking a pair of Bachmann 2-EPBs – and an Ayjay Models 4-SUB unit which we recently renovated and equipped with decoders, extra pick-ups and stay alive capacitors for improved running. For this photo shoot we were also able to add an Ayjay Models Bulleid 'Tin'-HAL two-car set which has been a long term workbench project.

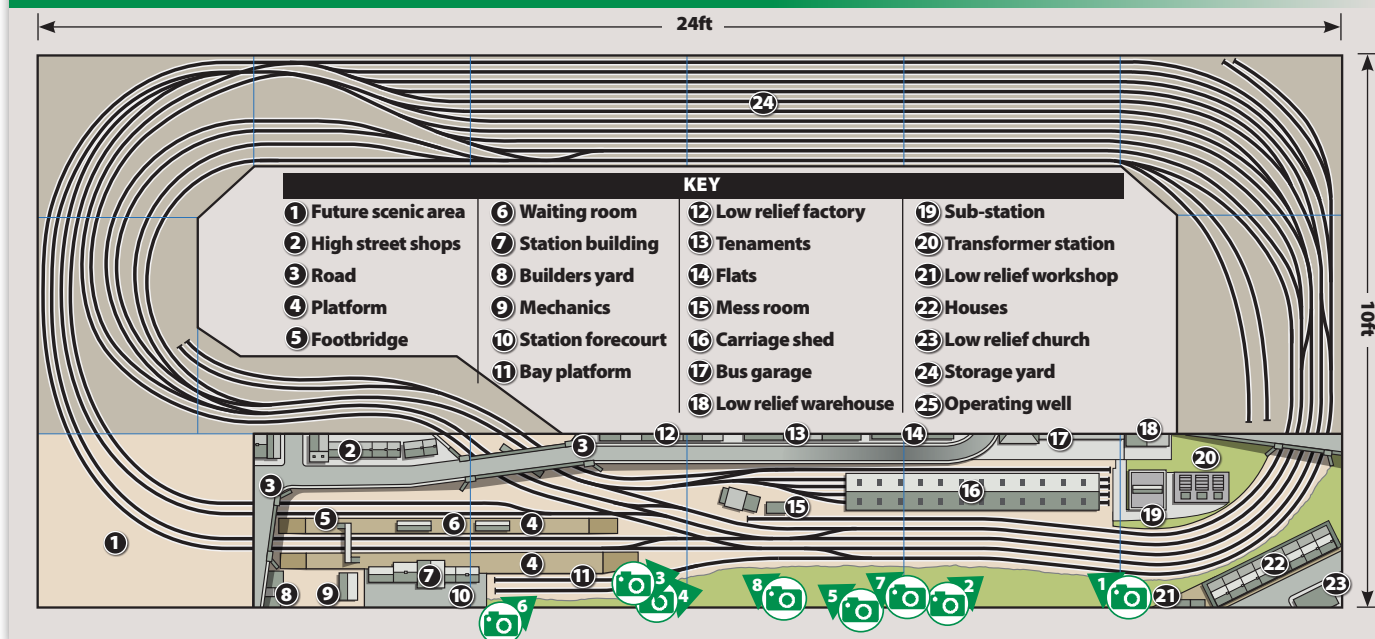
Not quite electric, but still in the same category, we also have a trio of Class 205 2-H Diesel Electric Multiple Units (DEMs) available for the layout modelling the class in plain green, green with an orange triangle on the guard's end cab front and green with small yellow warning panels. On the workbench there is an old DC Kits 4-EPB unit awaiting an overhaul and new detailing parts to be fitted.

PASSENGER STOCK

When we first built Twelve Trees, the range of passenger stock available was restricted to four main types. We had Bachmann's Mk 1s and Bulleid 63ft main line corridor stock together with Hornby's eight-wheel Pullmans and its superb collection of Maunsell 59ft stock, but we've since been able to expand the line-up to include a full rake of Hornby 12-wheel Pullmans to model the 'Bournemouth Belle' as well as a new short three-car rake of BR Mk 1s from Hornby's new range.

More recently we've increased the carriage fleet significantly with the addition of Bachmann 'Birdcage' carriages, Hornby's rebuilt LSWR 58ft non-corridor carriages, the Maunsell Second Open and Restaurant car, LSWR 'Gate stock' push-pull carriages ➤

TWELVE TREES JUNCTION TRACK DIAGRAM (Not to scale)



from Kernow Model Rail Centre and, earlier this year, Hornby's new set of Bulleid 59ft suburban corridor stock.

Altogether these new additions paint an ever more comprehensive picture of the carriage fleet on the Southern during the period we model on Twelve Trees and we are now eagerly looking forward to the arrival of Bachmann's brand-new models of the Bulleid 63ft stock.

THE FUTURE

Twelve Trees Junction still has an extensive job list for the future both for its rolling stock and the layout. There are still locomotives, units, carriages and wagons to enter service following weathering and sound installation while undoubtedly there will be new additions to make our Southern scene even more realistic.

Away from the railway, the next big jobs are completing the sixth scenic board beyond the station and we have now set ourselves the target of having that ready for the new Great Electric Train Show event in Manchester in March 2021. Signalling is another important element for improvement – the existing signals are still the original 'stop gaps' that we built for it in 2013 – and the full plan is to follow Simon Paley's design from HM157.

Beyond that we've noticed the street scenes need more detail and fresh life breathing into them and many other small jobs around the railway which will make Twelve Trees a long-lasting part of the *Hornby Magazine* layout collection. We're already looking forward to putting this busy main line scene on show again in 2021 and beyond. [Hornby](#)

Bulleid rebuilt
'Merchant Navy'
4-6-2 35017 Belgian
Marine - renumbered,
renamed and weathered
by Grimy Times - passes
straight through the
station with a Pullman
working in between a
variety of multiple units.
From the left are a 2-H
DEMU, together with
2-EPB, 4-SUB and 4-EPB
EMUs.



SEE MORE

● See more on Twelve Trees Junction in the *Hornby Magazine* Show. Watch us on [youtube.com/hornbymag](#) from 8pm on August 7 2020



BR '4MT'
2-6-0 76109

restarts its stopping
train formed of a trio
of Hornby Bulleid 59ft
corridor stock.



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NISSEN HUT

00 CODE PO415 / N CODE PN815

PICNIC BENCHES

00 CODE PO510
N CODE PN810



PLATFORM BENCHES
00 CODE PO502

PLATFORM UNDERPASS

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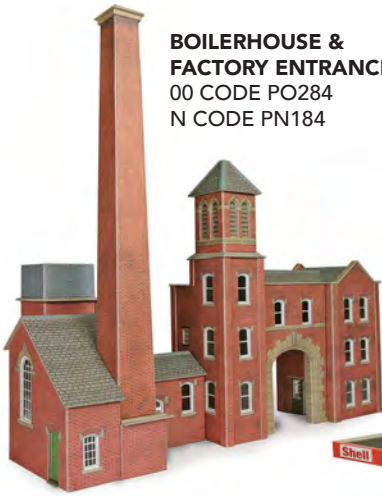


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STATION SHELTER**
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N CODE PN934



DOUBLE TRACK ENGINE SHED
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RED BRICK 00 CODE PO313 / PN913



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MASTER'S HOUSE**
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**SETTLE-CARLISLE
GOODS SHED**
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HARD ROCK

from the Mendips

The size and scope of Torr Works quarry and the adjoining railway facilities at Merehead are clear to see in this aerial view – the yard easily swallows an entire ‘jumbo’ train of 50-odd aggregate hoppers. This has been the headquarters of the former Foster Yeoman company’s operations for decades. Its loaders are capable of moving five million tons of aggregate a year, most of it by rail. Tim Shackleton.



Some of the longest and heaviest trains on the UK network originate in the Mendip Hills of North Somerset, and provide materials for many of the country's biggest construction projects.

EVAN GREEN-HUGHES takes a look at this traffic, which has grown tremendously over the years.

TAKE A TOUR round any major town or city anywhere in the country and look around you at the urban landscape, and even at the surface of the road on which you are walking. What you will see are giant buildings of stone, brick and concrete and miles of pavement or tarmac-coated highways. The next thing to consider is where the materials for all this construction came from and how they got there. For many of those buildings and roads, it was our railway which enabled their construction.

Before the railways, buildings were constructed with whatever was close at hand. In the Middle Ages, wood was the predominant material, but demand soon outstripped supply, leading to the use of stone where this could be found, or brick where there were suitable supplies of clay nearby. The transport revolution of the early 19th century meant that materials could more easily be brought into the growing cities, and this in turn enabled a rapid expansion in building.

One staple component of the building industry is limestone, which can be used in many ways. The Romans found that suitably crushed, this material could be used as one of the components of a substance we would today recognise as concrete, while it was also of great value for use in the foundations of buildings and roads. It is also used in steel making. Limestone is found naturally in many areas of the UK, particularly in Derbyshire, Devon, Durham, the Cotswolds and in North Somerset and had been quarried in most of those areas since ancient times. »

Below: In the steam and early diesel era stone was transported in small four-wheel wagons which usually required manual loading and unloading – a far cry from today's mechanised systems. Blue liveried 'Hymek' D7007 approaches Frome with a stone working from North Somerset Quarry sidings on December 29 1967.

Hugh Ballantyne/Railphotoprints.uk



The Class 59s were a revolution in reliability and haulage capabilities which far outstripped what previous BR designs had been able to do. On June 12 2014 a pair of Class 59/2s led by 59204 head west through Sonning Cutting with the Hither Green to Whatley Quarry stone empties. John Vaughan/ Railphotoprints.uk.



ROMAN ORIGINS

In the Mendips, quarrying for limestone had been in progress since Roman times and prior to the industrial revolution stone from the area had been used to form the buildings in places such as Bath and Bristol. The industrial revolution led to an increase in production, particularly as the area was now served by the London and South Western and Great Western Railways. Much of this was still finished stone which could now be transported with ease to places such as London - an area which previously had been too remote to be economically supplied.

Surprisingly, it was the growth of the motor vehicle and the requirement for more and improved roads that was to provoke the biggest surge in production. By the end of the First World War, only about half a million tons was being quarried in the area each year. Within 15 years, production had risen threefold and was maintained at this level throughout the 1930s as the inter-war house-building boom continued to feed demand. An increase in the use of concrete and similar materials in the 1960s caused another doubling of demand but this was eclipsed as the 1970s arrived when the area was supplying around 13million tons a year to construction projects. There was a further boom in building in the 1980s and during this output peaked at almost

19million tons a year, a staggering 36-fold increase on the figures of 60 years before. Production has since fallen back to around two-thirds of that figure, but still represents about 10% of the country's output.

BULK AGGREGATES

During this period railways contributed to the rise in the use of aggregates. The Victorian railway used far less ballast than is common today, and many companies preferred to use cheaper ash instead. However, increased speed required deeper ballast beds while new routes such as High Speed One consumed massive quantities of aggregates, not only for ballast but also in the construction of the many structures on the line, which are now almost exclusively made of concrete.

Traditionally the products of the Mendips were transported in open four-wheel 10 or 12ton wagons which required manual loading and unloading at each end of the journey, but the Southern Railway in particular made several attempts at modernising the process with the introduction of conveyor or hopper loading.

Larger wagons appeared in British Railways days but these were still four-wheelers, although of all-steel construction and fitted with bottom-discharge equipment. For railway ballast

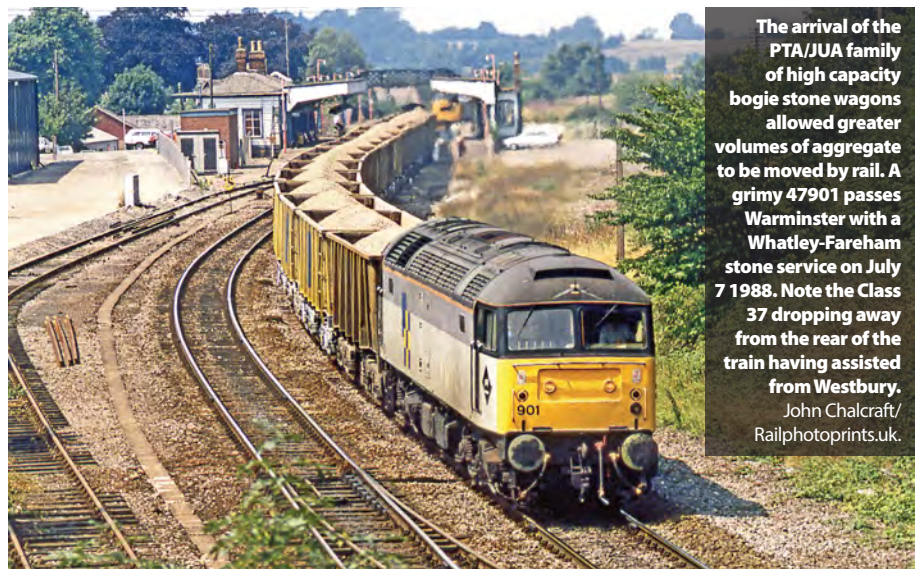
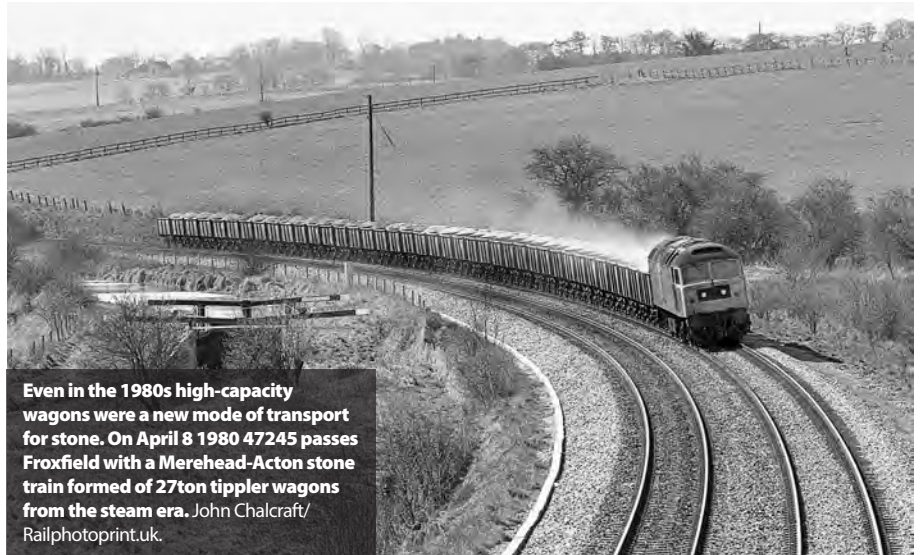
the Southern introduced the bogie 'Walrus', which was fitted with discharge chutes at both sides and was so successful it was later adopted as a British Railways standard leading on to development of the 'Seacow' and 'Sealion' wagons.

Bogie box wagons were introduced in the early 1970s as a legacy of Dr Beeching's plan to streamline freight operations, in this case by running dedicated trains with high payload wagons, which were capable of higher speeds due to being fitted with continuous air brakes. Probably the most common of these was the PTA/JTA/JUA family which were built in three batches from 1972 and which were used on many of the heaviest trains then running, often powered by pairs of Class 37s, but later by dedicated freight locomotives such as the Class 56 and later Class 59s.

In theory the Mendips aggregate traffic should have been well served by the provision of rakes of these high-capacity wagons, with dedicated Class 56s hauling them, but in the early 1980s British Railways was becoming a constant source of irritation to its customers in the area, and in particular was a thorn in the side of quarry owner Foster Yeoman. From the late 1970s Bristol Bath Road depot had supplied six Class 56s which were supposed to work three trains daily, with two engines



Even in the 1980s high-capacity wagons were a new mode of transport for stone. On April 8 1980 47245 passes Froxfield with a Merehead-Acton stone train formed of 27ton tippler wagons from the steam era. John Chalcraft/ Railphotoprint.uk.



The arrival of the PTA/JUA family of high capacity bogie stone wagons allowed greater volumes of aggregate to be moved by rail. A grimy 47901 passes Warminster with a Whatley-Fareham stone service on July 7 1988. Note the Class 37 dropping away from the rear of the train having assisted from Westbury. John Chalcraft/ Railphotoprints.uk.

working in multiple. Unfortunately, such was the unreliability of British Rail equipment in those days that up to 40% of the trains ran late, with consequent knock-on delays to construction projects, and the deep dissatisfaction of the customer.

AMERICAN INVASION

Foster Yeoman took the then revolutionary step of investigating the purchase of its own locomotives and rolling stock. The company saw the way forward as the provision of a small dedicated fleet of high-powered locomotives capable of working trains of 4,300 tons unaided. More importantly, guaranteed reliability of 96% was sought, something which was unheard of at the time in the UK, and a factor which caused British manufacturers to decline to tender for the project.

Instead Foster Yeoman turned to America and found that Electro-Motive Diesel was able to offer a scaled down version of its reliable and long-standing SD40 Co-Co diesel-electric locomotive to fit within the British loading gauge. Features included EMD's revolutionary super series creep control, with the resulting four locomotives arriving in 1986 together with a fifth which arrived in 1989. Longer trains began to be possible, timekeeping improved and more importantly the reliability target was met.

The success of this project did not escape Foster Yeoman's competitors as shortly afterwards Amey Roadstone (ARC) placed an order for four similar locomotives, which had only minor modifications to the lighting and the dampers so that they could run at a slightly higher speed. Later the two companies amalgamated their fleets so as to improve flexibility and to further cut costs, running them under the combined name of Mendip Rail.

The Class 59s lived up to their promise and actually achieved reliability of 99.8% in their first year of operation, causing more than a ripple in the British rail industry and indirectly leading to the adoption of the Class 66 from the same manufacturer as the 'standard' UK freight engine in the late 1990s.

The decision by Foster Yeoman did, in fact, have a substantial effect on British Rail's locomotive building programme, which ceased shortly afterwards with the construction of the contractor-built Class 60.

Today, and 34 years later, the Class 59s are still working just as hard as there is still a strong demand for aggregate from the Mendips to feed the construction frenzy in the South East, and in particular in London. In 2005 the Mendips fleet was expanded when the six former National Power Class 59s, which were ordered after the Foster

Yeoman and ARC examples but which had passed to freight operator EWS, began to be used alongside the original examples. All but one of the Class 59s are now operated by Freightliner, with 59003 forming part of the GB Railfreight fleet after its use in Germany between 1997 and 2014.

The faith which Foster Yeoman placed in American technology has been demonstrated by the reliability and haulage capacity of the Class 59. In May 1991 59005 set the European record for haulage when it hauled a train weighing 11,982 tons, a feat which has never even been approached by any previous design.

Today aggregate traffic forms a huge part of the UK's freight business and unlike many other forms of goods traffic is likely to continue to do so for the foreseeable future. Deposits in areas such as the Mendips are said to be good for up to 100 years, and are currently yielding 195million tons countrywide, most of which is distributed by rail, with around 157million tons per year being used in the construction industry. Limestone extraction in the Mendips has come a long way since single blocks of stone were taken out and dispatched in carts to build the notable buildings of Bath and it is rail that has played a major part in enabling that industry to expand to the successful level that it is at today. www.bath-norfolk.co.uk

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377-206A 8 Plank Wagon No. P192891 'Suncoke', weathered.....	£15.99
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377-650A MBA Megabox High-Sided Bogie Box Wagon 500006 EWS, weathered.....	£25.99
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377-776 12 Ton Pipe Wagon ZDV No. B741318 BR Bauxite (early).....	£13.50
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377-777 12 Ton Pipe Wagon No. B484163 BR Bauxite (late).....	£13.50
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377-877 Queen Mary Brake Van YTX No. ADS58299 EWS, weathered.....	£21.95
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377-925A PCA Metclair Bulk Powder Wagon 11026 Blue Circle Cement, whthr.....	£19.95
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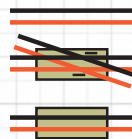
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42-0001 Two Road Brick Engine Shed.....	£21.95
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STAFF PROJECTS

Polarity SWITCHING

In the final part of his three-part garden railway series, **MIKE WILD** explains how he overcame a complex return loop situation while discovering even greater flexibility could be introduced with a new piece of trackwork and Digital Command Control electronics.



SINGLE LINE, DOUBLE TRACK
REVERSE LOOP TRACK DIAGRAM

TOOLS

- » Pencil
- » Steel metre rule
- » Mini drill and 1mm drill bit
- » Electric drill
- » 10mm drill bit
- » 2mm drill bit
- » Soldering iron
- » Wire cutters
- » Wire strippers
- » Hammer
- » Crosshead screwdriver
- » Flat blade electrical screwdriver

D1061 *Western Envoy* rumbles across the point work at the junction as a Class 128 parcels railcar heads in the opposite direction. The double slip is controlled by a Hex Frog Juicer for maximum operational value from this junction.



MIKE WILD

Mike's workbench has been full to bursting lately with 'OO' gauge rolling stock projects including an Isinglass Quad-Art set and Ajjay Models 'Tin'-HAL.



MARK CHIVERS

Mark is digging into a new Railway Laser Lines depot kit as well as preparing his Southern stock for this issue's feature on Twelve Trees Junction.



RICHARD WATSON

Richard has been bitten by the garden railway bug and has been continuing work outdoors while developing project layouts for Hornby Magazine.

DEVELOPING track plans that are interesting to operate is great fun, but every now and then I stumble across a design which creates a new electrical headache. The return loops of my garden railway are just one of those.

My initial criteria was simple – I wanted to create a double junction which continued the suggestion of a double track main line, even though the actual plan is a giant single track circuit. By keeping the double track theme around the return loop it would give me a second passing loop and all it needed was a pair of right-hand points and a diamond crossing. Peco offered all the track components I needed for 'O' gauge. The complication came in switching the crossing to compensate for the polarity reversing as trains travel round the loop.

To power the crossing I selected a Tam Valley Hex Frog Juicer, but I soon realised that there was more potential to be gained from the trackplan by replacing the diamond crossing with a double-slip. At the same time the track layout grew and developed to include a second

WHAT WE USED		
PRODUCT	MANUFACTURER/SUPPLIER	CAT NO.
Hex Frog Juicer	Tam Valley Depot	HFJ003U
Dual Frog Juicer	Tam Valley Depot	DFJ003U
Double slip, bullhead rail	Peco	SL-E790BH
Right-hand point, bullhead rail	Peco	SL-E791BH
Bullhead flexible track	Peco	SL-700BH
Metal rail joiners	Peco	SL-10
Plastic insulated rail joiners	Peco	SL-11
Cobalt IP digital point motor	DCC Concepts	DCP-CB1DIP
Plug in terminal blocks	Rapid Online	21-2497
Power bus wire	Rapid Online	Various
7/0.2 equipment wire	Rapid Online	Various

loop and a siding to store trains as well as a desire to reverse multiple units without having to negotiate the full return loop. Together with the plans for the internal storage yard, which use two loops and a series of dead end sidings, there was also a potential need to run trains back to the workshop 'wrong line' at the end of a running session.

All things considered I realised that I could swap the diamond crossing for a double slip using just one extra electrical component to create a multi-functional crossing which allowed much greater flexibility over train routing.

Introducing the double slip also created the need for a separate

polarity reversing module - a Dual Frog Juicer - for the loops and sidings to accommodate double headed or multi-decoder DMUs using this track section.

The result is a clever piece of

trackwork which has been designed to keep its electrical secrets hidden out of view in sealed containers to protect them from the elements. In service it works perfectly and means that trains can sail through the pointwork onto either of the two loops creating the illusion of double track working as well as providing access to the sidings.

The Step by Step guide explains the full process involved in creating the polarity switching, polarity reversing set up for this layout and while it has been developed to work outdoors, the same principles can be used for an indoor layout, though there is no need to weatherproof the components as I have here if you building indoors. [Video](#)

STEP BY STEP CREATING A SINGLE TRACK REVERSE LOOP WITH A HEX FROG JUICER

This project covers the construction of the double junction on an 'O' gauge garden railway, but the methods are transferrable between scales. It provides a double track return loop at the end of the outdoor section. As the line is actually a continuous single circuit, the double slip, originally planned to be a diamond crossing, requires a Hex Frog Juicer to take care of reversing polarity when trains pass over it.



TURN FOR MORE STEPS

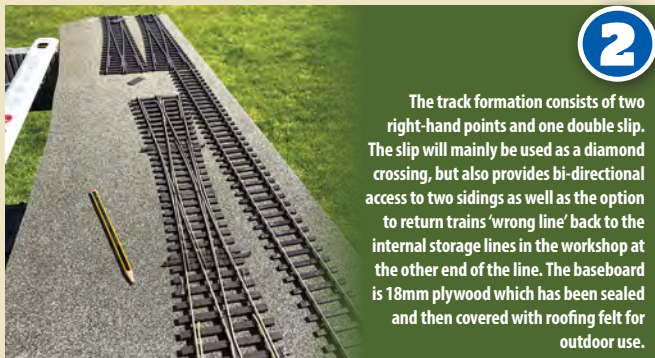
USEFUL LINKS

Tam Valley Depot	www.digitrains.co.uk
Peco	www.peco-uk.com
DCC Concepts	www.dccconcepts.com
Rapid Online	www.rapidonline.com



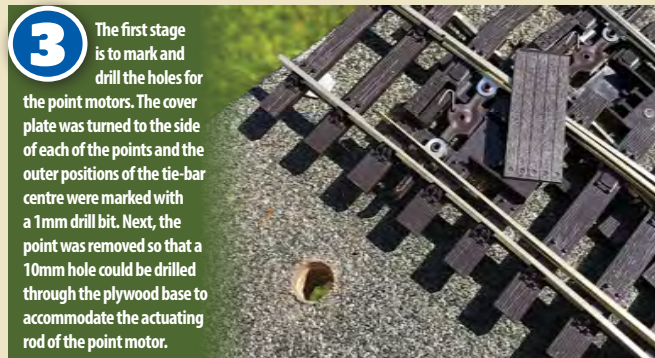
STEP BY STEP

CREATING A SINGLE TRACK REVERSE LOOP WITH A HEX FROG JUICER



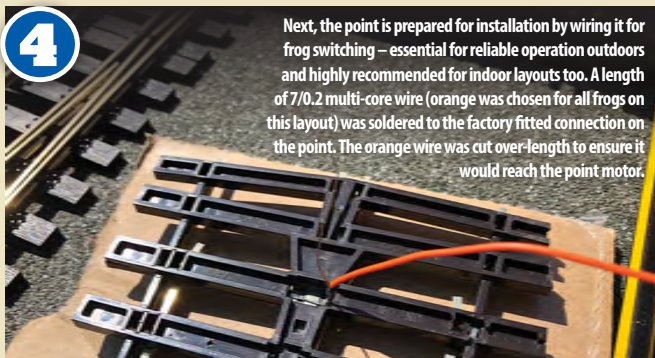
2

The track formation consists of two right-hand points and one double slip. The slip will mainly be used as a diamond crossing, but also provides bi-directional access to two sidings as well as the option to return trains 'wrong line' back to the internal storage lines in the workshop at the other end of the line. The baseboard is 18mm plywood which has been sealed and then covered with roofing felt for outdoor use.



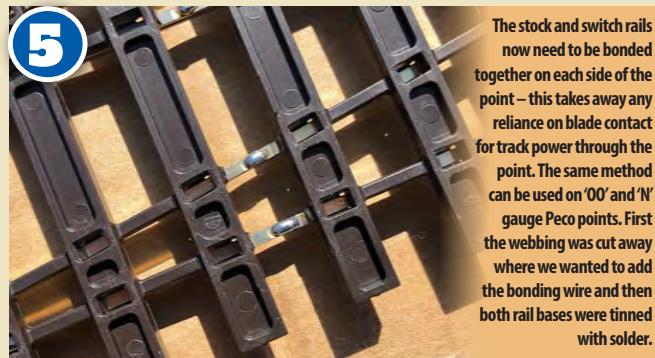
3

The first stage is to mark and drill the holes for the point motors. The cover plate was turned to the side of each of the points and the outer positions of the tie-bar centre were marked with a 1mm drill bit. Next, the point was removed so that a 10mm hole could be drilled through the plywood base to accommodate the actuating rod of the point motor.



4

Next, the point is prepared for installation by wiring it for frog switching – essential for reliable operation outdoors and highly recommended for indoor layouts too. A length of 7/0.2 multi-core wire (orange was chosen for all frogs on this layout) was soldered to the factory fitted connection on the point. The orange wire was cut over-length to ensure it would reach the point motor.



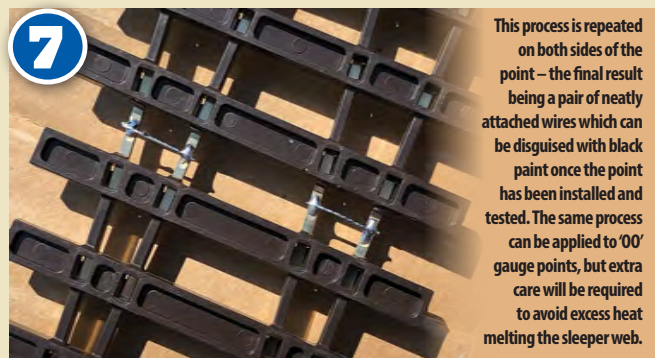
5

The stock and switch rails now need to be bonded together on each side of the point – this takes away any reliance on blade contact for track power through the point. The same method can be used on '00' and 'N' gauge Peco points. First the webbing was cut away where we wanted to add the bonding wire and then both rail bases were tinned with solder.



6

30mm of insulation was removed from 7/0.2 multi-core wire. It was then tinned with solder before being joined to the solder points created on the bottom of the rails with a second heating by a soldering iron. The wire can then be cut back to the outer edges of the two rails.



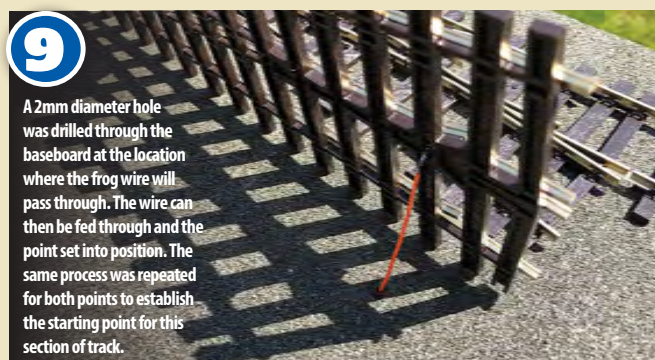
7

This process is repeated on both sides of the point – the final result being a pair of neatly attached wires which can be disguised with black paint once the point has been installed and tested. The same process can be applied to '00' gauge points, but extra care will be required to avoid excess heat melting the sleeper web.



8

To complete preparations of each point for frog switching, the two link wires at the centre of the frog need to be cut – failure to do this will result in a short circuit.



9

A 2mm diameter hole was drilled through the baseboard at the location where the frog wire will pass through. The wire can then be fed through and the point set into position. The same process was repeated for both points to establish the starting point for this section of track.



10

When employing frog switching, the centre two rails on points must be isolated using insulated rail joiners. This means that a separate power feed will be required for the inner rail of each section of track following the point.



11

Now we have moved forward to prepare all of the joining track sections around the junction so the double slip can be positioned. At this stage the slip is still as delivered with its wire connections wrapped around the sleeper ends.



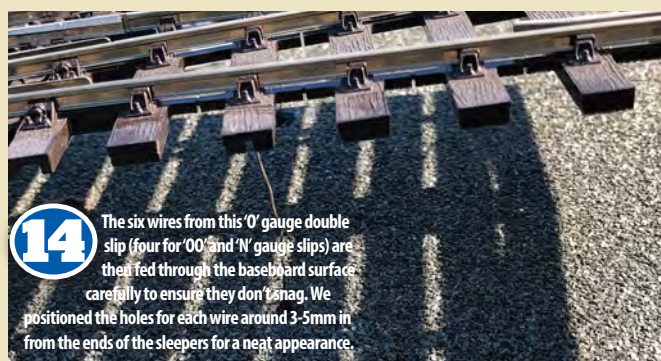
12

As the double slip will be powered by a Hex Frog Juicer, it needs to be entirely isolated from its surrounding tracks. Insulated rail joiners are added to all track connections on the slip.



13

Next the point motor holes (as per Step 3) and wire holes are all made using 10mm and 2mm drill bits respectively.



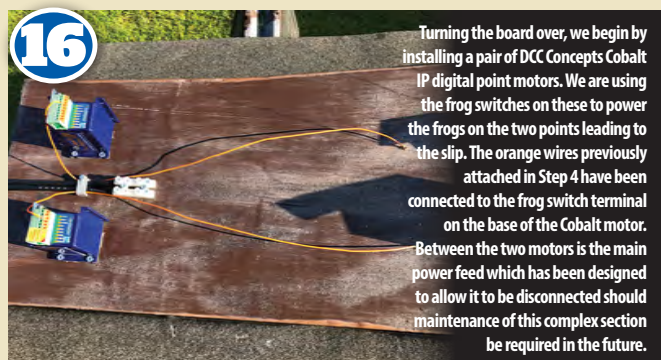
14

The six wires from this 'O' gauge double slip (four for 'OO' and 'N' gauge slips) are then fed through the baseboard surface carefully to ensure they don't snag. We positioned the holes for each wire around 3-5mm in from the ends of the sleepers for a neat appearance.



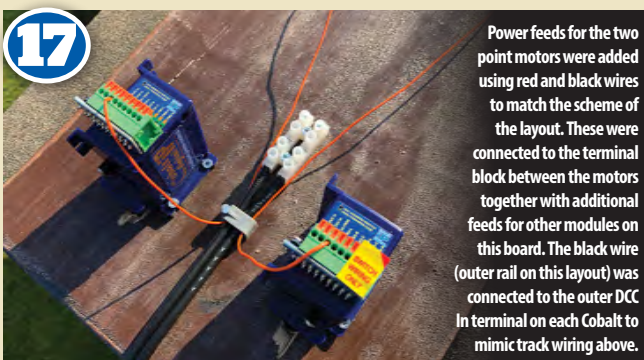
15

This image doesn't look wildly different from Step 11, but here all the wires for the slip have been added and all the track has been pinned in place completing work above the baseboard.



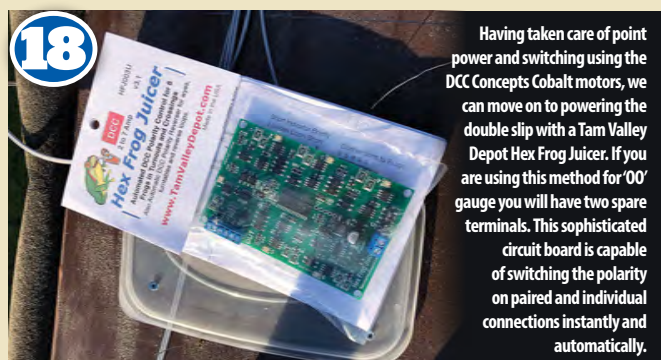
16

Turning the board over, we begin by installing a pair of DCC Concepts Cobalt IP digital point motors. We are using the frog switches on these to power the frogs on the two points leading to the slip. The orange wires previously attached in Step 4 have been connected to the frog switch terminal on the base of the Cobalt motor. Between the two motors is the main power feed which has been designed to allow it to be disconnected should maintenance of this complex section be required in the future.



17

Power feeds for the two point motors were added using red and black wires to match the scheme of the layout. These were connected to the terminal block between the motors together with additional feeds for other modules on this board. The black wire (outer rail on this layout) was connected to the outer DCC In terminal on each Cobalt to mimic track wiring above.



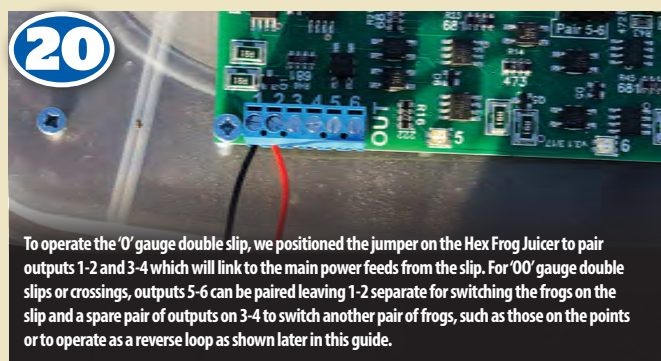
18

Having taken care of point power and switching using the DCC Concepts Cobalt motors, we can move on to powering the double slip with a Tam Valley Depot Hex Frog Juicer. If you are using this method for 'OO' gauge you will have two spare terminals. This sophisticated circuit board is capable of switching the polarity on paired and individual connections instantly and automatically.



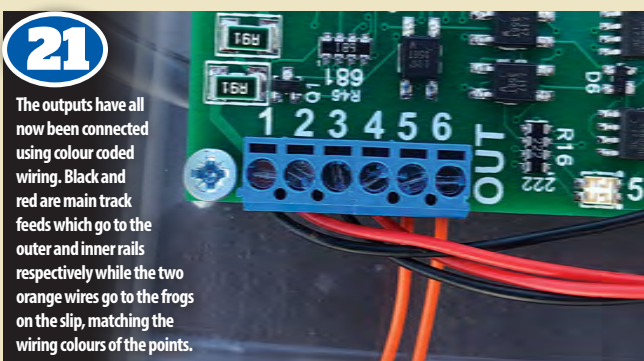
19

The DCC In terminal is connected back to the power bus using the terminal block shown in Step 16. The additional black and red wires seen here are transferring power to a pair of Cobalt point motors.



20

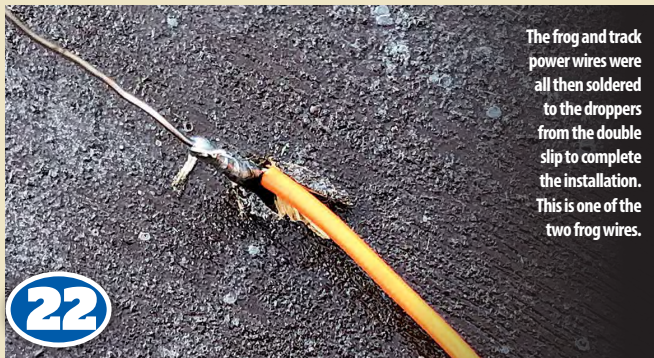
To operate the 'O' gauge double slip, we positioned the jumper on the Hex Frog Juicer to pair outputs 1-2 and 3-4 which will link to the main power feeds from the slip. For 'OO' gauge double slips or crossings, outputs 5-6 can be paired leaving 1-2 separate for switching the frogs on the slip and a spare pair of outputs on 3-4 to switch another pair of frogs, such as those on the points or to operate as a reverse loop as shown later in this guide.



21

The outputs have all now been connected using colour coded wiring. Black and red are main track feeds which go to the outer and inner rails respectively while the two orange wires go to the frogs on the slip, matching the wiring colours of the points.

STEP BY STEP CREATING A SINGLE TRACK REVERSE LOOP WITH A HEX FROG JUICER



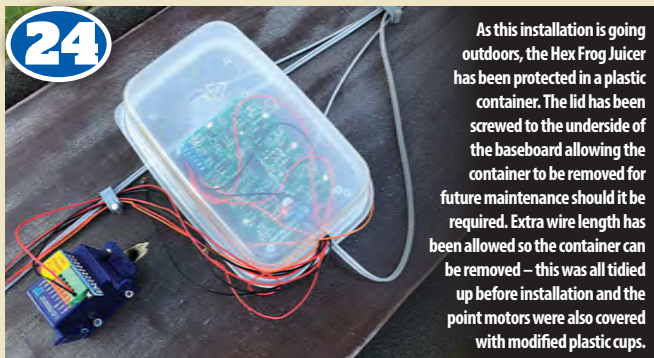
22

The frog and track power wires were all then soldered to the droppers from the double slip to complete the installation. This is one of the two frog wires.



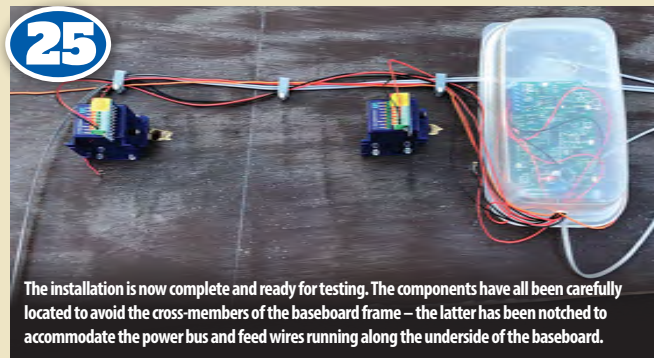
23

The main feed wires were treated in the same way, seen here either side of one of the point motors for the double slip.



24

As this installation is going outdoors, the Hex Frog Juicer has been protected in a plastic container. The lid has been screwed to the underside of the baseboard allowing the container to be removed for future maintenance should it be required. Extra wire length has been allowed so the container can be removed – this was all tidied up before installation and the point motors were also covered with modified plastic cups.



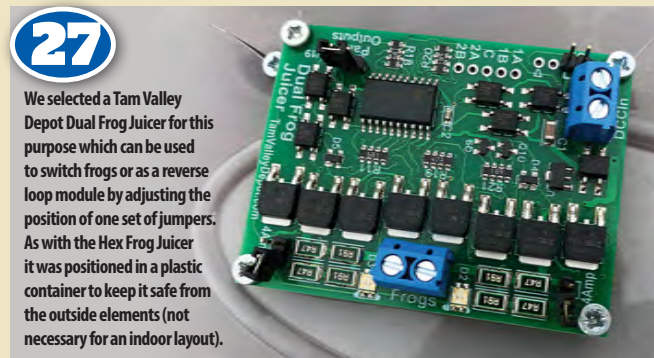
25

The installation is now complete and ready for testing. The components have all been carefully located to avoid the cross-members of the baseboard frame – the latter has been notched to accommodate the power bus and feed wires running along the underside of the baseboard.



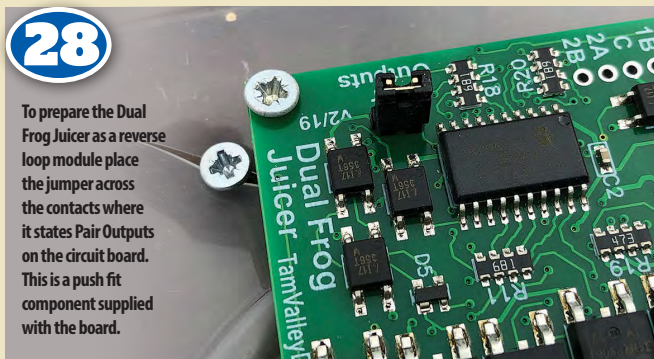
26

To complete this section of the layout two further points were added to allow an extra loop and a siding to be added inside the inner loop. However, to ensure future access for multi-decoder trains this section of the layout needed to be powered by a reverse loop module (see diagram).



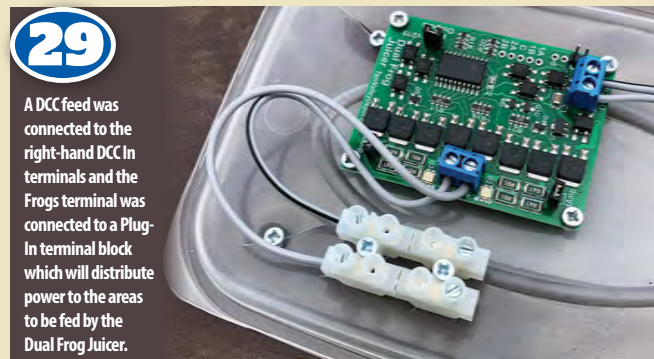
27

We selected a Tam Valley Depot Dual Frog Juicer for this purpose which can be used to switch frogs or as a reverse loop module by adjusting the position of one set of jumpers. As with the Hex Frog Juicer it was positioned in a plastic container to keep it safe from the outside elements (not necessary for an indoor layout).



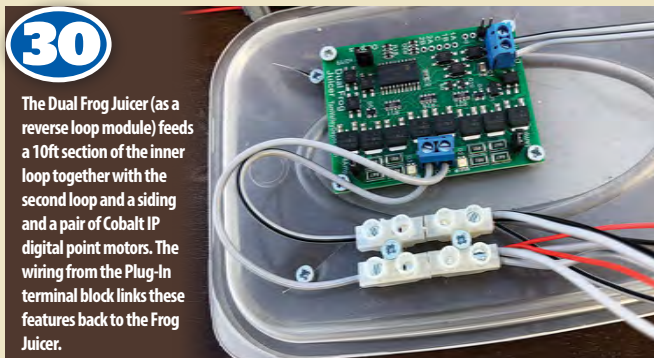
28

To prepare the Dual Frog Juicer as a reverse loop module place the jumper across the contacts where it states Pair Outputs on the circuit board. This is a push fit component supplied with the board.



29

A DCC feed was connected to the right-hand DCC In terminals and the Frogs terminal was connected to a Plug-In terminal block which will distribute power to the areas to be fed by the Dual Frog Juicer.



30

The Dual Frog Juicer (as a reverse loop module) feeds a 10ft section of the inner loop together with the second loop and a siding and a pair of Cobalt IP digital point motors. The wiring from the Plug-In terminal block links these features back to the Frog Juicer.



31

The new junction has now been positioned on the layout. The points have been addressed and set up using DCC Concepts' simple setup procedure which also allows for the motor's direction of operation to be reversed. This allowed us to set up all the points so that using the 'left'/1 button on our handset sets each point to the main through route while 'right'/2 sets the points to the diverging route.



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PROFESSIONAL PAINT JOB

Hornby Magazine's Associate Editor **RICHARD WATSON**

took the opportunity to have his ModelU 3D printed figures professionally painted by Claudia Everett.

BEING 3D scanned by ModelU is one thing but making the most of these fantastically detailed scale figures in paint is another. I was looking to replicate myself in minute detail and through the suggestion of ModelU's Alan Buttler I decided to take advantage of his recommended figure painter Claudia Everett.

Claudia's attention to detail is stunning and when it comes to painting figures it's hard to think of someone better equipped to do the job – and I knew she'd certainly do a better job than me! Having completed my scans at the Great Electric Train Show in 2019 I

selected the option to have them professionally painted. This meant that my completed 3D prints were sent directly to Claudia by Alan so that she could replicate my chosen appearance in miniature.

I chose a simple standing pose for the scan for its flexibility on model railways which would model me as I am today in contemporary clothes. This included my then standard exhibition attire of a New Junction branded t-shirt as well as my wrist band for the event. Even these two tiny details were picked out by Claudia in the painting process.

After receiving my figures Claudia got in touch to ask for additional reference images, the most prominent of these being for the shoes that I was wearing that day, as they had a distinctive white sole. These details were applied to the

Above right: The original ModelU 3D scan of Richard captured by Alan Buttler.

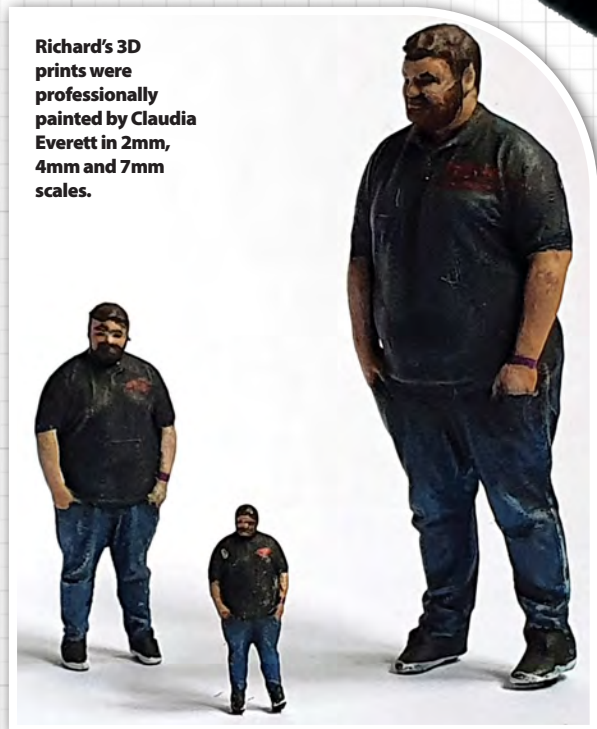
figures in all three scales, as I had figures produced in 2mm, 4mm and 7mm scales to suit 'N', 'OO' and 'O' gauge layouts. The general style of my pose in the scan means that my 'mini-me' can turn up anywhere on any layout, as it fits in with any street or station scene.

Having the figures professionally painted is like having a 3D painting and considering the detail invested by Claudia the finished products are incredibly good value for money. If you have figures that you want painting, and to the highest standard, visit Claudia's Facebook page to find out full details of how to use her painting services. [@claudiaeverett](#)

Approaching the end of the painting process with Claudia.



Richard's 3D prints were professionally painted by Claudia Everett in 2mm, 4mm and 7mm scales.



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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 outbreak many 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.

AUGUST

CANCELLED	
8	BEXHILL MODEL RAILWAY EXHIBITION Hosts: Bexhill Model Railway Club
CANCELLED	
8	THE EAST ANGLIA GARDEN RAILWAY SHOW Hosts: Bressingham Steam Museum
CANCELLED	
8	HEYWOOD MODEL RAILWAY GROUP OPEN DAY Hosts: Heywood Model Railway Group
POSTPONED	
15/16	CRICH MODEL BUS, TRAM AND RAILWAY EXHIBITION Hosts: Crich Tramway Village
CANCELLED	
22	SILVERFOX DCC MODEL RAILWAY CLUB EXHIBITION Hosts: Silverfox DCC Model Railway Club
CANCELLED	
22/23	HEART OF THE MIDLANDS MODEL RAILWAY EXHIBITION Hosts: Soar Valley Model Railway Club
POSTPONED	
22/23	PICKERING MODEL RAILWAY EXHIBITION Hosts: Scarborough and District Railway Modellers
CANCELLED	
29/30	CORRIS RAILWAY SOCIETY 25TH ANNUAL EXHIBITION Hosts: Corris Railway Society
CANCELLED	
29/30	GUILDEX 2020 Hosts: Gauge O Guild
CANCELLED	
29-31	GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAYS Hosts: Gainsborough Model Railway Society

SEPTEMBER

CANCELLED	
5	TADWORTH AUTUMN MODEL RAILWAY EXHIBITION Hosts: North Downs Model Railway Circle
CANCELLED	
5/6	LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION Hosts: Liverpool Model Railway Society
CANCELLED	
5/6	MEDWAY MODEL RAILWAY SHOW Hosts: Medway Model Show Group
CANCELLED	
6	BRESSINGHAM MODEL RAILWAY SHOW Hosts: Bressingham Steam Museum
CANCELLED	
12	HEYWOOD MODEL RAILWAY GROUP OPEN DAY Hosts: Heywood Model Railway Group
CANCELLED	
12	ROMILEY METHODIST MODELLERS 30TH MODEL RAILWAY EXHIBITION Hosts: Romiley Methodist Modellers
CANCELLED	
12/13	FAVERSHAM MODEL RAILWAY EXHIBITION Hosts: Faversham Model Railway Club

CANCELLED	
12/13	INTERNATIONAL 'N' GAUGE SHOW Hosts: Meridienne Exhibitions
CANCELLED	
12/13	RAILWAY ENTHUSIASTS CLUB MODEL RAILWAY EXHIBITION Hosts: Railway Enthusiasts Club
CANCELLED	
12/13	SWINDON RAILWAY FESTIVAL Hosts: STEAM – Museum of the Great Western Railway
CANCELLED	
19	CULM VALLEY MODEL RAILWAY SHOW Hosts: Culm Valley Model Railway Club
CANCELLED	
19	TRENT VALLEY MODEL RAILWAY SOCIETY EXHIBITION 2020 Hosts: Trent Valley Model Railway Society
CANCELLED	
19/20	REDDITCH MODEL RAILWAY EXHIBITION Hosts: Redditch Model Railway Club
CANCELLED	
26/27	SCALEFORUM 2020 Hosts: Scalefour Society

OCTOBER

DECISION AWAITED	
3	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: Club test tracks in 'O', 'OO' and 'N' available, DC and DCC, meet club members and refreshments.
CANCELLED	
3/4	FOLKESTONE MODEL RAILWAY EXHIBITION Hosts: Folkestone Model Railway Club
CANCELLED	
3/4	WIGAN MODEL RAILWAY EXHIBITION Hosts: Wigan Finescale Railway Modellers
DECISION AWAITED	
4	GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAY Hosts: Gainsborough Model Railway Society Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE Times: 1.30pm-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.

PLANNING AN EXHIBITION? LET US KNOW!

● Is your club or society planning a model railway exhibition? *Hornby Magazine's* Show Guide is a free listing that allows you to promote a forthcoming model railway show in the magazine and online. If you have a show to add to the Show Guide contact us at *Hornby Magazine* by e-mailing: hornbymagazine@keypublishing.com please ensure you include appropriate contact details for the public as we are unable to publish listings without this.

GET MORE ONLINE!

● For more shows and the very latest listings visit www.keymodelworld.com for our online Show Guide.

DECISION AWAITED	
10	HEYWOOD MODEL RAILWAY GROUP OPEN DAY Hosts: Heywood Model Railway Group Location: Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB Times: 10am-4pm Prices: Free (donation to club appreciated) Website: www.hmrg.co.uk Features: Layouts, refreshments and parking.
POSTPONED	
10/11	GREAT ELECTRIC TRAIN SHOW 2020 Hosts: <i>Hornby Magazine</i>
DECISION AWAITED	
15-18	MIDLANDS MODEL ENGINEERING EXHIBITION Hosts: Meridienne Exhibitions Location: Warwickshire Event Centre, The Fosse, Fosse Way, Nr Leamington Spa, Warwickshire CV31 1XN Times: Thu 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm Prices: Adults £11 (£10), concessions £10 (£9), children £5 (£4) – online ticket prices in brackets Website: www.midlandsmodelengineering.co.uk Features: Models, demonstrations, workshops, live steam, traders, societies, refreshments and parking.
DECISION AWAITED	
17	DIDCOT MODEL RAILWAY EXHIBITION Hosts: Abingdon and District Model Railway Club Location: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7JN Times: 10am-5pm Prices: Adults £6, accompanied children free (max. two per paying adult) Website: www.admrc.co.uk Features: 17 layouts, trade support, societies, refreshments, parking and disabled access.
CANCELLED	
17/18	CARDIFF MODEL RAILWAY EXHIBITION Hosts: Cardiff 4mm Club/North Gwent Railway Modellers/Cardiff Model Engineering Society
CANCELLED	
18	LIPHOOK AND DISTRICT MODEL RAILWAY CLUB EXHIBITION Hosts: Liphook and District Model Railway Club
CANCELLED	
31	NEWHAVEN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION Hosts: Newhaven and District Model Railway Club
DECISION AWAITED	
31	STEPHENSON MODEL RAILWAY GROUP RAINHILL EXHIBITION Hosts: Stephenson Model Railway Group Location: The Guide House, Old Lane, Rainhill, Merseyside L35 9JY Times: 10am-5pm Prices: Adults £3, accompanied children free, unaccompanied children £1.50 Website: www.stephensonmrg.org.uk Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.
CANCELLED	
31/1	SPALDING MODEL RAILWAY EXHIBITION Hosts: Spalding Model Railway Club

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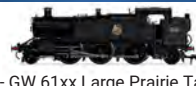
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THIS MONTH AT

Compiled between 17th June & 17th July 2020

Hattons
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Latest News



Hornby LNER A2/2 and A2/3

Hornby have shown initial engineering samples for their highly anticipated Thompson A2/2 and A2/3 locomotives in OO gauge.

www.hattons.co.uk/tmah93



Heljan Class 45 'Peak'

Heljan have shown an early hand painted sample for their forthcoming newly tooled 'Peak' in OO. Further painted samples are expected soon.

www.hattons.co.uk/tmah94



Heljan Class 50

Heljan have announced a new batch of O gauge Class 50 locomotives. Popular favourites will return alongside some new livery variations.

www.hattons.co.uk/tmah95



Dapol Class 59

Dapol have announced digital and smoke generator fitted variations of their highly anticipated Class 59 locomotives in OO gauge.

www.hattons.co.uk/tmah96



Dapol Conflat Wagons

Dapol have shown decorated samples for their newly tooled Conflat wagons in O gauge, available in a selection of GWR and BR colour schemes.

www.hattons.co.uk/tmah83



Dapol Mk3 DVT & Coach Packs

Dapol have announced a new batch of Mk3 Driving Van Trailers as well as some slam-door Mk3 coach packs in N gauge.

www.hattons.co.uk/tmah97

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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

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British Rail Class 59

Stage: Painted Samples

Due: Summer 2020

Price: from £131.71

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GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Summer 2020

Price: from £135.96

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Stage: CADs Shown

Due: Q1 2021

Price: £69

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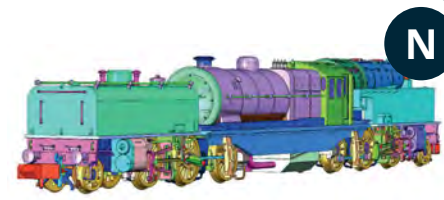
Genesis 4 & 6 Wheel Coaches

Stage: Artwork Shown

Due: from Q1 2021

Price: from £36

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LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

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009

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Stage: Painted Samples

Due: Q3 2020

Price: £203.96

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British Rail Class 45

Stage: Hand Painted Sample

Due: Q3 2020

Price: from £143.65

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British Rail Class 47

Stage: Hand Painted Samples

Due: Q4 2020

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Standard 2MT 2-6-0

Stage: Prototype Shown

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British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

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LNER Thompson A2/2 & A2/3

Stage: Engineering Samples

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H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99) **BARGAIN** £89



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

266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker (Hel) £212



R3619 Class 4073 'Castle' 4-6-0 5013 'Abergavenny Castle' in BR green late crest (Hor) £144



4780 Class 47xx 2-8-0 'Night Owl' 4704 in GWR green shirtbutton emblem (Hel) £154



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel) £154



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 £137.99) **BARGAIN** £124.50



R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green shirtbutton emblem (Hor) (RRP £137.99) **BARGAIN** £124.50

R3721X Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green - Digital fitted (Hor) **NEW** £144



R3721 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green (Hor) **NEW** £126

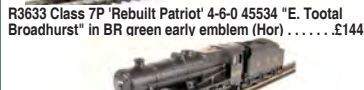


R3723 Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem (Hor) **NEW** £126

R3723X Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem - Digital fitted (Hor) **NEW** £144



R3633 Class 7P 'Rebuilt Patriot' 4-6-0 45534 'E. Tootal Broadhurst' in BR green early emblem (Hor) £144



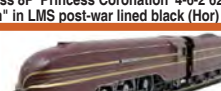
R3565 Class 8F 2-8-0 8035 in LMS black (Hor) £127.50



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (Hor) (RRP £204.99) **BARGAIN** £184.50



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor) £184.50



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

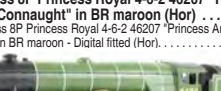


R3711 Class 8P Princess Royal 4-6-2 46206 'Princess Marie Louise' in BR express passenger blue (Hor) £171



R3713 Class 8P Princess Royal 4-6-2 46207 'Princess Arthur of Connaught' in BR maroon - Digital fitted (Hor) £171

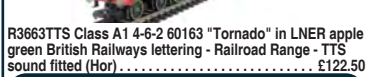
R3713X Class 8P Princess Royal 4-6-2 46207 'Princess Arthur of Connaught' in BR maroon - Digital fitted (Hor) £184.50



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER green - TTS sound fitted - Railroad range (Hor) £114



R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor) £122.50



R3845X Class A1 Terrier 0-6-0T 40 'Brighton' in LBSCR improved engine green - DCC fitted (Hor) **NEW** £103.50

R3811 Class A1 Terrier 0-6-0T 48 'Leadenhall' in LB&SCR improved engine green (Hor) £81



R3847X Class A1X Terrier 0-6-0T 14 'Bembridge' in Southern Railway olive green - DCC fitted (Hor) **NEW** £103.50



R3738 Class A3 4-6-2 4472 'Flying Scotsman' in LNER green - 1969 USA tour condition two tenders - Gold plated (Hor) £234



R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple (Hor) £153



R3546 Class B123 4-6-0 61576 in BR black early emblem (Hor) £145



R3447 Class B17 4-6-0 2842 'Kilverstone Hall' in LNER green (Hor) (RRP £120.99) **BARGAIN** £109

R3448 Class B17 4-6-0 61619 'Welbeck Abbey' in BR green early emblem (Hor) £109



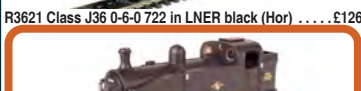
R3416 Class J15 0-6-0 65464 in BR black late crest (Hor) (RRP £77.99) **BARGAIN** £71



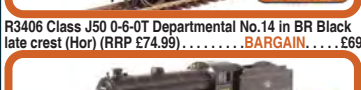
R3415 Class J15 0-6-0 65477 in BR black early emblem (Hor) (RRP £77.99) **BARGAIN** £71



R3621 Class J36 0-6-0 722 in LNER black (Hor) £126

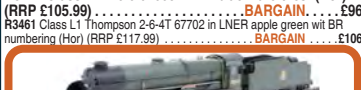


R3406 Class J50 0-6-0T Departmental No.14 in BR Black late crest (Hor) (RRP £74.99) £69



R3417 Class K1 2-6-0 62065 in BR black late crest (Hor) (RRP £105.99) **BARGAIN** £96

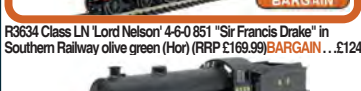
R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green with BR numbering (Hor) (RRP £117.99) **BARGAIN** £106



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99) **BARGAIN** £124



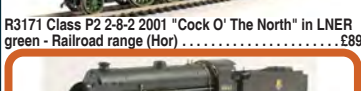
R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) (RRP £169.99) **BARGAIN** £124



R3729 Class O1 2-8-0 6359 in LNER black (Hor) £99



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER green - Railroad range (Hor) £89



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £94.99) **BARGAIN** £86



R3680 Class W4 Peckett 0-4-0ST 'Forest No.1' in Charity Colliery lined green (Hor) £90



4S-018-008D LSWR Class B4 0-4-0T 100 in SR lined black - Digital fitted (Dap) £119



4S-018-011D LSWR Class B4 0-4-0T 30084 in BR black early emblem - Digital fitted (Dap) £119



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 SE&CR full lined green (with polished brass) (Hat) £99



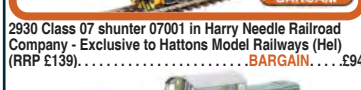
H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) £99



R3548 Standard Class 4MT 4-6-0 75053 in BR black early emblem (Hor) £144



R3500 The Sir Nigel Gresley Collection (Hor) £474



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) **BARGAIN** £94



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel) £118.96



1723 Class 17 'Clayton' D8534 in BR blue (Dap) £118.96

4D-025-004 Class 21 D6111 in BR green small yellow panels (Dap) £129.15

4D-025-004S Class 21 D6111 BR green small yellow panels - DCC sound fitted (Dap) £249.84

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4D-014-000S Class 29 6112 in BR green full yellow ends - DCC sound fitted (Dap) **NEW** £249.84

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4D-014-002S Class 29 D6129 in BR blue - DCC sound fitted (Dap) **NEW** £249.84

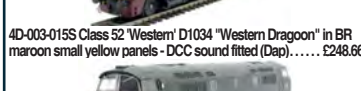


3440 Class 33/0 twin pack 33050 'Isle of Grain' and 33051 'Shakespeare Cliff' in Railfreight Construction Sector triple grey (Hel) £253.30



4D-003-014S Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams - DCC sound fitted (Dap) £248.66

4D-003-017S Class 52 'Western' D1016 'Western Gladiator' in BR maroon full yellow ends - DCC sound fitted (Dap) £248.66



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4D-003-013 Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels (Dap) £129.15

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4D-003-018S Class 52 'Western' D1041 'Western Prince' in BR blue (Dap) £129.15

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H4-66-001 Class 66 66005 in EWS (Hat) . . . £150

H4-66-008 Class 66 66033 in Euro Cargo Rail EWS branding (Hat) . £150
H4-66-002 Class 66 66079 in EWS "James Nightall G.C." (Hat) . £150
H4-66-005 Class 66 66089 in EWS DB branding (Hat) . £150
H4-66-003 Class 66 66125 in EWS (Hat) . £150
H4-66-012 Class 66 66301 in DRS plain "Kingmoor TMD" (Hat) . £150
H4-66-010 Class 66 66404 in DRS compass (Hat) . £150

H4-66-019 Class 66 66418 in Freightliner Powerhaul "Patriot" (Hat) . . . £150

H4-66-013 Class 66 66429 in DRS plain (Hat) . . . £150

H4-66-011 Class 66 66433 in DRS compass (Hat) . . £150

H4-66-014 Class 66 66502 in Freightliner "Bastford Hall Centenary 2001" (Hat) . . . £150
H4-66-020 Class 66 66504 in Freightliner Powerhaul (Hat) . . £150
H4-66-015 Class 66 66513 in Freightliner (Hat) . . £150
H4-66-021 Class 66 66528 in Freightliner Powerhaul "Madge Elliot MBE - Borders Railway Opening 2015" (Hat) . . £150
H4-66-016 Class 66 66593 Freightliner "3MG Mersey Multimodal Gateway" (Hat) . . . £150

H4-66-023 Class 66 66705 in GBRf original Union Flag "Golden Jubilee" (Hat) . . . £150
H4-66-026 Class 66 66740 in GBRf Europorte "Sarah" (Hat) . . £150
H4-66-027 Class 66 66769 GBRf Europorte "Royal Corps of Signals" (Hat) . £150
H4-66-028 Class 66 66762 in GBRf Europorte (Hat) . . £150

H4-66-031 Class 66 66789 in BR Large Logo blue GBRf branding "British Rail 1948 - 1997" (Hat) . . . £150

H4-66-030 Class 66 66848 in Colas Rail Freight (Hat) £150
H4-66-011 Class 66 66957 in Freightliner "Stephenson Locomotive Society 1909 - 2009" (Hat) . . . £150

R3774 Class 67 67024 in Belmond British Pullman umber and cream (Hor) . . . £144

R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor) . £144

4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) . . . £131.71
4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) . . £131.71

GV2020 YEC Janus 0-6-0DE shunter "Richard Borrett" in ICI maroon (Gol) (RRP £99.95) . . . **BARGAIN** . £49.50

R1167 "Flying Scotsman" starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) . . . £144
R1255M Flying Scotsman - starter train set (Hor) **NEW** . £144

R1254M GWR Freight - starter train set (Hor) **NEW** . £108

R1254M GWR Freight - starter train set (Hor) **NEW** . £108

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) . . . £203.15

R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle (Hor) . £135

R3751 Class 87 87002 "Royal Sovereign" in Caledonian Sleeper (Hor) . . . £153

R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor) £144

4D-009-HAT04 Class 121 single car DMU "Bubblecar" 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** . £89

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-009-009 Class 121 single car DMU "Bubblecar" 977723 in Railtrack red and white (Dap) (RRP £145) **BARGAIN** £79

4D-015-008 Class 122 single car DMU "Bubblecar" W55018 in BR green speed whiskers (Dap) . . . £123.25
4D-015-0080 Class 122 single car DMU "Bubblecar" W55018 in BR green speed whiskers - Digital fitted (Dap) . . . £148.75

4D-011-009 Streamlined Railcar 16 in GWR chocolate and cream twin cities crest (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . . . £125.76

Train sets - digital

R1236 Starter Digital train set - "Mixed Traffic" (Hor) £189

30-420 Western Pullman train set Class 251 Blue Pullman in revised DCC sound and DCC Railcontroller (Bac) . £874

Coaches

R4897 Pack of three centre coaches for Class 800 IEP in Hitachi Test Train (Hor) . . . £179.99
R4999 Pack of two centre coaches for Class 305 Javelin in Southeastern (Hor) . . £72

Wagons

R6988 2020 Merry Christmas gift open wagon (Hor) **NEW** £14.50
R6943 3-plank open wagon GW 39679 in GWR brown (Hor) **NEW** . £12
R6944 3-plank open wagon LSWR Engineers Dept 316 LSWR brown (Hor) **NEW** £12
R6945 4-plank open wagon "C. Addicot & Son, Weston-Super-Mare" (Hor) **NEW** £13.50
R6946 4-plank open wagon Bestwood No. 2017 (Hor) **NEW** . £13.50
R6947 5-plank open wagon Dowling Lime & Stone Co. No.7 (Hor) **NEW** £13.50
R6948 5-plank open wagon Herbert Rigler No. 106 (Hor) **NEW** . £13.50
R6949 6-plank open wagon Craggellstone Collieries No. 222 (Hor) **NEW** . £13.50

R6950 6-plank open wagon H. Harrison & Sons No. 33 (Hor) **NEW** . £13.50
R6978 6-wheel milk tanker St. Ivel 44029 (Hor) **NEW** . £13.50
R6951 7-plank open wagon Gardner No. 306 (Hor) **NEW** . £13.50
R6952 7-plank open wagon Madge No. 62 (Hor) **NEW** . £13.50
4F-036-015 Bulk grain hopper "Scottish Grain Distillers" (Dap) **NEW** . £11.50
4F-036-016 Bulk grain hopper "Scottish Grain Distillers" - weathered (Dap) **NEW** . £12
R6962 DB Cargo (UK), CDA Hopper, 375010 - Era 11 (Hor) **NEW** £22.50
R6975 ex-GWR shunters truck DW49462 BR grey (Taunton) (Hor) **NEW** £15.50

H4-FEAS-002A FEAS intermodal wagon 640633 in GBRf blue (Hat) £32
4F-014-016 GWR Fruit D van 2873 in GWR brown shiributton emblem - weathered (Dap) **NEW** . £17.50
R6974 GWR shunters truck 94881 GWR grey (Bordesley Junc.) (Hor) **NEW** £15.50
R6973 N13 Horse Box W665 in BR crimson (Hor) **NEW** . £22

H4-RHTT-001 Rail Head Treatment Train "Sandite" 2 wagons and sandite modules (Hat) . . . £118

R6964 Triple pack of CDA hopper wagons in ECC - weathered (Hor) **NEW** . £63
R6963 Triple pack of hopper wagons HAA, CDA, HMA as preserved by National Wagon Preservation Group (Hor) **NEW** . £63

R60002 40' and 20' containers "Pentallver" - Pack of two (Hor) **NEW** . £13

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R60002 40' and 20' containers "Pentallver" - Pack of two (Hor) **NEW** . £13

44-508 Motive Power Depot TMD shed accessories (Bac) (RRP £15.45) . . . **BARGAIN** . £8.50

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-003-003 Signal - motorised, SR ladder home (Dap) . . . £26

People - civil

36-407 1950s train crew - pack of six (Bac) . . . £8.50

Track - Code 100 Settrack

R605 1st radius double curve (8 make a circle) (Hor) . . . £2.60
R605 Circle of 8 (Hor) . . . £20
R606 2nd radius curve (Hor) . . . £1.80
R607 2nd radius double curve track (8 make a circle) (Hor) . . £2.60
R607 Circle of 8 (Hor) . . . £20
R608 3rd radius double curve track (8 make a circle) (Hor) . . £2.70
R609 Circle of 8 (Hor) . . . £20
R6262 Double 4th radius curve (8 make a circle) (Hor) . . £3.20

R070 Electrically Operated Turntable (Hor) . . . £64

R8074 Left hand curved point (Hor) . . . £15
R8077 Left hand Express point (Hor) . . . £15

R8072 Left Hand Standard Point (Hor) . . . £9.50
R603 Long Straight - 670mm (Hor) . . . £4

R8075 Right hand curved point (Hor) . . . £15

R8073 Right Hand Standard Point (Hor) . . . £9.50
ST-201 Settrack double straight (Pec) . . . £2
ST-204 Settrack Quad Straight (670mm) (Pec) . . . £3.50
ST-204 Box of 24 (Pec) . . . £32
R600 Standard Straight (Hor) . . . £1.80
R600 Box of 24 (Hor) . . . £40

Track - Code 75 Finescale

SL-E186 Finescale right hand curved point - electrofrog (Pec) . . £14

Publications - model and prototypical railways

R8158 The Hornby Book of Trains - The Centenary Edition by Pat Hammond (Hor) . . . £24.99

OM46315B AEC Type RM - London Transport - 359 CLT - Route 88 Mitcham Cricketers - "Boulogne, The motorway to Europe" (Cor) **NEW** . £35.50

OM46315A AEC Type RM - London Transport - 359 CLT - Route 88 Acton Green - "Boulogne, The motorway to Europe" (Cor) **NEW** . £35.50
76L8005 Beadle's Integral Thames Of Bubwith (Oxt) **NEW** . £17

CC02741 Only Fools and Horses - "The Jolly Boys Outing" - Plaxton Panorama - Percy's Luxury Tours of Peckham (Cor) **NEW** . £35.50

76LR2S007 Land Rover Series II SWB Canvas RAF Police (Oxt) **NEW** . £5.50

Public Service vehicles

76JS003 JCB JS220 "W H Malcolm" (Oxt) **NEW** . £23

9960 Lynton & Barnstaple 2-6-2T E188 "Lew" in Southern Railway green (Hel) . . . £186.96

SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) . . . £4
SL-404 Pack of 25 (Pec) . . . £96

N Gauge Steam locos

Visit

www.hattons.co.uk/new

for all new releases

Diesel locos

2D-028-003 Class 26 26024 in BR blue scottie dog emblem (Dap) £112.76

2D-028-004 Class 26 26037 in Railfreight grey red stripe (Dap) £112.76
2D-001-006D Class 33/0 33008 "Eastleigh" in BR green small yellow panels - Digital fitted (Dap) £138.24
2D-001-005D Class 33/0 33020 in BR blue - Digital fitted (Dap) £138.24

2D-018-008D Class 35 "Hymek" D7043 in BR green small yellow panels - DCC fitted (Dap) £119

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

Wagons

NR-4E 4 wheel bolster wagon in NE brown - 231331 (Pec) NEW £7.50

Buildings - general

KD1005 Dockside loading crane - plastic kit (Gau) NEW £14.50
KD1012 Garden nurseries / allotment - plastic kit (Gau) NEW £17
KD1013 Modern supermarket - plastic kit (Gau) NEW £33
KD1011 Modern wind farm turbine - plastic kit (Gau) NEW £33

Bridges, Tunnels & Walls

A2993 Chain link fence gates - 36cm (Woo) NEW £10

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £3.20
SL-302F Pack of 30 (Pec) £93
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £5.50
SL-302F Pack of 30 (Pec) £99
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £12

Commercial vehicles

NTRAC003 Fordson Tractor Yellow Highways Dept (Oxi) NEW £4.50
NVOL4007 Volvo FH4 Semi Low Loader Cadzow (Oxi) NEW £13.50

O Gauge (1:43 Scale)

Steam locos

7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem (Dap) £191.25

7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (Dap) £191.25

7S-006-020S Class 14xx 0-4-2T 1432 in GWR unlined green GWR lettering - DCC Sound Fitted (Dap) £340
7S-006-022D Class 14xx 0-4-2T 1444 in BR lined green early emblem - DCC Fitted (Dap) £216.75

4322 Class 43xx "Mogul" 2-6-0 4377 in BR lined green late crest (Hel) £662.15

7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted (Dap) £340
7S-006-002S Class 48xx 0-4-2T 4871 in GWR unlined green shiributton logo - DCC Sound Fitted (Dap) £340
7S-006-050 Class 58xx 0-4-2T 5811 in GWR green Great Western lettering (Dap) £191.25
7S-006-050S Class 58xx 0-4-2T 5811 in GWR green Great Western lettering - DCC Sound Fitted (Dap) £340

NEW

7S-006-052S Class 58xx 0-4-2T 5819 in BR black early emblem - DCC Sound Fitted (Dap) NEW £340

7S-010-012 Class A1X "Terrier" 0-6-0T 32650 in BR lined black early emblem (Dap) £191.25

7S-010-009 Class A1X Terrier 0-6-0T 643 "Gipsyhill" in LB&SCR marsh umber brown (Dap) £191
H7-A3-003 Class A3 4-6-2 2745 "Captain Cuttle" in LNER black unstreamlined non-corridor tender (Hel) £750
H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750
H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) £750
H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (Hel) £750
H7-A3-006 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
H7-A3-006A Class A3 4-6-2 unnumbered double chimney, banjo dome and unstreamlined corridor tender in BR green late crest 1958 (Hel) £750
H7-A3-002B Class A3 4-6-2 unnumbered single chimney, banjo dome and unstreamlined non-corridor tender in LNER Grass Green 1934-1946 (Hel) £750

H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (Hel) £750
H7-A4-005 Class A4 4-6-2 4464 "Bittern" in LNER Garter blue streamlined corridor tender - "Record Breaker" (Hel) £750

H7-A4-004 Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (Hel) £750

H7-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hel) £750

H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hel) £750
H7-A4-007 Class A4 4-6-2 60012 "Commonwealth of Australia" in BR green early emblem and streamlined corridor tender (Hel) £750
H7-A4-008B Class A4 4-6-2 unnumbered double chimney and streamlined non-corridor tender in BR green late crest 1958-1965 (Hel) £750
H7-A4-001A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER silver 1935-1938 (Hel) £750

7S-005-006 Sentinel 4wVB 2 "Isebrook" in GWR light green (Dap) £148.75

2057 Class 03 shunter in BR green wasp stripes and "flowerpot" exhaust - unnumbered (Hel) £335.75

7D-008-013D Class 08 shunter 08717 in BR blue - Digital sound fitted (Dap) £340

7D-008-015D Class 08 shunter 08740 in Railfreight Triple grey - DCC sound fitted (Dap) £340
7D-008-008 Class 08 shunter D3305 in BR green early crest and wasp stripes (Dap) £191.25

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
2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) £446.25

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
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2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) £446.25

3400 Class 33/0 33012 in BR blue - weathered (Hel) £466.65

3393 Class 33/0 in BR green no yellow ends - unnumbered (Hel) £466.65

3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered (Hel) £466.65

3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel) £509.15

4205 Class 42 Warship 829 "Magpie" in BR blue (Hel) (RRP £699) BARGAIN £495
4203 Class 42 Warship D815 "Druid" in BR maroon full yellow ends (Hel) (RRP £699) BARGAIN £495

4022 Class 50 in original Network Southeast - unnumbered (Hel) £594.15

4023 Class 50 in revised Network Southeast - unnumbered (Hel) £594.15

5287 Class 52 D1039 "Western King" in BR maroon full yellow ends (Hel) £509.15

5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel) £509.15

5506 Class 55 "Deltic" D9001 "St Paddy" in BR green full yellow ends - weathered (Hel) £509.15

5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel) £509.15

5506 Class 55 "Deltic" D9001 "St Paddy" in BR green full yellow ends - weathered (Hel) £509.15

5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel) £509.15

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5506 Class 55 "Deltic" D9001 "St Paddy" in BR green full yellow ends - weathered (Hel) £509.15

Wagons

7F-053-007 5 plank open wagon Dia. 39 B494780 in BR grey (Dap) £39

7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap) £66
7F-072-005 7 plank open wagon "F Meaker" (Dap) NEW £39
7F-072-005W 7 plank open wagon "F Meaker" - weathered (Dap) NEW £39
7F-072-004 7 plank two door open wagon "William Duck" (Dap) NEW £39
7F-072-004W 7 plank two door open wagon "William Duck" - weathered (Dap) NEW £39

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7F-072-005W 7 plank open wagon "F Meaker" - weathered (Dap) NEW £39
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CDP3 6 pin	75p
CDP3 7 pin	80p
CDP3 8 pin	85p

SOCKET

CDS9 3 pin	65p
CDS5 4 pin	65p
CDS5 5 pin 180°	65p
CDS5 5 pin 240°	75p
CDS5 6 pin	65p
CDS5 7 pin	65p
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DCC CONTROLLER STARTER PACKAGES

DCC01 Prodigy Express Starter Package
Most Suited for HO/OO/N Scale Layouts



BEST FOR
Beginners

- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

DCC02 Prodigy Advance2 Starter Package
Most Suited to HO/OO/N Scale Layouts



BEST FOR
General Layouts

- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5v amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

DCC04 Prodigy Advance Wireless Starter Package
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BEST FOR
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DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or IOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.

The Prodigy WiFi is also available as a starter pack, combined with a Prodigy Express under part number DCC06.

See our website for articles showing how to use the two apps which are compatible with the Prodigy WiFi on your specific operating system.
Android: JMRI Engine Driver
iOS: WiThrottle

DCC40 Auto Reverse Module

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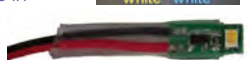


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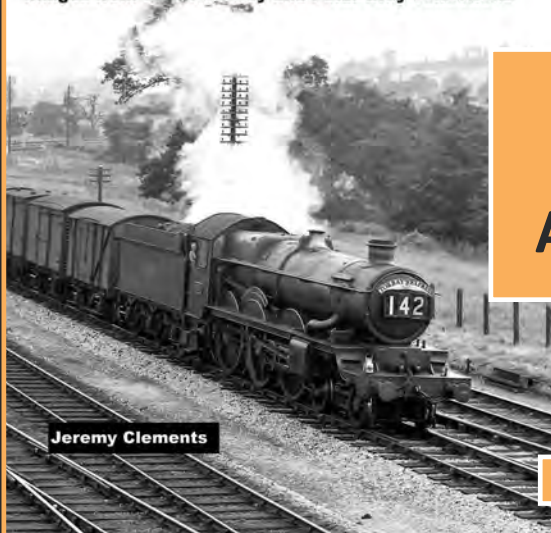


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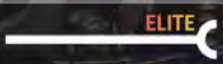
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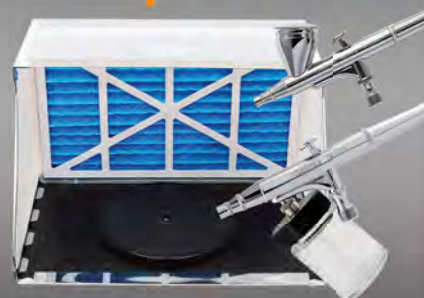
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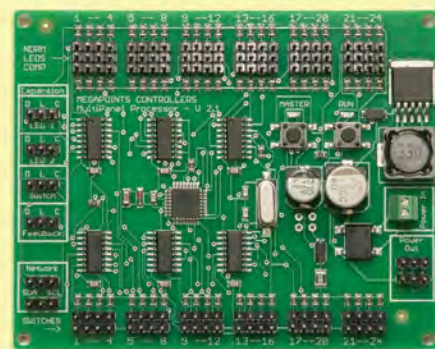
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The Beatles Yellow Submarine



Eurostar's first use of the Class 373 for an external agency marketing campaign took place in September 1999 when the Sets 3005/3006 were transformed with a vinyl wrap that recreated scenes from The Beatles' film 'Yellow Submarine'. This was just one of the promotional events that marked the release of the remixed music track that Autumn.

Along with the remastered version of the film that was released in cinemas and on video, the film which had not been available for over a decade included scenes that were edited out of the original, while the album featured new mixes of songs, such as 'With A Little Help From My Friends' and 'Lucy In The Sky With Diamonds', the first such time a Beatles album had ever been remixed.

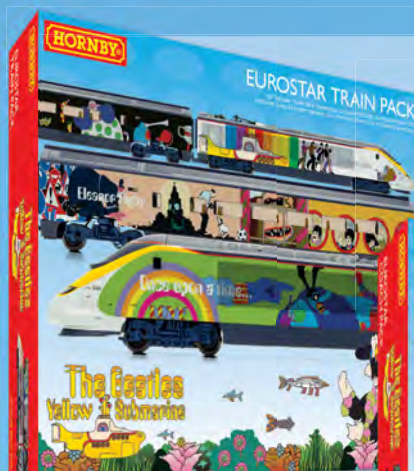
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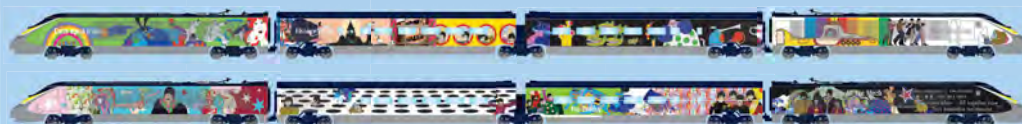
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R4000I EUROSTAR COACH PACK

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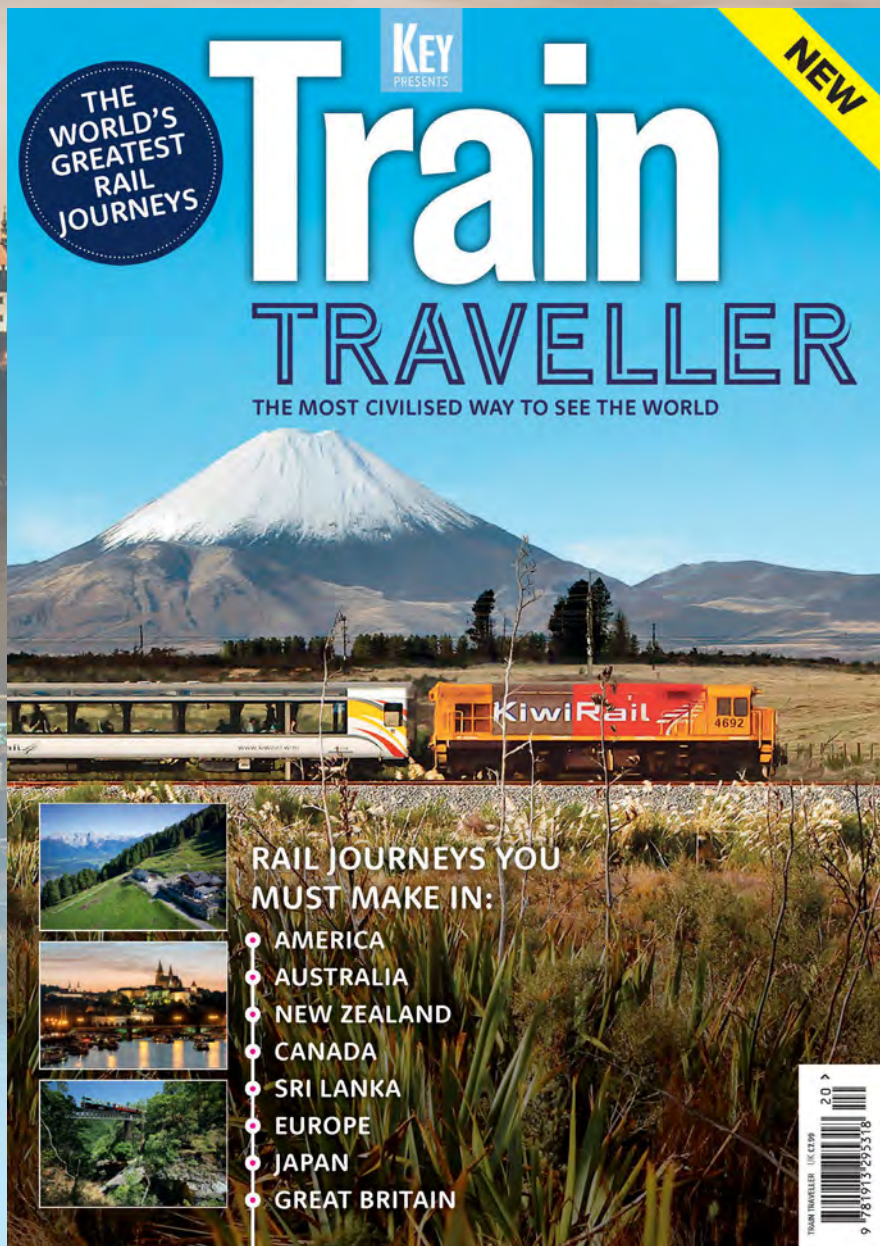


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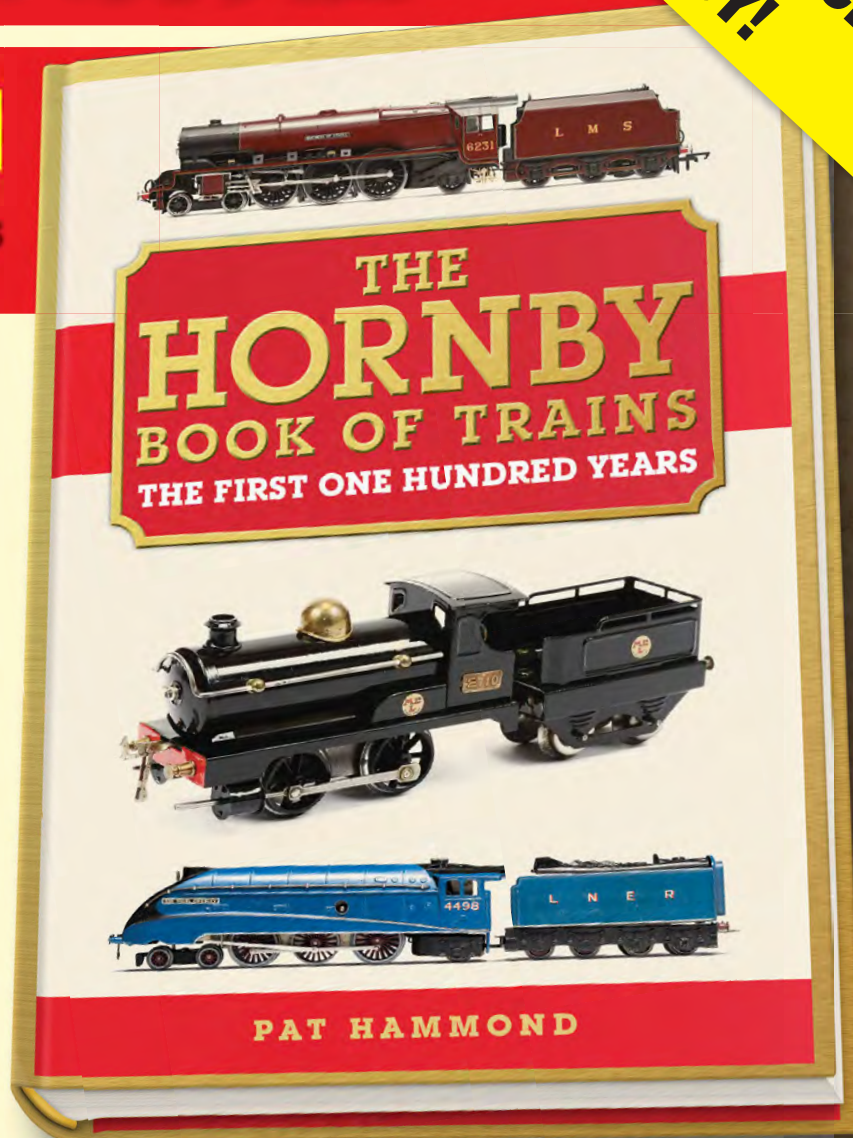
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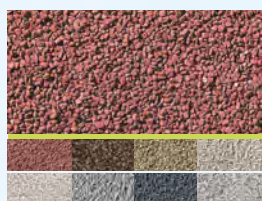
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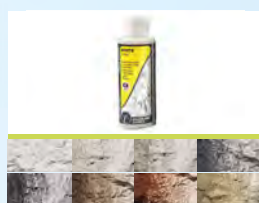
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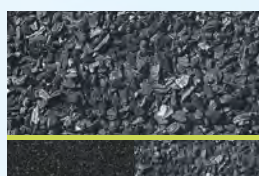
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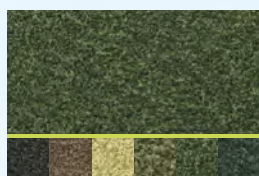
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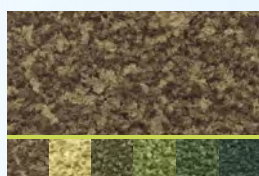
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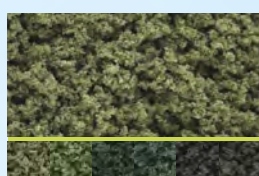
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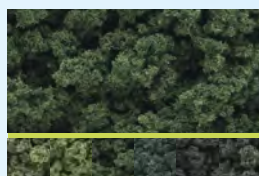
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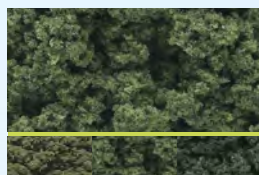
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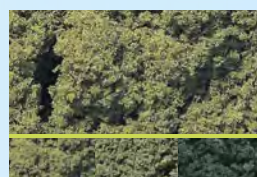
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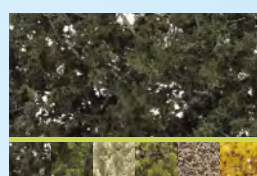
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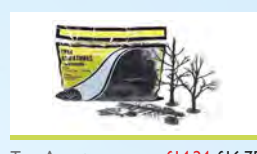
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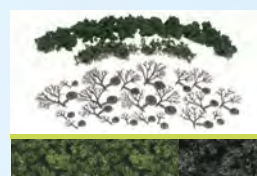
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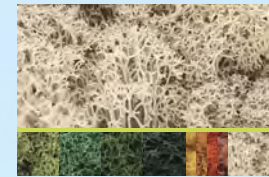
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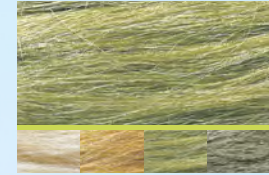
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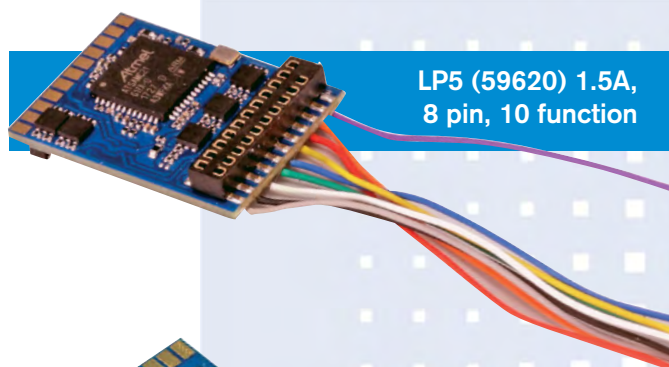


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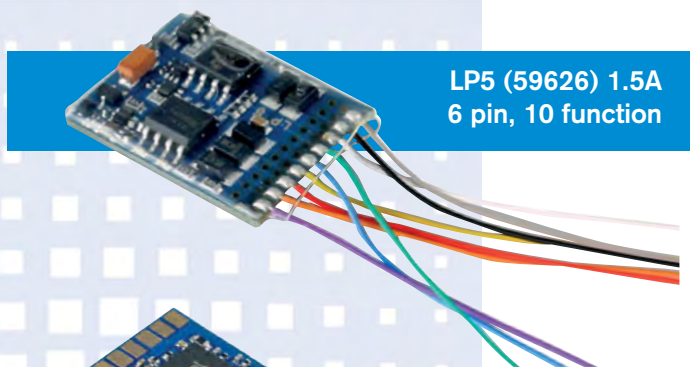


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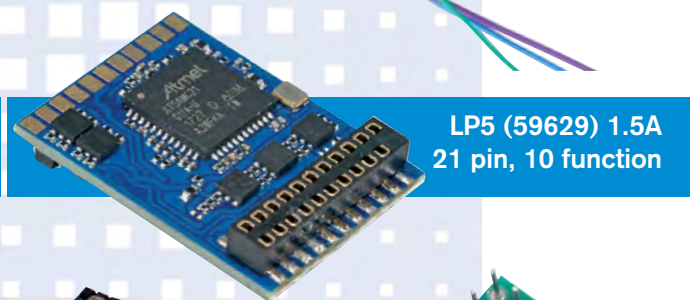
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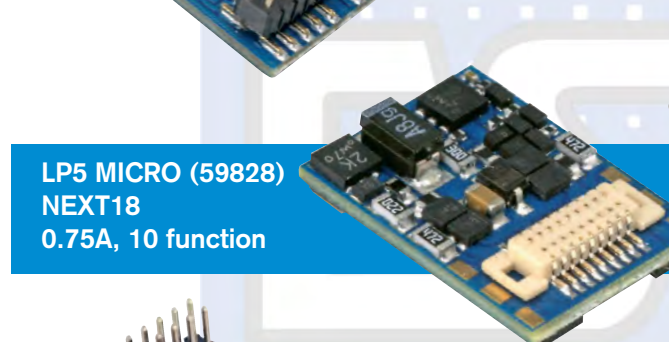
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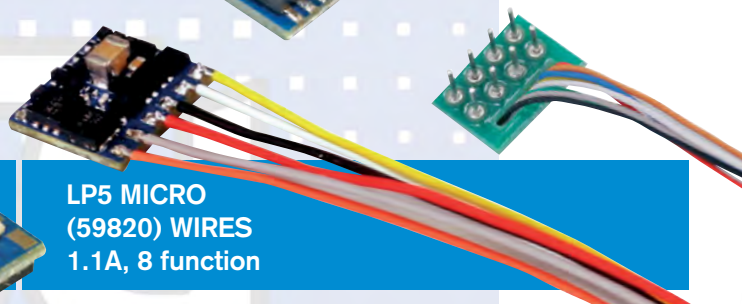
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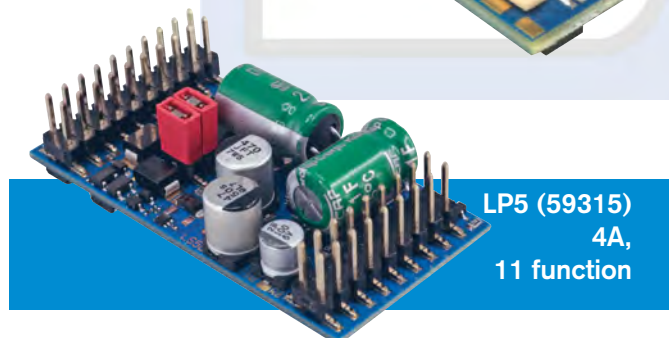
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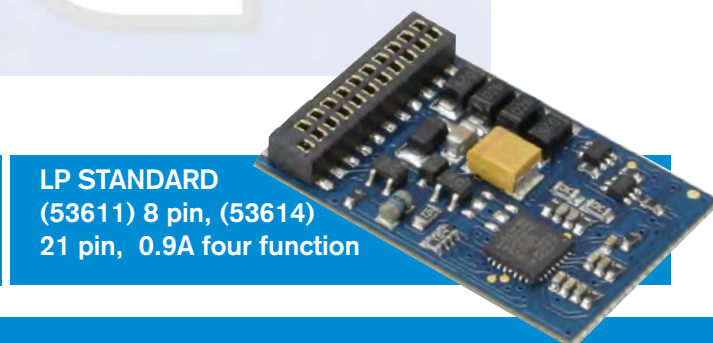
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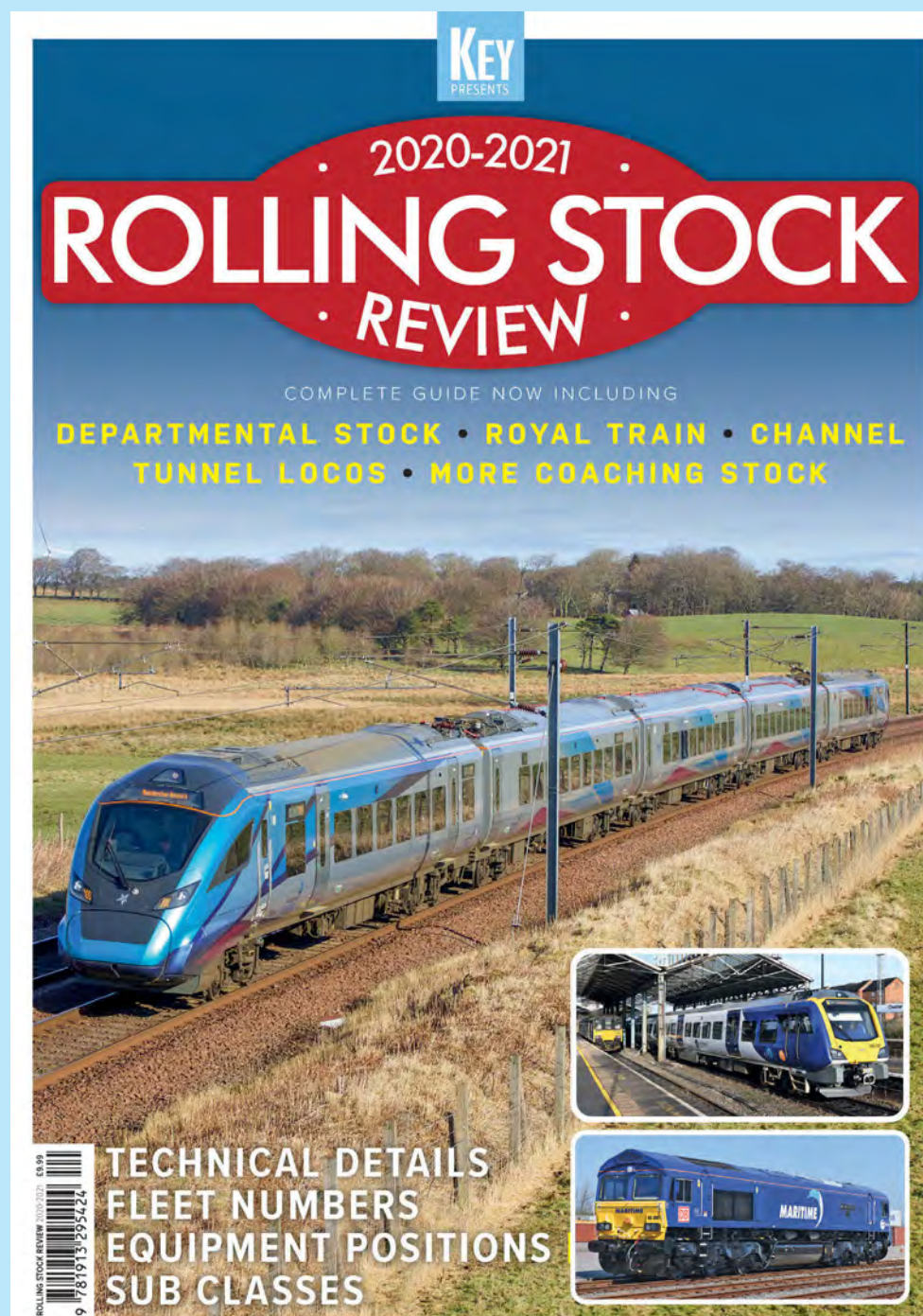
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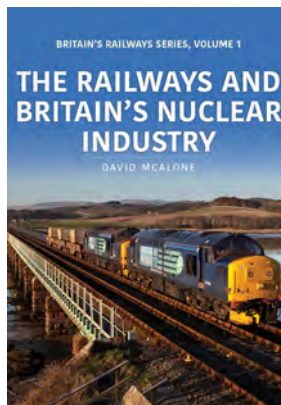
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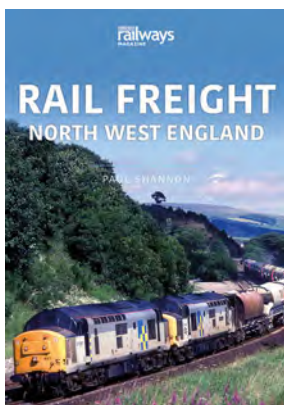
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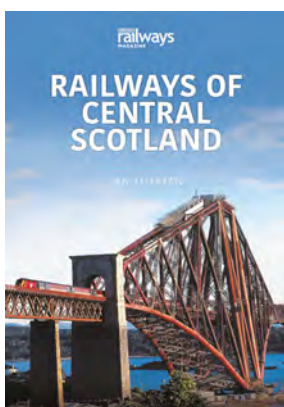
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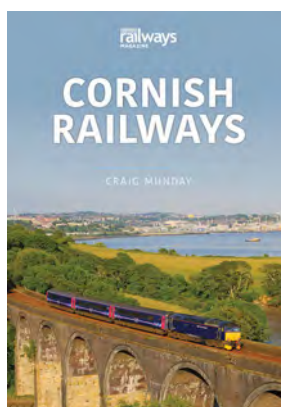
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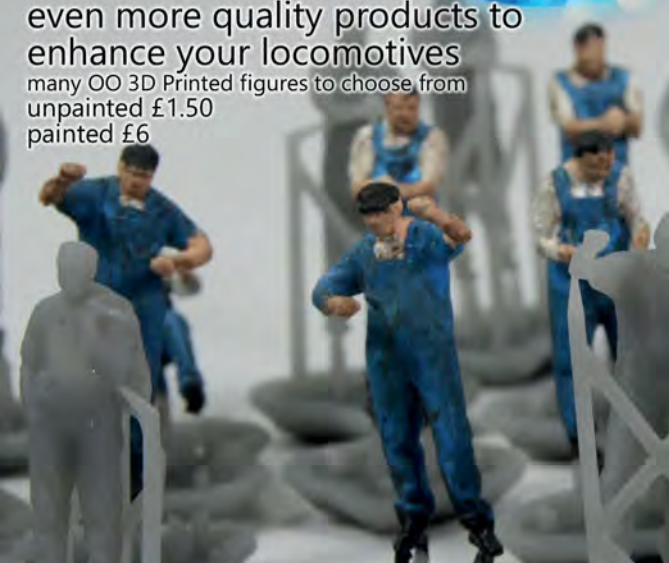
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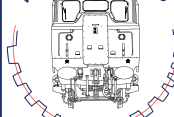
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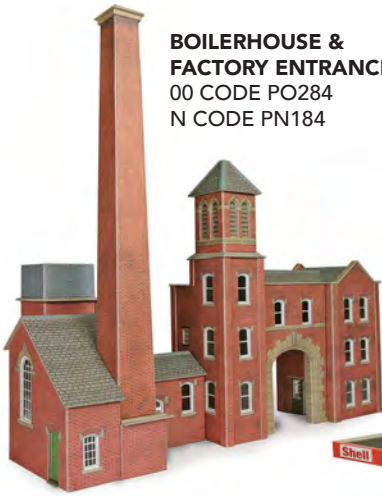


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BRITISH RAILWAYS

Southern Region

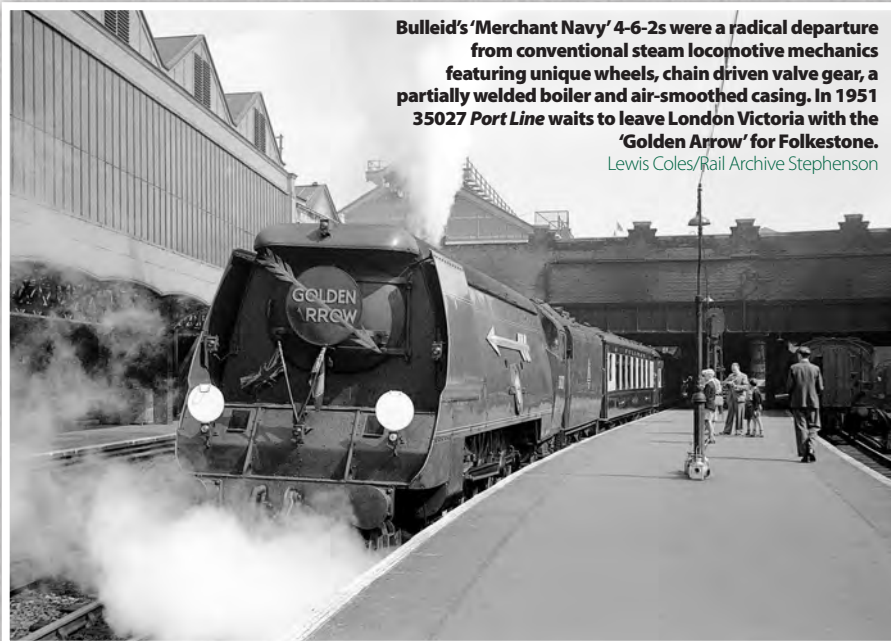
Bulleid 'Pacifics' racing third-rail Electric Multiple Units might be many people's vision of the Southern Railway, but as **GRAHAM MUSPRATT** explains, from bucolic branch lines to archaic tank engines, there was much more to this famous company.

Signatures of the Southern:
Bulleid rebuilt 'Merchant Navy' 4-6-2 35001 *Channel Packet* passes Durnsford Road power station with the 10.30am London Waterloo-Bournemouth express formed of Bulleid 63ft 6in coaches on July 25 1964. In the background the carriage sheds are home to a collection of EMUs including 4-COR, 4-EPB, and 4-SUB types. *Brian Stephenson.*



THE SOUTHERN RAILWAY was born with the Grouping of 1923 and became the smallest of the 'Big Four'. Unlike the others, most of its income came from passenger traffic rather than freight. It was primarily an amalgamation of four main companies - the London and South Western Railway (LSWR), the London, Brighton and South Coast Railway (LBSCR) and two railways in the South East. These were the South Eastern Railway and the London, Chatham and Dover Railway (LCDR) which operated via the South Eastern and Chatham Railways (SECR) Companies Joint Management Committee.

The LSWR operated trains from London Waterloo to the South West including destinations such as Portsmouth, Bournemouth, Southampton, Weymouth, Salisbury, Exeter, Plymouth, Ilfracombe, Barnstaple and Padstow, while the LBSCR ran services from London Victoria and London Bridge to Brighton, Portsmouth, Eastbourne, Newhaven and along



Bulleid's 'Merchant Navy' 4-6-2s were a radical departure from conventional steam locomotive mechanics featuring unique wheels, chain driven valve gear, a partially welded boiler and air-smoothed casing. In 1951 35027 Port Line waits to leave London Victoria with the 'Golden Arrow' for Folkestone.

Lewis Coles/Rail Archive Stephenson



the Sussex coast. SECR trains operated from London Victoria, Charing Cross and Cannon Street to destinations in Sussex, Kent including the channel ports and cross country to Reading.

The areas covered by these companies became the three operational districts, Western, Central and Eastern, throughout the Southern Railway and Southern Region tenure, with many of the locomotives and staff, including rivalries, not straying from their original territories. Indeed, those divisions remain in place to a lesser degree today.

The Southern also inherited from the LSWR the large docks complex at Southampton Docks which as well being a source of freight also

required passenger services to and from the ocean-going liner services. To compete with the increasing competition from the bus and tram network south of the river Thames it created what was at the time the world's largest electrified main line railway system and the first electrified inter-city route.

On the 'juice'

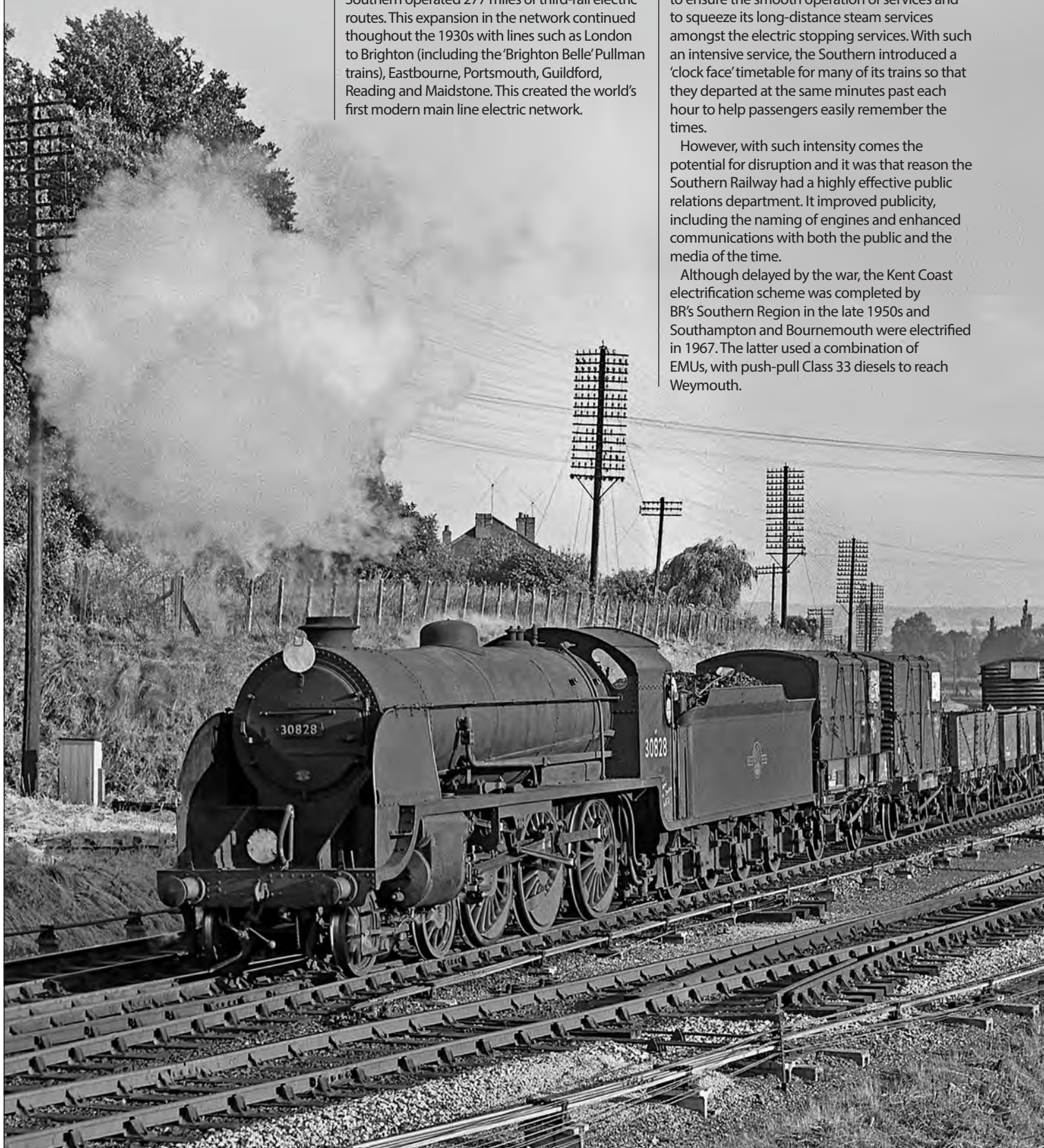
At grouping in 1923 the Southern Railway inherited just over 75 miles of electrified railway - 24½ of which were the LBSCR 6.7 kV overhead type. In 1926, having already doubled the route mileage powered via 660v DC third-rail, the Southern Railway announced it would standardise on the latter. By the end of 1929, the Southern operated 277 miles of third-rail electric routes. This expansion in the network continued throughout the 1930s with lines such as London to Brighton (including the 'Brighton Belle' Pullman trains), Eastbourne, Portsmouth, Guildford, Reading and Maidstone. This created the world's first modern main line electric network.

It was not only the running lines that were upgraded on the advent of electrification: many major works to improve services such as junction improvements and flyovers were carried out. From the travelling public's perspective, the most visible improvement was in many of the stations being rebuilt using a mix of brick and the latest in concrete construction with precast parts from the Southern's own concrete manufacturing plant at Exmouth Junction. Some of the station designs, including signalboxes, were also very much of the period in Art Deco style such as at Surbiton, Richmond, Woking, Margate, Templecombe and Wimbledon.

Due to this hugely effective mass rapid transit system, the Southern had to manage timetabling to ensure the smooth operation of services and to squeeze its long-distance steam services amongst the electric stopping services. With such an intensive service, the Southern introduced a 'clock face' timetable for many of its trains so that they departed at the same minutes past each hour to help passengers easily remember the times.

However, with such intensity comes the potential for disruption and it was that reason the Southern Railway had a highly effective public relations department. It improved publicity, including the naming of engines and enhanced communications with both the public and the media of the time.

Although delayed by the war, the Kent Coast electrification scheme was completed by BR's Southern Region in the late 1950s and Southampton and Bournemouth were electrified in 1967. The latter used a combination of EMUs, with push-pull Class 33 diesels to reach Weymouth.



Multiple units were a daily part of the Southern scene from the 1920s and ultimately EMUs were used for both commuter and long-distance services. On September 13 1964 SR 4-COR EMU 3106 leads a 4-BUF and another 4-COR on the 12.50pm Waterloo to Portsmouth Harbour service seen taking the Guildford line out of Woking. Brian Stephenson.



Consolidation & innovation

At Grouping, Richard Maunsell of the SECR became the first Southern Railway Chief Mechanical Engineer. He introduced new and successful designs such as the 'Lord Nelson' (when introduced it was Britain's most powerful 4-6-0) and his masterpiece, the powerful and fast 'Schools' 4-4-0. Initially he set about modifying existing designs such as the LSWR 'N15' 4-6-0s which became better known as the 'King Arthurs' and the 2-6-0 'N' and 'U' designs. Maunsell also set about the introduction of modern coaching stock that became the mainstay of main line services until the late 1950s, after which they replaced elderly pre-Grouping stock on secondary services.

The Southern continued the practice of its predecessors in forming coaches into fixed sets,

generally comprising of brake coaches at the outer ends with a combination of Composite, Third or First class coaches between to make sets of differing lengths and allocated to specific services depending on set type. Longer train lengths would be made up from multiple sets as required. The sets were identified by numbers on the outer coach ends and this continued well into the 1960s.

A new order and innovation arrived in 1937 in the shape of Oliver Bulleid, who had been assistant to Nigel Gresley on the London and North Eastern Railway. His first steam locomotives introduced under wartime conditions in 1941 were the first of the eventual 30 'Merchant Navy' class 'Pacifics' which included a partially welded boiler and firebox, chain operated valve gear immersed in an oil bath and his characteristic Bulleid-Firth-Brown cast disc wheels that gave excellent tyre support and combined with the setup of the valve gear did not require balance weights and provided little hammer blow to the track.

His powerful and unusual looking 'Q1' 0-6-0 followed in 1942 and in 1945 the first of the lighter 'West Country'/'Battle of Britain' 4-6-2s arrived that eventually numbered 110. In keeping with his style, he introduced a continental numbering system for his locomotives based on

the arrangement of leading, trailing and driving wheels so his 'Pacifics' were numbered 21Cxx and his 'Q1' class Cx.

Even his coaching stock was novel, increasing the length to 63ft 6in with its sleek continuous curved profile, spacious open seating sections as well as traditional compartments. The size and layout features of his stock were carried into the design of the British Railways Mk 1s.

As well as steam, Bulleid looked at alternative traction continuing with new EMU stock, utilising similar style and construction as his coaching stock and the introduction in 1941 and 1945 of two main line electric Co-Co locomotives. Initially numbered CC1 and CC2, they became 20001/20002 under British Railways and a third, 20003, was built in 1948.

Although design work started before nationalisation, his main line 1-Co-Co-1 diesel engines appeared in 1949 with a third being built in 1953. They utilised a similar bolsterless bogie design as seen on the electric locomotives and operated on the Southern and London Midland Regions well into the 1950s. Many of the design features, especially the bogies, were incorporated into the BR classes 44/45/46.

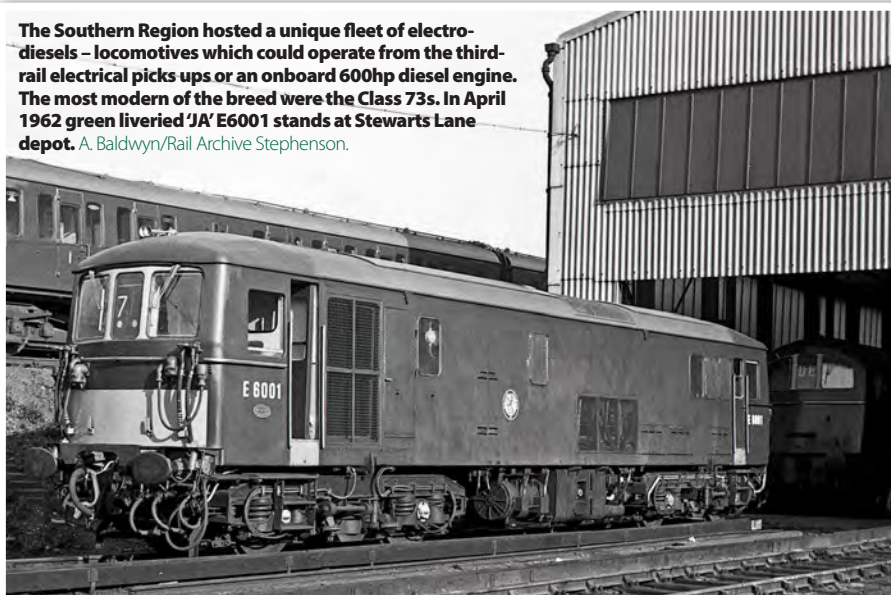
Bulleid's final steam locomotive was the ill-fated and very unconventional 'Leader', first appearing in 1949, that had a cab at each end and two six-wheel power bogies each with three cylinders and therefore looked just like a large diesel locomotive. Only two sets of trials were carried out by which time Bulleid had left the railway and the project was subsequently cancelled, although he continued development of the concept in Ireland.

Named trains

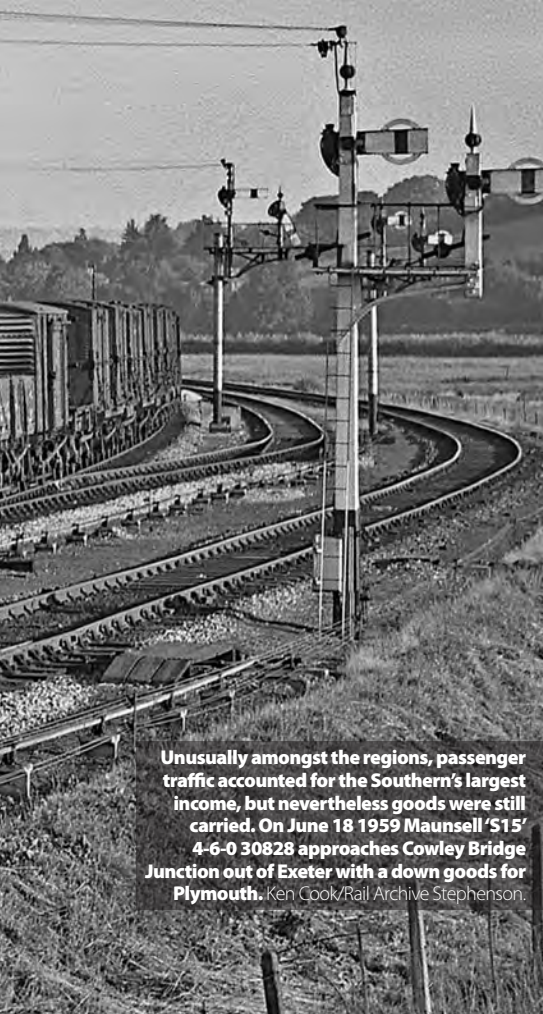
The Southern ran a number of prestige named trains with many continuing right through to the end of steam in the late 1960s. These services included Pullmans such as the 'Devon Belle' complete with observation car, the 'Bournemouth Belle', 'Golden Arrow' to Dover and the 'Brighton Belle'.

The 'Night Ferry', meanwhile, was the only UK service comprising of continental stock that was actually loaded onto a ferry and the whole train travelled to and from mainland Europe. The 'Atlantic Coast Express' was probably the most misnamed of all the Southern named trains but >>

The Southern Region hosted a unique fleet of electro-diesels – locomotives which could operate from the third-rail electrical picks ups or an onboard 600hp diesel engine. The most modern of the breed were the Class 73s. In April 1962 green liveried 'JA' E6001 stands at Stewarts Lane depot. A. Baldwyn/Rail Archive Stephenson.



Unusually amongst the regions, passenger traffic accounted for the Southern's largest income, but nevertheless goods were still carried. On June 18 1959 Maunsell 'S15' 4-6-0 30828 approaches Cowley Bridge Junction out of Exeter with a down goods for Plymouth. Ken Cook/Rail Archive Stephenson.



was a stroke of genius at the same time. Why misnamed? Of the ten different termini served by the train there was only one that was actually on the Atlantic Coast itself – Padstow. The genius of the name, however, a result of a competition run in the Southern Railway staff magazine in 1924 credited to Guard F. Rowland of Woking, was its simple initials 'ACE'.

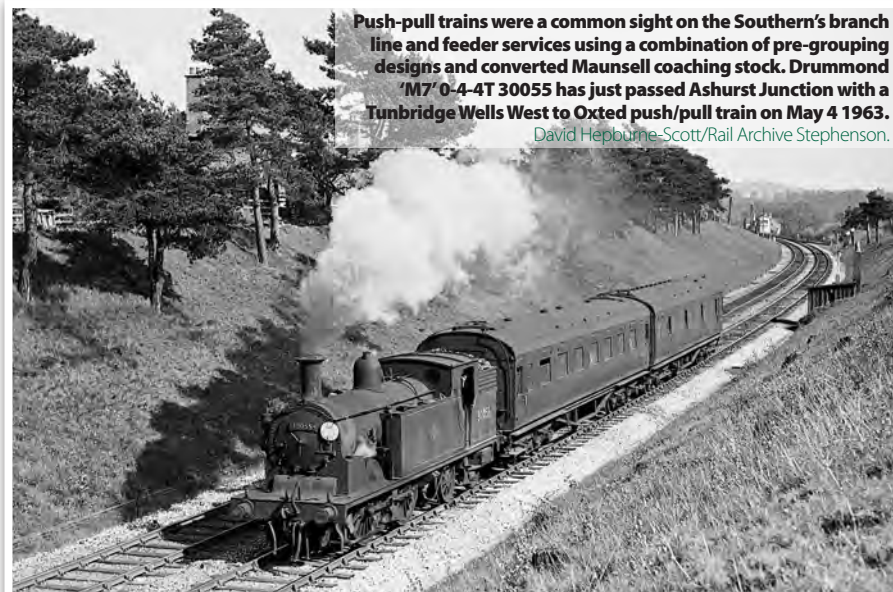
The last of the 'Belles' was the 1948 Saturdays only 'Thanet Belle' from Victoria to Ramsgate via Margate which, in 1951, became the 'Kentish Belle'.

In addition, there were a number of trains which ran solely for the benefit of the ocean liners that docked at Southampton from the USA, South Africa and elsewhere. These trains ran until the 1960s and were often either all Pullman or a mix of stock depending on passenger status and usually carried headboards of the relevant shipping line.

The 'Withered Arm'

The Southern Railway's main line to the West and its many quaint branches, reaching into North Devon, Plymouth and Cornwall, are ideal for modelling. These picturesque routes often saw larger locomotives such as 'T9' 4-4-0s, 'N' 2-6-0s and even Bulleid 'Light Pacifics' hauling short trains of main line coaches which would combine by the time Exeter was reached to form a single express to Waterloo. Trains departing Waterloo, such as the 'Atlantic Coast Express', would comprise of multiple portions, split along the route to reach their various destinations giving each branch direct services to and from London.

These South West services were competing with the Western Region, and control of these lines passed back and forth between the regions in the 1950s resulting in the running down, becoming known as the 'Withered Arm'. The eventual demise of most of the network west



Push-pull trains were a common sight on the Southern's branch line and feeder services using a combination of pre-grouping designs and converted Maunsell coaching stock. Drummond 'M7' 0-4-4T 30055 has just passed Ashurst Junction with a Tunbridge Wells West to Oxted push/pull train on May 4 1963. David Hepburne-Scott/Rail Archive Stephenson.

of Exeter/Barnstaple came at the end of the 1960s. There are moves, however, to reinstate the former main line from Exeter to Plymouth via Okehampton and Tavistock, so perhaps before long part of the 'Withered Arm' will carry passengers again.

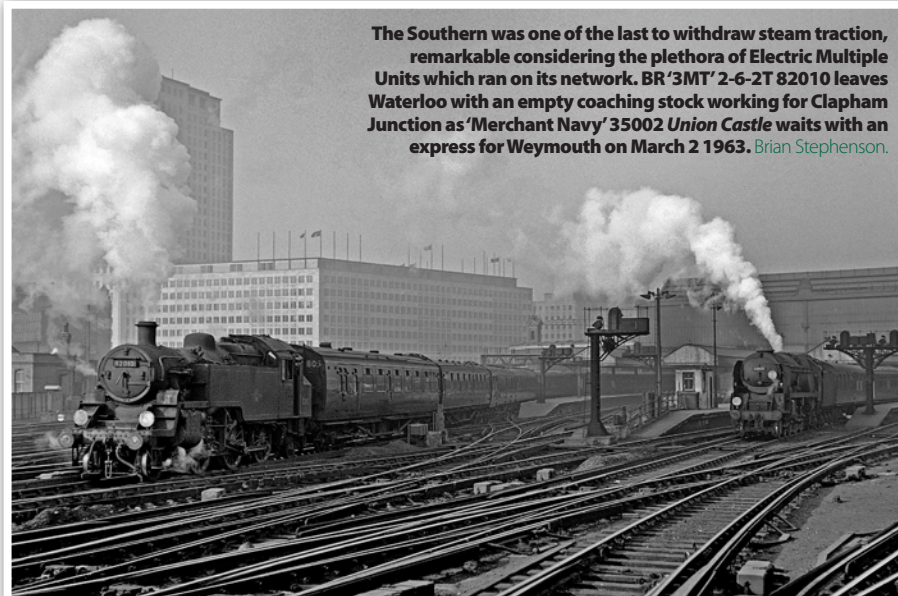
Nationalisation

Many railway companies were struggling since the heroic wartime efforts, but the Southern was still profitable, despite the demands of its geographical area being at the forefront of the war effort and including the movement of troops and materials while suffering much enemy damage. The Railway Executive had effectively taken over all the railways in 1939 and continued to do so in practice until nationalisation in 1948.

LEARN MORE ABOUT THE SOUTHERN

For further reading and information on the Southern Region we recommend the following links:

- Southern Railway email Group - www.sremg.org.uk
- South Western Circle - www.lswr.org
- The Brighton Circle - www.lbscr.org
- The South Eastern and Chatham Railway Society - www.southeasternrailway.org.uk
- The Southern Railways Group - www.srg.org.uk



The Southern was one of the last to withdraw steam traction, remarkable considering the plethora of Electric Multiple Units which ran on its network. BR '3MT' 2-6-2T 82010 leaves Waterloo with an empty coaching stock working for Clapham Junction as 'Merchant Navy' 35002 Union Castle waits with an express for Weymouth on March 2 1963. Brian Stephenson.



New traction policies following the creation of British Railways Southern Region resulted in the introduction of the new breed of BR Standards including the '3MT' 2-6-2Ts, '4MT' 2-6-4Ts, '4MT' 4-6-0s, '5MT' 4-6-0s and heavy freight '9F' 2-10-0s. Even two 'Britannia' 4-6-2s were allocated to Stewarts Lane for a while and could be seen on the 'Golden Arrow'. The entire 'Merchant Navy' class and many of the 'Light Pacifics' were rebuilt after 1956 into a more conventional style in a bid to improve reliability. Their superb boilers and distinctive wheels were retained though, maintaining at least some of their character.

Electrification continued to be the mainstay and its reach expanded. As foreseen by Bulleid, new forms of traction would be preferred to steam long term and new classes of locomotives such as all electric Class 71 Bo-Bos, the Class 33 Bo-Bos and the electro-diesels in the shape of the Class 73 and 74 Bo-Bos appeared. These latter designs could operate at reduced power off the third-rail using their onboard diesel engines.

The introduction of the BR Mk 1 coaches after

1956 saw them replace Maunsell and then Bulleid stock by the end of the 1960s. When in 1957/1958 it became time to replace steam hauled stock on the non-electrified line from London to Hastings via Battle, the Southern Region opted for Diesel Electric Multiple Units (DEMUs). Looking similar to the existing EMUs, these units, classes 201, 202 and 203 had 'Hastings gauge' narrow bodies to accommodate the limited clearance in the tunnels between Tonbridge and Bo-Peep junction and were recognisable by their slab slides. This restricted loading gauge also meant that some of the later Class 33s were also built with a narrower profile.

A further batch of DEMUs was built to the standard EMU profile - the Class 205s, for use on other non-electrified lines in Hampshire, Kent, and between Salisbury and Reading. The final batch of DEMUs, and the last based on the BR Mk 1, design was the Class 207 introduced in 1962 for the Oxted line.

The end of steam came later on the Southern Region than most in 1967, when the last of the

remaining Bulleid 'Pacifics' were finally replaced by Class 33s, 42s and 47s and subsequently on boat train services the Class 74 electro-diesels could be seen.

A distinct legacy

There was far more to the Southern Region than just EMUs, Bulleid 'Pacifics' and Pullman trains. Through this supplement we will show you how to create your own realistic model of the Southern Region. Ranging from replicating the EMU services with its distinctive third-rail, long distance multiple portion steam services, luxurious Pullman and boat trains, the quaint branch lines, a prominence of green both in stock, signage and building paintwork.

The Southern Region was full of quirky variety and in model form we have seen a massive increase over the last 10 years in the number of models and products available. There are still some gaps to be filled, but creating a realistic picture of many aspects of the region is possible, as we shall show. ■

The London skyline is dominated by the huge trainshed roof of Waterloo as BR '5MT' 4-6-0 73118 departs with the 6.09pm to Basingstoke on August 26 1966. Note the new BR Mk 2 FK second in the formation and the inclusion of at least two non-corridor carriages in the consist, vehicles four and five. Brian Stephenson.



SOUTHERN REGION

1948-1968

With an eclectic mix of steam, diesel and electric traction, BR's Southern Region offers an exciting proposition for post-nationalisation modellers.

MARK CHIVERS presents a selection of modellable formations from the period using ready-to-run stock.



BRITISH RAILWAYS' (BR) Southern Region territory covered a huge swathe of Southern England from south London to Kent, Sussex, Surrey, Hampshire and Dorset with extensions along the West of England line to North Devon and Cornwall. Operations covered suburban, outer suburban, long-distance, secondary and branch line passenger services plus a great deal of freight too, including pick-up goods, trip freights, mixed goods, milk, cement, coal, oil, military traffic, cross-channel and maritime freight, parcels and much more. This resulted in a very busy rail network, operated by an ageing fleet of steam locomotives and rolling stock immediately following nationalisation.

Not surprisingly, the bulk of the Southern Region's remit was commuter traffic to and from London, while holiday traffic offered an additional bonus with many South Coast resorts served, which not only generated 'in-region' custom but plenty of inter-regional traffic from across the country during the summer months.

Third-rail electrification schemes helped improve reliability and capacity, with expanding fleets of Electric Multiple Units (EMUs) and Diesel-Electric Multiple Units (DEMUs) gradually replacing the ageing steam locomotives and rolling stock. New electric and diesel locomotives were also introduced to bolster the EMUs and DEMUs, as some routes remained non-electrified and new motive power was also required for freight.

Southern modellers have been particularly well-served by the main manufacturers in recent times with new locomotive releases including Bachmann's 'H1' and 'H2' 4-4-2s, Hornby's 'OO' gauge LBSCR 'Terrier' 0-6-0T, SR 'Lord Nelson' 4-6-0 and SR air-smoothed 'Merchant Navy' 4-6-2, Dapol's 'B4' 0-4-0T, 'Terrier' 0-6-0T (Rails of Sheffield) and more. Even prototypes such as Bulleid's 1-Co-Co-1 (KMRC) and the LMS 'Twins' 10000/10001 Co-Co diesels (Bachmann), which ran on Southern metals for a while in the early 1950s, are available ready-to-run.

Signature electric and diesel locomotives include Hornby/DJ Models' Class 71 electric, Dapol's Class 73 electro-diesel and Heljan's Class 33/0, 33/1 and 33/2 diesels. KR Models is also looking for expressions of interest in Bulleid's Leader 0-6-0+0-6-0 for 'OO' (see pages 24-29 for a full listing).

Modellers of the Southern Electric scene can choose from Bachmann's Class 419 Motor Luggage Van, 4-CEP, 2-EPB and 2-H units, Hornby's 2-BIL, 2-HAL, 5-BEL and 4-VEP EMUs, KMRC's exclusive Class 438 4-TC units and more. To add to the multiple unit fleet, Bachmann's long-awaited 2-HAP EMU is due for release later this summer, while a 4-BEP EMU with newly tooled catering vehicle is also due for release soon.

In terms of rolling stock, Hornby's roster includes Maunsell 58ft rebuilt non-corridor stock, Maunsell corridor stock, Maunsell Pull-Push sets, BR Mk 1 carriages and recently

introduced Bulleid 59ft corridor coaches. In addition, its well-received Maunsell Restaurant Car offers a very useful vehicle, while the impressive collection of Pullman cars includes eight-wheel and 12-wheel examples.

Bachmann's range covers Bulleid 63ft main line carriages which are due to be replaced shortly with a set of all-new vehicles including a Corridor Third (TK), Corridor Composite (CK), Semi-Open Brake Third (BTK) and, for the first time, a Corridor Brake Composite (BCK) – a useful model for West of England formations. The manufacturer's impressive SECR 'Birdcage' stock is offered in a choice of liveries, while its extensive BR Mk 1 and Mk 2 range should cater for most requirements – there's even a BR Mk 2 FK in BR green to help replicate the Southampton Docks boat trains. Replica Railways offers BR Mk 1 64ft suburban coaches while Kernow Model Rail Centre's delightful London & South Western Railway (LSWR) 'Gate Stock' provides added variety for branch line operation.

From a freight perspective, there is a good selection of ready-to-run revenue and departmental wagons available in 'OO' with 12ton ventilated vans, fruit vans, meat vans, Conflats, open wagons, six-wheel milk tanks, 22ton 'Presflo' wagons, bogie bolsters, hopper wagons, engineers vehicles, fuel tanks and more. Heljan's 35ton Class A and Class B tanks will come in useful for those wishing to replicate oil traffic to/from Fawley, near Southampton, while Bachmann's recent introduction of its Ransomes and Rapier 45ton Breakdown Crane offers further variety with the opportunity to model a realistic breakdown train – their SR grey model is based on SR prototype 1561S, which remained in service into the late 1980s. To top things off, Hornby's recently released LSWR 20ton/24ton brake vans will prove handy as will Bachmann's SR 25ton 'Pill Box' and SR 25ton 'Queen Mary' types. Bachmann's versatile SR Covered Carriage Truck/Parcels and Miscellaneous Van (CCT/PMV), plus BR Mk 1 CCT, General Utility Van (GUV), Gangwayed Brake (BG), along with a Stanier 50ft BG and SR Bogie Van B from Hornby provide ample parcels stock.

Given the intense nature of BR Southern Region operations, the following selection of train formations is certainly not exhaustive but aims to shine a light on the varied passenger and freight services that operated in the 1950s and 1960s. Where possible, full formations have been shown, however in some cases where passenger trains exceed ten vehicles and freight formations exceed 30 wagons, selective compression has been applied to keep modellable train lengths manageable. With a mix of steam, diesel and electric traction, the formations shown should enable you to model your own slice of the Southern Region in the 1950s and '60s. ■

● Visit www.keymodelworld.com to see more Train Formations for the Southern Region including Class 33 hauled trains through the eras and trains at Eastleigh in the 1958-1968 period.



The Southern was known for its lengthy EMU formations. BR 4-CEP EMU 7153 leads two others in a 12-car formation as they depart Bromley South on the 11.40 Victoria to Ramsgate service on October 14 1959.

John Head/Rail Archive Stephenson.

PASSENGER FORMATIONS



LBSCR 'H2' 4-4-2, BR lined black with early crests (Bachmann), BR Mk 1 BTK, TK, CK, BTK – BR carmine and cream

● **Date:** 1953 ● **Service:** Bournemouth Central to Brighton ● **Location:** Bournemouth Central



SECR 'N' 2-6-0, BR lined black with early crests (Bachmann), SECR 'Birdcage' BTL, CL, BT – BR crimson

● **Date:** 1953 ● **Service:** Unknown passenger ● **Location:** Faversham



LSWR 'N15' 4-6-0, BR lined green with early crests (Hornby), Maunsell BTK, TK, RC, FK, TK, TK, BTK – BR green

● **Date:** 1953 ● **Service:** Victoria to Ramsgate ● **Location:** Herne Hill



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

● **Date:** 1957 ● **Service:** Portsmouth to Southampton ● **Location:** Southampton Central



SR 1-Co-Co-1, BR black with early crests (KMRC), Pullman twelve-wheel PBTP, PTP, PFK, PFP, PFK, PTP, PTK, PTP, PBTP – Pullman umber and cream

● **Date:** 1958 ● **Service:** 'Bournemouth Belle' ● **Location:** Southampton Central



SR air-smoothed 'West Country' 4-6-2, BR lined green with late crests (Hornby), Maunsell SK, BCK, BCK – BR green

● **Date:** 1960 ● **Service:** 'Atlantic Coast Express' (portion) ● **Location:** Exeter St. David's



LSWR 'O2' 0-4-4T, BR lined black with early crests (KMRC/DJ Models), LSWR two-car push-pull 'Gate Stock' – BR green

● **Date:** 1960 ● **Service:** Bere Alston to Callington ● **Location:** Gunnislake



LSWR '0415' 4-4-2T, BR lined black with late crests (Hornby/Oxford Rail), Maunsell BCK – BR green

● **Date:** 1960 ● **Service:** Lyme Regis to Axminster ● **Location:** Lyme Regis



5-BEL 'Brighton Belle' five-car EMU (Hornby), DMBPS, TPFK, TPFK, TPS, DMBPS – Pullman umber and cream

● **Date:** 1960 ● **Service:** 'Brighton Belle' ● **Location:** Hassocks



2-BIL + 2-BIL + 2-BIL + 2-BIL EMUs (Hornby) – BR green

● **Date:** 1960 ● **Service:** Portsmouth and Southsea to Waterloo ● **Location:** Clapham Junction



SR 'Schools' 4-4-0, BR lined green with early crests (Hornby), SR PMV, Maunsell BSK, CK, BSK – BR green

● **Date:** 1961 ● **Service:** Maidstone West to Reading South ● **Location:** Guildford



SR 'H' 0-4-4T, BR lined black with late crests (Hornby), Maunsell Pull-Push set SO, DBCK – BR green

● **Date:** 1961 ● **Service:** Hawkhurst to Paddock Wood ● **Location:** Goudhurst



LSWR 'M7' 0-4-4T, BR lined black with late crests (Hornby), SR PMV, Maunsell pull-push SO, DBCK – BR green

● **Date:** 1962 ● **Service:** Brockenhurst to Bournemouth W. ● **Location:** Brockenhurst



SR 'Lord Nelson' 4-6-0, BR lined green with late crests (Bachmann), Bulleid BSK, SK, CK, SK, BSK, BSK, CK, BSK, BSK, CK, BSK – BR green

● **Date:** 1962 ● **Service:** London Waterloo to Bournemouth ● **Location:** Eastleigh



SR 'Q1' 0-6-0, BR black with late crests (Hornby), Maunsell BSK, CK, BSK – BR green

● **Date:** 1964 ● **Service:** Guildford to Horsham ● **Location:** Guildford

VEHICLE DESIGNATIONS

BG	Gangwayed Brake	CL	Composite Lavatory	PMV	Parcels and Miscellaneous Van
BCK	Corridor Brake Composite	CCT	Covered Carriage Truck	PP	Pull-Push set
BCL	Brake Composite Lavatory	CK	Corridor Composite	PBTP	Pullman Brake Parlour Third
BS	Brake Second	DBCK	Driving Corridor Brake Composite	PFK	Pullman Kitchen First
BSK	Corridor Brake Second	FK	Corridor First	PPF	Pullman Parlour First
BT	Brake Third	FO	Open First	PTK	Pullman Kitchen Third
BTL	Brake Third with Lavatory	FVV/FVX	Car Flat	PTP	Pullman Parlour Third
BTK	Corridor Brake Third	GUV	General Utility Van	RB	Restaurant Buffet
C	Composite	OC	Observation Car	RC	Restaurant Car
				RFO	Restaurant First Open
				RMB	Restaurant Miniature Buffet
				RU	Restaurant Car Unclassed
				RUO	Restaurant Unclassed Open
				S	Second
				SK	Corridor Second
				SO	Open Second
				TK	Corridor Third
				TO	Open Third
				TSO	Tourist Open Second



SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK

TYPE	LIVERY	MANUFACTURER
LSWR 'Gate Stock' pull-push set	BR crimson/BR green	KMRC
SECR 60ft 'Birdcage' BT/BTL/CL	BR crimson	Bachmann
SR Bulleid CK/SK/SO/BSK	BR crimson and cream/BR green	Bachmann
SR Bulleid 59ft BSK/CK	BR green	Hornby
SR Maunsell BCK/BSK(4)/BSK(6)/CK/SK/SO/RC/PP	BR crimson and cream/BR green	Hornby
SR Maunsell 58ft Rebuilt BC/BT(6)/BT(8)/T	BR crimson	Hornby
SR Van B/Van C	BR crimson/BR green/BR blue	Hornby
SR PMV/CCT	BR crimson/BR green/BR blue	Bachmann
BR Mk 1 BG/BSK/CK/FK/FO/RB/RU/RFO/RMB/SK/TSO	BR crimson and cream/maroon/green/blue and grey	Bachmann
BR Mk 1 FVV/FVX/GUV/CCT*	BR blue/BR maroon*	Bachmann
BR Mk 1 BG/BSK/BSO/CK/FO/RB^/SK/SO/TSO	BR crimson and cream/maroon/green/blue and grey	Hornby
BR Mk 1 RB	BR maroon/BR green/BR blue and grey	Mainline/Replica Railways
BR Mk 1 64ft Suburban S/SO(NG)/BS/C	BR crimson/BR green	Replica Railways
BR Mk 2 FK	BR green/BR blue and grey	Bachmann
GWR Hawksworth BG	BR crimson and cream/BR maroon	Hornby
LMS P111 50ft BG	BR maroon	Bachmann/Hornby
LNER Gresley Buffet Car	BR maroon/BR blue and grey	Hornby
LNER 63ft BG	BR maroon/BR blue	Bachmann
Pullman eight-wheel PBS/PFK/PPF/PSK/PSP/Bar/OC	Pullman umber and cream (wood/steel)	Hornby
Pullman twelve-wheel PBT/PFK/PPF/PTK/PTP	Pullman umber and cream (wood/steel)	Hornby

Notes: * Denotes forthcoming model



USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Flangeway	www.footplate.co.uk
Hattons Originals	www.hattons.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Invicta Model Rail (IMR)	www.invictamodelrail.com
Kernow Model Rail Centre (KMRC)	www.kernowmodelrailcentre.com
Oxford Rail	www.oxfordrail.com
Replica Railways	www.replicarailways.co.uk
The Model Centre (TMC)	www.themodelcentre.com





SR air-smoothed 'West Country' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 BG*, PSP, PSK, PSP, PFP, PFK, PFP, PFK, PSP, PBSP – Pullman umber and cream, except *BR chocolate and cream ● **Date:** 1964 ● **Service:** 'Bournemouth Belle' ● **Location:** Basingstoke



SR rebuilt 'Battle of Britain' 4-6-2, BR lined green with late crests (Hornby), Bulleid BSK*, SO*, BR Mk 1 SO, SO, SO, RB, SO*, SO, SO, BSK* – BR blue and grey, except *BR green ● **Date:** 1967 ● **Service:** RCTS Railtour ● **Location:** Corfe Castle



BR Class 71, BR green with small yellow panels (DJ Models/Hornby), BR Mk 1 GUV*, BSK**, SK***, SK***, SO**, Pullman Kitchen First, Parlour First, Parlour First, Parlour First, SR PMV***, PMV*** – Pullman umber and cream 'Golden Arrow' except *BR blue, **BR blue and grey, ***BR green



4-TC+4-TC multiple units, BR blue with small yellow ends (KMRC) + BR Class 33/1, BR blue (Heljan) ● **Date:** 1967 ● **Service:** Bournemouth to Waterloo ● **Location:** Southampton Central



BR Class 419 Motor Luggage Van, BR Mk 1 BG (TLV)*, two Class 411 4-CEP EMUs (Bachmann) – BR green, except *BR blue and grey ● **Date:** 1968 ● **Service:** Victoria to Dover Marine boat train ● **Location:** Grosvenor Bridge

FREIGHT FORMATION



LSWS 'S15' 4-6-0, BR black with early crests (Hornby), SR PMV*, three assorted 12ton vent vans, five-plank wagon**, two 12ton vent vans, Conflat with BD container, 12ton plywood vent van, two 16ton steel mineral open wagons**, BR 12ton vent van, BR 20ton brake van – BR bauxite, except *BR green, **BR grey ● **Date:** 1956 ● **Service:** Mixed freight ● **Location:** Seaton Junction



LSWS 'M7' 0-4-4T, BR lined black with early crests (Hornby), 12ton North Eastern vent van*, two six-wheel milk tanks**, Hawksworth BG – BR carmine and cream, except *BR bauxite, **weathered silver/white ● **Date:** 1956 ● **Service:** Trip freight ● **Location:** Exeter St. Davids



SR 'Q1' 0-6-0, BR black with late crests (Hornby), seven-plank open wagon*, 13ton steel open wagon, two five-plank open wagons, seven-plank open wagon, eight 16ton steel mineral open wagons*, three 13ton steel open wagons, SR 12ton vent van, BR 20ton brake van – BR bauxite, except *BR grey



BR Class 71, BR plain green (DJ Models/Hornby), six SR PMVs – BR green ● **Date:** 1959 ● **Service:** Parcels ● **Location:** Shortlands Junction



LSWS '700' 0-6-0, BR black with late crests (Hornby), five-plank open wagon, 12ton vent van*, four 16ton steel mineral open wagons, 12ton vent van*, two 16ton steel mineral open wagons, five-plank open wagon, six 16ton steel mineral open wagons, BR 20ton brake van* – BR grey, except *BR bauxite ● **Date:** 1961 ● **Service:** Pick-up freight ● **Location:** Surbiton



LSWS '0298' 2-4-0WT, BR black with late crests (KMRC), five-plank open wagon, 16ton steel mineral open wagon*, BR 20ton brake van – BR bauxite, except *BR grey ● **Date:** 1961 ● **Service:** Pick-up goods ● **Location:** Hellandbridge



SECR 'C' 0-6-0, BR black with late crests (Bachmann), seven-plank open wagon, 12ton plywood vent van*, seven-plank open wagon, two 16ton steel mineral open wagons, SR PMV**, BR 20ton brake van* – BR grey, except *BR bauxite, ** BR green ● **Date:** 1961 ● **Service:** Branch goods ● **Location:** Hawkhurst



SECR 'N' 2-6-0, BR lined black with late crests (Bachmann), four 16ton steel mineral open wagons, six 12ton vent vans, SR 20ton 'pill box' brake van ● **Date:** 1962 ● **Service:** Mixed goods ● **Location:** Shalford



SR rebuilt 'West Country' 4-6-2, BR lined green with late crests (Hornby), 20+ 22ton 'Presflo' cement wagons, BR 20ton brake van – BR bauxite ● **Date:** 1965 ● **Service:** Cement ● **Location:** Pirbright



BR Class 33/0 BR green (Heljan), two 13ton high-sided steel open wagons, 25 35ton Class 'B' tanks*, two 13ton high-sided steel open wagons, BR 20ton brake van – BR bauxite, except **Esso black ● **Date:** 1963 ● **Service:** Empty oil tanks for Fawley ● **Location:** Eastleigh



● Date: 1967 ● Service: 'Golden Arrow' ● Location: Shortlands



● Date: 1959 ● Service: Mixed freight ● Location: Tonbridge



SUITABLE 'OO' GAUGE FREIGHT ROLLING STOCK

Type	Livery	Manufacturer
12ton BR fruit van	BR bauxite	Bachmann
12ton BR banana van	BR bauxite	Dapol
12ton GWR fruit van	BR bauxite	Bachmann
12ton NE fruit van	BR bauxite	Bachmann
12ton BR vent van corrugated ends	BR bauxite	Bachmann
12ton BR vent van planked	BR bauxite	Bachmann
12ton BR vent van plywood	BR bauxite	Bachmann
12ton SR vent van 2+2 planks	BR bauxite	Bachmann
12ton SR vent van planked	BR bauxite	Bachmann
12ton SR vent van plywood	BR bauxite	Bachmann
13ton high-sided steel open	BR bauxite	Bachmann
14ton tank wagon	Shell/BP black	Bachmann
16ton steel mineral open wagon	BR grey	Bachmann
20ton 'Grampus' ballast wagon	BR black	Dapol
20ton 'Presflo' wagon	Tunnel Cement	Bachmann
35ton Class A tank wagon	ESSO grey	Heljan
35ton Class B tank wagon	ESSO black	Heljan
45ton Ransomes and Rapier Breakdown Crane	SR grey/BR black	Bachmann
BR 20ton brake van	BR bauxite	Bachmann
BR 20ton brake van	BR bauxite	Hornby
BR bogie bolster A wagon	BR grey	Bachmann
BR bogie bolster E wagon	BR bauxite	Dapol
BR 'Lowmac' wagon	BR bauxite	Hornby
BR Mk 1 horse box	BR green	TMC/Bachmann
BR 'Weltrol' wagon	BR grey/BR engineers' black	Bachmann
Conflat A wagon	BR bauxite	Bachmann
Conflat with A container	BR bauxite	Bachmann
Conflat with BD container	BR bauxite	Bachmann
'Dogfish' ballast hopper	BR black	Heljan
'Grampus' ballast spoil wagon	BR black	Dapol
LSWR 20ton/24ton brake van	BR bauxite	Bachmann
LSWR 20ton/24ton brake van	BR grey	Bachmann
'Mermaid' side-tipping ballast wagon	BR black	Flangeway
'Sealion' ballast hopper wagon	BR olive green	Hornby
'Shark' ballast plough van	BR black	Hornby
SR 25ton 'Pill box' brake van	BR bauxite	Bachmann
SR 25ton 'Queen Mary' brake van	BR bauxite	Bachmann
WD 'Warflat' bogie wagon	WD green/BR grey	Bachmann
WD 'Warwell' bogie wagon	WD green/BR bauxite/BR grey	Hatton's Originals
Three-plank open wagon	BR bauxite	Bachmann
Five-plank open wagon	BR grey	Bachmann
Five-plank open wagon	BR bauxite	Hornby
Six-plank open wagon	BR grey	Oxford Rail
Six-wheel milk tank United Creameries	Silver	Dapol
Six-wheel milk tank United Dairies	Silver	Hornby
Seven-plank open wagon	BR grey	Bachmann

ENGINE HEAD SIGNALS

A notable feature of Southern Region operations from the 1950s and 1960s was the continued use of Engine Head Signals on locomotives. **MARK CHIVERS** outlines how these distinctive white discs worked and offers a selection of examples.

ROUTES



- Victoria or Holborn and Folkestone or Dover via Orpington loop, Tonbridge and Ashford.
- Charing Cross, Cannon Street, Holborn, London Bridge and Bricklayers Arms to Tonbridge or Reading via East Croydon and Redhill.
- Bournemouth West and Oxford.



- Waterloo and Nine Elms and Brockenhurst and Bournemouth West via Sway.
- London Bridge and Portsmouth via Mitcham Junction.
- Charing Cross, Cannon Street, Holborn, London Bridge or Bricklayers Arms and Dover via Chislehurst East and Maidstone East.



- Brighton and Salisbury via Southampton Central.
- Nine Elms and Willesden via New Kew Junction.
- Windsor and Margate or Dover (excursion).



- Brighton and Salisbury via Eastleigh.
- Nine Elms and Brent via New Kew Junction.
- Windsor and Bognor Regis (excursion).



- Victoria, Stewarts Lane, Holborn to Ramsgate via Nunhead line, Chislehurst and Chatham.
- Guildford and Godalming Goods.
- Portsmouth and Southsea to Salisbury via Redbridge.



- Victoria or Battersea yard and Brighton via Redhill.
- Brockenhurst and Lymington Pier.
- Axminster and Lyme Regis.



- Waterloo or Nine Elms to Plymouth.
- Victoria and Folkestone Harbour or Dover Marine via Swanley, Otford and Tonbridge.
- Southampton Terminus and Portsmouth Harbour via Netley.



- Waterloo or Nine Elms to Portsmouth via Woking and Guildford.
- Southampton Docks and Bournemouth via Sway.
- Victoria and Newhaven Harbour.



- Special boat trains Waterloo and Southampton Docks via Northam.
- Special boat trains from Southampton Docks to Waterloo via Millbrook.
- Victoria or West London Line to Ramsgate via Herne Hill or Catford loop.

ENGINE HEAD SIGNALS were a form of route indicator disc used on the Southern to help identify the route each train was to take. The system was maintained into the British Railways era for steam traction.

Whereas other regions used illuminated lamps or discs to identify the type of train, the Southern Region continued to display a series of 15in diameter white discs at the head of its locomotive-hauled trains to display its intended route.

The system was based on six lamp bracket positions, upon which the discs would be

attached, depending on the duty worked. Many permutations were possible with each one assigned a series of routes, albeit split between different areas of the region, to prevent misinterpretation. This helped identify the route a train was headed in point to point form and was applicable to passenger, goods, special trains, empty stock, light engine moves and other workings. At night, lamps were utilised in the same positions.

If you wish to model engine head signals in 'OO', a small hole punch will provide a cost-effective supply of white discs from thin plastic

sheet or there are also sets of 4mm etched brass items available from 247 Developments (Cat No. G20 (unpainted)/G20P (painted)) and Roxey Mouldings (4A109).

The above selection of indicators show the system in use in model form on a Hornby 'West Country'. We have only included a maximum of three possible routes with each permutation, although most of the positions shown covered many more routes across the Southern.

Visit www.sremg.org.uk for a comprehensive route listing for each of the head signal permutations. ■

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20 *Southern* TOP TIPS

What are the signatures of the Southern Region, and how can you model them?

MIKE WILD

offers his top 20 tips for recreating the smallest BR region in miniature.

1. BULLEID PACIFICS

The radical design of Bulleid's air-smoothed 4-6-2s, and their later rebuilt form, are a key part of almost every size of Southern Region layout. They were seen system wide and the 'West Country'/'Battle of Britain' classes were even seen on short trains in North Cornwall as well

as long expresses and Pullman workings. There was nothing like a Bulleid 'Pacific' and now all four versions are available ready-to-run in 'OO' gauge – air-smoothed and rebuilt 'Merchant Navys' plus the air-smoothed and rebuilt 'West Country'/'Battle of Britain' classes.



2. ELECTRIC UNITS



The Southern has the largest expanse of third-rail electrification on the British railway network and its steam era multiple units were as much a hallmark of the region as Bulleid 'Pacifics' and concrete structures.

A huge number of designs spanning back to the 1930s could be seen in service during the

BR steam era consisting of two, three, four, five and six-car units. The fleet even included the world's only all-electric Pullman train – the trio of 'Brighton Belle' five-car units.

Nationalisation brought new designs and a number of pre and post-BR era units are now available ready-to-run for 'OO' gauge. Hornby

offers the 2-BIL, 2-HAL, 4-VEP and 5-BEL while Bachmann has released models of the single car MLV, 2-EPB and 4-CEP with further models of the 2-HAP and 4-BEP due soon. EMU formations also saw units operate in multiple including up to 13 car formations for Dover boat trains made up of MLV, 4-CEP, 4-BEP and 4-CEP stock.

3. RAIL BUILT SIGNALS



The Southern Railway was adept at reusing materials and a common feature of the lineside were its signals on posts made from redundant rails. Dapol offers Home and Distant signals in this style fully working for 'OO' gauge while Ratio and Model Signal Engineering produce kits for the same type of signals as well as twin arm Home signals.

4. SOUTHERN REGION GREEN



Green was the colour for the Southern, but there were a number of different shades. Initially locomotives carried lined Malachite green on the transition from Southern Railway to BR Southern Region, often with Bulleid 'Sunshine' lettering for the British Railways legend on side tanks and tenders. This then gave way to BR lined express blue for 27 'Merchant Navy' 4-6-2s prior to the widespread introduction of BR's standard lined green colour scheme for passenger locomotives.

Coaching stock was green too – though carmine and cream and plain carmine could be seen during the early 1950s – although many coaches including those of pre-nationalisation origin simply gained a fresh coat of varnish to rejuvenate the original body colour. Multiple units were green too while station furniture took on the family colour scheme. Station buildings and lineside structures were usually finished in middle chrome green and cream where wooden panelling was involved.

5. MAUNSELL MOTIVE POWER

Richard Maunsell became the Chief Engineer at the creation of the Southern Railway in 1923 and his locomotive designs continued to serve the region after nationalisation. They had a familiar family appearance and an increasing range is available ready-to-run for 'OO' gauge including the 'King Arthur', 'Lord Nelson' and 'S15' 4-6-0s, 'N' 2-6-0s and 'Schools' 4-4-0. All but the 'N' are part of the Hornby range with the 2-6-0 being a Bachmann product. In a classic scene outside Stewarts Lane depot in 1956, North British built 'King Arthur' 4-6-0 30768 *Sir Balin* shows its Maunsell styling including smokebox design, smoke deflector shape, parallel boiler and round topped firebox and eight-wheel bogie tender. Railphotoprints.uk.



6. DOCK SHUNTERS



The Southampton Docks complex was an important traffic source for the Southern, both for passengers and freight. The railway system had its own fleet of locomotives and, remarkably, three of those are now

available as ready-to-run models for 'OO' gauge – the Adams 'B4' 0-4-0T from Dapol, the 'USA' 0-6-0T from Bachmann and the Class 07 diesel shunter from Heljan. These short wheelbase locomotives

make attractive signatures for a model of the Southampton Docks area, but they were also seen on other parts of its network as depot pilots and works shunters. Other docks such as Dover and

Newhaven made use of short wheelbase shunters such as the diminutive 'Terriers' and 'P' 0-6-0Ts that are also available ready-to-run from Hornby, Rails of Sheffield and Hattons.

7. CONCRETE EVERYTHING

The Southern made great use of pre-cast concrete products across its network and even had its own concrete works near Exmouth Junction shed. Concrete features included platform edging, lamps, station nameboards, benches, footbridges and even fencing products for the railway network.

Another common site was the concrete platelayers hut, also a product of the Exmouth Junction works, these were designed to be able to be transported, in one piece minus the chimney, on a well wagon easily anywhere on the network. A wide range of these features are available as kits and parts to create a

realistic Southern Region setting. Look to the Ratio range for many of these items as plastic kits including footbridges, fencing, concrete lamps and platelayer's huts while Peco makes concrete platform edging components. Dart Castings produce concrete platform bench components in white metal too.

USEFUL LINKS	
Accurascale	www.accurascale.co.uk
Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Dart Castings	www.dart-castings.co.uk
Fox Transfers	www.fox-transfers.co.uk
Gaugemaster	www.gaugemaster.com
Hornby	www.hornby.com
Kernow Model Rail Centre	www.kernowmodelrailcentre.com
KR Models	www.krmodels.co.uk
Peco	www.peco-uk.com
Sankey Scenics	www.sankeyscenics.co.uk



8. THIRD RAIL

If you are modelling the Southern and its 750v DC network then you need third-rail. Happily all the components are available to replicate this distinctive feature through Peco. It offers separate lengths of code

60 rail (Cat No. IL-1) as well as conductor rail chairs (IL-120). The latter can be fitted into 1mm diameter holes in every fifth sleeper end, though care will be needed around point work to follow prototype practice.

9. CARRIAGE SETS

Carriage formations were a feature of the Southern as it marshalled sets including two, three and five-car fixed formations which had numbers on their outer ends. There were individual vehicles too, but the fixed formations extended to Maunsell, Bulleid and Mk 1 stock. Hornby has produced three-car Maunsell corridor sets in the past while the Bachmann 'Birdcage' coaches are offered as individual vehicles which make up authentic sets. The new Bulleid 59ft coaches from Hornby have also been offered as vehicles to make prototypical three-car sets. All of the formations have brake coaches at the outer ends



with typical arrangements being Brake Composite-Brake Second for two-car trains, Brake Second-Composite-Brake Second for a three-coach set and Brake Second-Second-Composite-Second-Brake Second for five-car trains.

10. ELECTRO-DIESELS

A unique form of traction on the region were its electro-diesels – locomotives which could operate using the 750v DC third rail system as well as with a smaller on board diesel engine when away from the electric supply. The first design of this type were the Class 73s – originally classified 'JA' and 'JB'. These were joined by the Class 74s which were rebuilt from Class 71 electrics in 1967-1968. The Class 74s were short lived and

haven't been produced ready-to-run while the Class 73 is a current model from Dapol which has been released in a number of liveries covering the classes history from 1962 to the present day. Another essential part of the Southern scene which can be used on layouts with and without third-rail equipment. Green liveried 'JA' E6001 stands at Stewarts Lane depot in April 1962. *A. Baldwin/Rail Archive Stephenson.*

**11. PULL - PUSH**

Pull - Push trains, as they were known on the Southern, were a common feature – and on main lines as well as branch lines. Common formations including the 1960s converted Maunsell two-car sets which were seen in the

hands of 'M7' and 'H' 0-4-4Ts while earlier designs such as the LSWR 'Gatestock' survived into the 1960s to be hauled by 'H' and 'O2' 0-4-4Ts. Both of these carriage types have been produced ready-to-run by Hornby and Kernow Model Rail

Centre (KMRC) respectively.

For a more modern push-pull working look no further than the KMRC 4-TC trailer units which operated on the London-Bournemouth-Weymouth route from 1967 onwards. Initially they

were pushed and pulled by Class 73s on the third rail network while beyond Bournemouth a fleet of push-pull equipped Class 33/1s were introduced from 1966, following trials with D6580 in 1965.

12. NAMED TRAINS



Like every region, the Southern had a number of titled trains in its daily timetable as well as the boat trains which served ocean lines at Southampton Docks. Highlights include the 'Atlantic Coast Express', 'Man of Kent', 'Cunarder', 'Night Ferry' and the 'Royal Wessex'.

All of these trains can be modelled with Sankey Scenics extensive range of printed carriage titled train packs which include headboards, carriage roof boards

and gangway covers printed on high quality card. Alternatively, Fox Transfers offers a number of etched brass headboards for titled trains.

On July 23 1958 'Lord Nelson' 4-6-0 30857 *Lord Howe* waits for passengers from RMS Queen Elizabeth before leaving the Ocean Terminal at Southampton East Docks with the 'Cunarder' boat train for London Waterloo. Railphotoprints.uk.

14. ART DECO AND ODEON STYLES



The Southern received new building styles in the 1930s with the arrival of art deco and Odeon styles. Surviving examples of the art deco style are Surbiton, Richmond and Margate stations

while Odeon style buildings included signalboxes at Templecombe, Wimbledon and Bognor Regis. Bachmann have included some of this style of buildings in their Scenecraft range.

13. LINESIDE DETAILS



A great source of lineside and station platform details is Dart Castings. Its range comprises station bench components, region specific ground signals, station nameboards, cast metal lamps from the Southern's pre-1923 constituent

companies, platform supports and more. There are also Southern Region theme station signs available from Sankey Scenics and working Southern Region lamps – including the barley twist design – in the Gaugemaster collection.

15. DEMUS

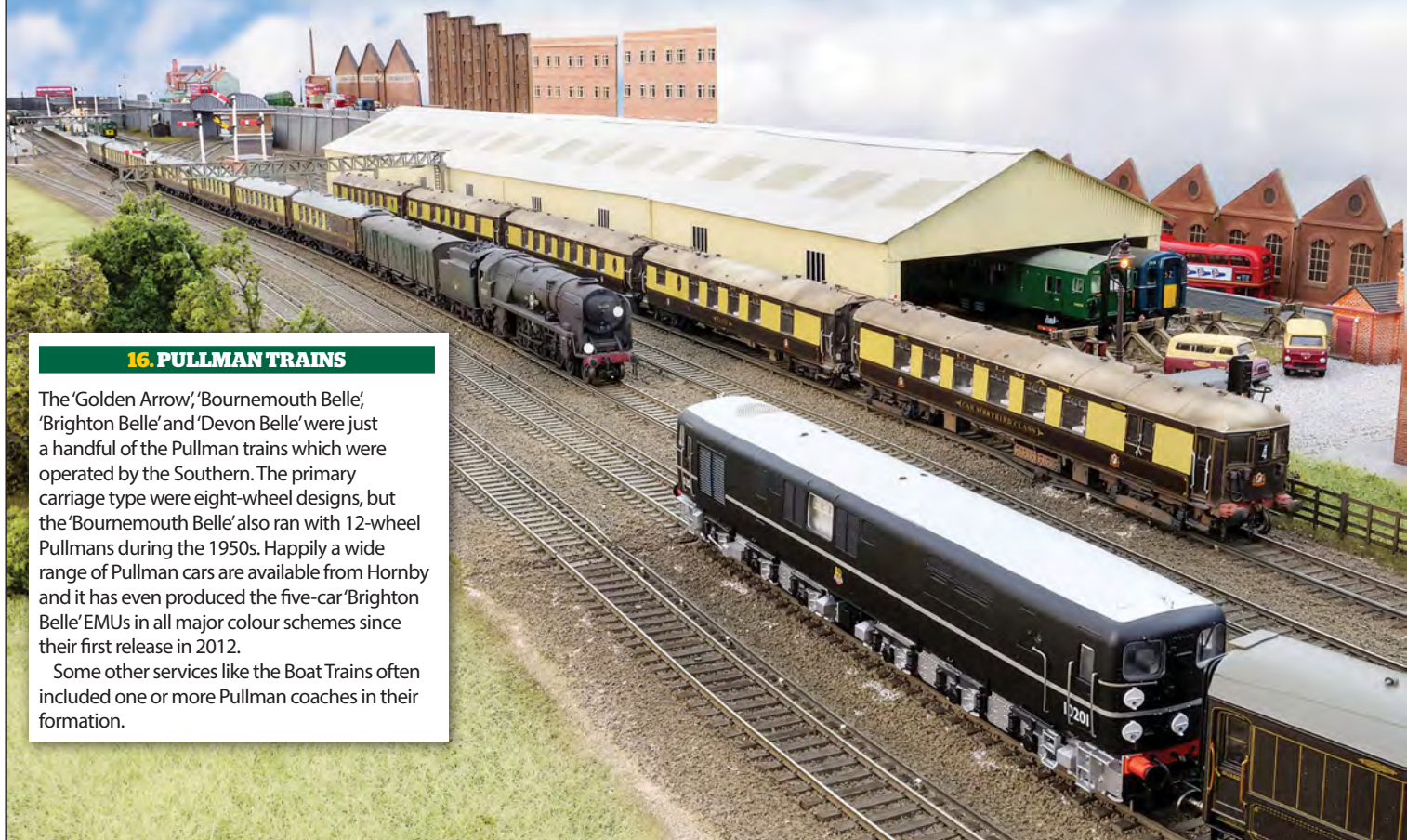
Unique amongst the BR multiple unit fleet were the Southern's Diesel Electric Multiple Units (DEMUs). Several designs were built including the Class 205 two and three-car units which are part of the Bachmann range. In addition there were narrow bodied six-car units for the restricted width of the tunnels on the Hastings line while later in the 1960s the 205s were joined by Class 207 units which had a revised front end layout with domed roofs and recessed multiple working jumpers.



16. PULLMAN TRAINS

The 'Golden Arrow', 'Bournemouth Belle', 'Brighton Belle' and 'Devon Belle' were just a handful of the Pullman trains which were operated by the Southern. The primary carriage type were eight-wheel designs, but the 'Bournemouth Belle' also ran with 12-wheel Pullmans during the 1950s. Happily a wide range of Pullman cars are available from Hornby and it has even produced the five-car 'Brighton Belle' EMUs in all major colour schemes since their first release in 2012.

Some other services like the Boat Trains often included one or more Pullman coaches in their formation.



17. ENGINE HEAD SIGNALS

You can't model Southern steam locomotives without the Engine Head Signals which were used to identify the route of a train. These were indicated using six lamp iron positions

on the leading end of steam locomotives – and even the Bulleid diesels. You can read more about these important features on page 16. Here Bulleid 'Q1' 0-6-0 33006

approaches Acton Wells Junction with the 12.15pm Temple Mills-Feltham goods on May 11 1961 displaying two white discs.
[Dave Cobbe/Railphotoprints.uk.](#)



18. BIG ENGINES, SHORT TRAINS



Modelling the Southern doesn't just mean long trains and 'Pacifics' or endless EMUs. The 'Withered Arm' in North Cornwall and branch lines could see single carriage trains, and occasionally hauled by Bulleid 'Pacifics'. These short trains included portions of the 'Atlantic Coast Express' which divided along its route for passengers to reach their final destination. Equally it was

common for branches, like that to Lyme Regis, to see single coach trains hauled by Victorian Adams '0415' 4-4-2Ts. The Maunsell carriages and Southern branch line motive power are all available from Hornby. On June 2 1963 'Battle of Britain' 34072 257 Squadron calls at Pinhoe with a two-coach 12.42pm Exeter Central-Honiton working.
[Mike Fox/Rail Archive Stephenson.](#)

19. LEADING THE WAY



Bulleid's 'Pacifics' were just one of the Southern's remarkable Chief Mechanical Engineers' designs. The Southern also saw the introduction of the unmistakable 'Q1' 0-6-0 during the Second World War while shortly after nationalisation Bulleid's first diesel-electrics 10201 and 10202 (later joined by 10203) entered service, paving the way for the Class 44-46 diesel designs.

All of these locomotives are available ready-to-run with the 'Q1' being in the Hornby stable and the Bulleid diesels produced by KMRC as exclusive models. Recently KR Models has revealed its plans to produce a ready-to-

run 'OO' gauge model of Bulleid's most radical steam locomotive for the British main line network – Leader. This twin cab 0-6-0+0-6-0 steam locomotive took modern steam design to new levels, but wasn't successful and only one was built.

Also worth mentioning are Bulleid's carriage designs. His 63ft 6in main line stock paved the way for the British Railway's Mk 1 series and new versions are currently in development with Bachmann for 'OO'. In 1953 Bulleid prototype diesel-electric 10201 approaches Vauxhall with the Down 'Bournemouth Belle'. [John Day Collection/Railphotoprints.uk.](#)

20. CEMENT, OIL AND VANS

Mixed goods and coal were staples of Southern freight, but its signatures were cement, fuel/oil and van trains – the latter catering for seasonal banana traffic through Southampton Docks amongst other flows. Cement trains ran both within the region in Presflo wagons as well as starting in Kent and running north onto the Eastern and Midland regions using Cemflo cement tankers. These trains were hauled by 'Q1' 0-6-0s, Bulleid 'Light Pacifics' and Class 33s.

Fawley oil refinery near

Southampton offered regular train loads of fuel and oil in Class A (fuel) and Class B (oil) tankers running to other parts of the country. These were well known for haulage by single and pairs of BRCW Class 33s as well as '9Fs' on the Southern. Wagons to model these trains are available ready-to-run from Accurascale, Bachmann Heljan and Hornby.

BRCW Type 3 D6548 approaches Worting Junction with a Down cement working for Bevois Park, Southampton in June 1966. [David Anderson/Railphotoprints.uk.](#)



MOTIVE POWER Survey

BR Southern Region's territory was far-reaching and its motive power and rolling stock were diverse from steam, diesel, electric and electro-diesel locomotives to Diesel Electric Multiple Units (DEMU) and Electric Multiple Units (EMU). We round up all the current and forthcoming ready-to-run Southern Region motive power across 'OO', 'N' and 'O'.

LSWR 'B4' 0-4-0T



Manufacturer: www.dapol.co.uk

Availability: Current (HM134)

DCC: DCC ready, 6-pin socket

Speaker space: None provided

Lighting: Firebox flicker

Price: £110.00

● Long-lived class, used for shunting and stock movements as well as a lengthy association with Southampton Docks.

LSWR 'O298' 2-4-0WT



Manufacturer: www.kernowmodelrailcentre.com

Availability: Out of production (HM52)

DCC: DCC ready, 6-pin socket

Speaker space: None provided

Lighting: None

Price: £109.99

● KMRC exclusive 'OO' models offered in Southern Railway black, British Railways black, BR lined black with early crests and BR lined black with late crests.

LSWR 'O2' 0-4-4T



Manufacturer: www.kernowmodelrailcentre.com

Availability: Current (HM100)

DCC: DCC ready, 6-pin socket

Speaker space: Coal bunker space (with wires to connect)

Lighting: None

Price: £124.99

● Seven 'OO' gauge models produced covering mainland and Isle of Wight examples. Standard and push-pull options.

LSWR 'M7' 0-4-4T



Manufacturer: www.hornby.com

Availability: Current (HM125)

DCC: DCC ready, 8-pin socket

Speaker space: None provided

Lighting: None

Price: £155.99

● Short and long-framed variants tooled together with standard and push-pull fitted options.

SECR 'H' CLASS 0-4-4T



Manufacturer: www.hornby.com

Availability: Current (HM126)

DCC: DCC ready, 8-pin socket

Speaker space: None provided

Lighting: None

Price: £129.99

● Hornby's 'OO' gauge model features sprung metal buffers, five-pole skew wound motor and finely detailed push-pull equipment.

LBSCR 'A1'/'A1X' 0-6-0T

Manufacturer: www.hornby.com

Availability: Current (HM143)

DCC: DCC ready, 6-pin socket

Speaker space: None provided

Lighting: None

Price: £94.99

● Hornby's latest 'OO' gauge model of the 'Terrier' replaces its former Dapol-tooled model.



LBSCR 'A1'/'A1X' 0-6-0T



Manufacturer: www.railsofshffield.com

Availability: Current (HM157)

DCC: DCC ready, 6-pin socket

Speaker space: Pre-fitted with 15mm x 11mm cube speaker

Lighting: Firebox glow

Price: £110

● Manufactured exclusively for Rails of Sheffield by Dapol, this delightful 'OO' gauge model completed a trio of 'Terriers' in 'N', 'OO' and 'O' for the manufacturer.

SECR 'P' CLASS 0-6-0T



Manufacturer: www.hattons.co.uk

Availability: Current (HM129)

DCC: DCC ready, 6-pin socket

Speaker space: None provided

Lighting: None

Price: £99

● Exclusive to Hattons, this 'OO' model features a five-pole skew wound motor, all-wheel pick-up and drive.

SR 'USA' 0-6-0T



Manufacturer: www.bachmann.co.uk

Availability: Current (HM112)

DCC: DCC ready, 6-pin socket

Speaker space: None provided

Lighting: None

Price: £129.95

● Another class associated with Southampton Docks. Model produced exclusively for Bauer Media by Bachmann.

LBSCR 'E4' 0-6-2T



Manufacturer: www.bachmann.co.uk

Availability: Recent (HM94)

DCC: DCC ready, 6-pin socket

Speaker space: None provided

Lighting: None

Price: £129.95

● Die-cast chassis, metal handrails, lamp irons and much more.

LSWR '0415' 4-4-2T



Manufacturer: www.hornby.com

Availability: Current (HM110)

DCC: DCC ready, 8-pin socket

Speaker space: None provided

Lighting: None

Price: £140.99

● Hornby's model features a five-pole motor and reflects detail differences between class members.

LSWR '0415' 4-4-2T



Manufacturer: www.oxfordrail.com

Availability: Current (HM103)

DCC: DCC ready, 8-pin socket

Speaker space: None provided

Lighting: None

Price: £109.99

● Oxford Rail's 'OO' Adams 'Radial' first appeared in 2015.

LSWR '700' 0-6-0

Manufacturer: www.hornby.com

Availability: Recent (HM98)

DCC: DCC ready, 8-pin socket

Speaker space: None provided

Lighting: None

Price: £124.99

● Hornby's 'Black Motor' bristles with detail including fully detailed cab interior, fine lamp irons and dummy inside motion.



SR 'Q1' 0-6-0



Manufacturer: www.hornby.com

Availability: Current (HM125)

DCC: DCC ready, 8-pin socket

Speaker space: 28mm diameter

Lighting: None

Price: £124.99

● Hornby has captured austere appearance of the prototype to a tee. Pristine and weathered options produced.

SECR 'C' CLASS 0-6-0



Manufacturer: www.bachmann.co.uk

Availability: Current (HM67)

DCC: DCC ready, 21-pin socket

Speaker space: Pre-drilled holes in tender

Lighting: None

Price: £224.95

● Exquisite detailing and decoration.

SR 'N' CLASS 2-6-0



Manufacturer: www.bachmann.co.uk

Availability: Current

DCC: DCC ready, 6-pin socket

Speaker space: None provided

Lighting: None

Price: £159.95

● Stalwart of the Bachmann range - available in a wide range of colour schemes.

LSWR 'T9' 4-4-0

Manufacturer: www.hornby.com

Availability: Current (HM18)

DCC: DCC ready, 8-pin socket

Speaker space: None provided

Lighting: None

Price: £169.99

● Model features die-cast metal boiler, five-pole motor and rubber traction tyres for added haulage capability.



SECR 'D' CLASS 4-4-0



Manufacturer: www.railsofshffield.com

Availability: Forthcoming

DCC: DCC ready, Next18 socket

Speaker space: 15mm x 11mm solder-less PCB speaker connection

Lighting: Firebox flicker

Price: £TBC

● Due to feature a separate smokebox door and removable PCB with Next18 decoder socket and solderless speaker.

SR 'SCHOOLS' 4-4-0



Manufacturer: www.hornby.com

Availability: Current (HM20)

DCC: DCC ready, 8-pin socket

Speaker space: 28mm diameter

Lighting: None

Price: £160.99

● Super-detailed model which replaced older 1980s-era tooling (now in RailRoad range) in 2008.

LBSCR 'H1' AND 'H2' 4-4-2



Manufacturer: www.bachmann.co.uk

Availability: Current (HM136)

DCC: DCC ready, 21-pin socket

Speaker space: 23mm diameter

Lighting: None

Price: £199.95

● Offered in Southern Railway Maunsell olive green and BR lined black with early crests.

SR 'KING ARTHUR' 4-6-0

Manufacturer: www.hornby.com

Availability: Current (HM132)

DCC: DCC ready, 8-pin socket

Speaker space: 28mm diameter (latest releases)

Lighting: None
Price: £175.99
 ● Liveries offered include Southern Railway (SR) olive green, SR malachite green, SR black, BR lined green with early crests and BR lined green with late crests.



SR 'S15' 4-6-0



Manufacturer: www.hornby.com
Availability: Current (HM100)
DCC: DCC ready, 8-pin socket
Speaker space: 28mm diameter
Lighting: None
Price: £154.99
 ● Primarily intended for heavy freight, but also appeared on passenger turns too.

SR 'LORD NELSON' 4-6-0



Manufacturer: www.hornby.com
Availability: Current (HM140/HM141)
DCC: DCC ready, 8-pin socket
Speaker space: 28mm diameter
Lighting: None
Price: £169.99
 ● Also available fitted with Hornby's Twin Track Sound (Cat No. R3603TTS).

SR AIR-SMOOTHED 'BATTLE OF BRITAIN'/'WEST COUNTRY' 4-6-2



Manufacturer: www.hornby.com
Availability: Current (HM117)
DCC: DCC ready, 8-pin socket
Speaker space: 28mm diameter (latest releases)
Lighting: None
Price: £184.99
 ● Prototype introduced in the mid-1940s. Lighter than the 'Merchant Navy' 4-6-2s, with greater route availability.

SR AIR-SMOOTHED 'MERCHANT NAVY' 4-6-2



Manufacturer: www.hornby.com
Availability: Current (HM116)
DCC: DCC ready, 8-pin socket

Speaker space: 28mm diameter
Lighting: None
Price: £179.99
 ● Added to the range in 2016, tooling suite replicates subtle differences between prototype builds.

SR REBUILT 'BATTLE OF BRITAIN'/'WEST COUNTRY' 4-6-2



Manufacturer: www.hornby.com
Availability: Current (HM117)
DCC: DCC ready, 8-pin socket
Speaker space: Yes, 28mm diameter (latest releases)
Lighting: None
Price: £179.99
 ● Introduced in the mid-2000s, five-pole skew wound motor, tender variations included within tooling suite.

SR REBUILT 'MERCHANT NAVY' 4-6-2

Manufacturer: www.hornby.com
Availability: Current (HM127)
DCC: DCC ready, 8-pin socket
Speaker space: Yes, 28mm dia' (latest releases)
Lighting: None
Price: £169.99
 ● Model proved a pivotal point in Hornby's future, on release. Early models were without DCC sockets.



SR REBUILT 'MERCHANT NAVY' 4-6-2

Manufacturer: www.hornby.com
Availability: Current (HM127)
DCC: DCC ready, 8-pin socket
Speaker space: Yes, 28mm dia' (latest releases)
Lighting: None
Price: £169.99
 ● Model proved a pivotal point in Hornby's future, on release. Early models were without DCC sockets.



LMS IVATT '2MT' 2-6-2T



Manufacturer: www.bachmann.co.uk
Availability: Current (HM111)
DCC: DCC ready, Next 18 socket
Speaker space: 15mm x 11mm
Lighting: None
Price: £144.95
 ● Bachmann's reworked 'OO' gauge model appeared in 2016.

LMS FAIRBURN '4MT' 2-6-4T



Manufacturer: www.bachmann.co.uk
Availability: Current (HM14)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £149.95
 ● A batch of 41 Fairburn 2-6-4Ts were built at Brighton Works and allocated to the Southern Region in the 1950s for suburban passenger duties bringing the LMS design south of London.

BR 'BRITANNIA' 4-6-2

Manufacturer: www.hornby.com
Availability: Current (HM109)
DCC: DCC ready, 8-pin socket
Speaker space: 28mm diameter
Lighting: None
Price: £199.99

● Stewarts Lane allocated (1950s) 70004 *William Shakespeare* with Golden Arrow regalia (Cat No. R3096) is amongst Hornby's releases. 70009 *Alfred the Great* also ran on the Southern Region in the early 1950s.



BR '5MT' 4-6-0



Manufacturer: www.bachmann.co.uk
Availability: Current
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £159.95
 ● The BR '5MTs' had a long standing connection with the Southern from their introduction. Several gained the names of withdrawn Maunsell 'King Arthur' 4-6-0s and some were paired with larger tenders to operate on the Southern.

BR '4MT' 4-6-0



Manufacturer: www.bachmann.co.uk
Availability: Current (HM17)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £164.95
 ● Prototype introduced in 1950s – available in BR lined green and BR lined black. The '4MTs' were regulars on the Southern, usually paired with the larger BR1B tenders to increase their water capacity - the Southern didn't have water troughs.

BR '4MT' 4-6-0

Manufacturer: www.hornby.com
Availability: Current (HM126)
DCC: DCC ready, 8-pin socket
Speaker space: 28mm diameter
Lighting: None
Price: £170.99

- Decorated cab interior, sprung metal buffers, removable coal load, five-pole skew wound motor. Hornby has produced several Southern specific '4MT' 4-6-0s with the larger BR1B tender.

BR '4MT' 2-6-0

Manufacturer: www.bachmann.co.uk
Availability: Current (HM6)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £159.95

- Southern Region allocation based at Bournemouth, Brighton, Dorchester, Eastleigh, Feltham, Guildford, Redhill, Salisbury and Yeovil Town.

**BR '4MT' 2-6-4T**

Manufacturer: www.bachmann.co.uk
Availability: Current
DCC: DCC Ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £134.95

- Designed by R A Riddles, with majority of class (130 of 155) built at Brighton. These 2-6-4Ts were capable machines for suburban trains.

BR '3MT' 2-6-2T

Manufacturer: www.bachmann.co.uk
Availability: Current (HM31)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £149.95

- Forthcoming release of Southern Region allocated 82018 in BR lined black with late crests (Cat No. 31-982) set to feature realistic weathering. The '3MT' 2-6-2Ts were seen on empty stock workings between London Waterloo and Clapham Junction as well as other duties.

BR STANDARD '9F' 2-10-0

Manufacturer: www.bachmann.co.uk
Availability: Current (HM3)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £199.95

- Available in pristine or weathered BR black – ideal for a Fawley oil train. Perfect at the head of a rake of Heljan Class B oil tankers with barrier wagons.

BR '9F' 2-10-0

Manufacturer: www.hornby.com
Availability: Current (HM61)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £109.99

- Hornby RailRoad model with locomotive drive, available in BR black with late crests. '9Fs' were allocated to Eastleigh shed in the steam era.

Diesel and electric

LMS 10000/10001 CO-CO DIESELS

Manufacturer: www.bachmann.co.uk
Availability: Current (HM77/HM101)
DCC: DCC ready, 21-pin socket
Speaker space: 28mm diameter
Lighting: Directional head/tail, cab interior
Price: £184.95

- Allocated to Nine Elms depot 1953-1955 and providing another excuse for something different to run on a Southern Region layout.

BULLEID 1-CO-CO-1 DIESEL

Manufacturer: www.kernowmodelrailcentre.com
Availability: Current (HM125)
DCC: DCC ready, 21-pin socket
Speaker space: Pre-fitted 28mm diameter speaker
Lighting: Directional lighting
Price: £179.99

- 10201/10202 built at Ashford Works in 1950, while 10203 was built at Brighton Works in 1954. Kernow Model Rail Centre has produced a number of version of these sought after prototypes for 'OO' gauge.

CLASS 03 DIESEL SHUNTER

Manufacturer: www.bachmann.co.uk
Availability: Current
DCC: DCC ready, Next 18 socket
Speaker space: 15mm x 11mm
Lighting: Cab interior
Price: £124.95

- Used for shunting and piloting. BR Southern Region also utilised them on Weymouth Quay boat trains along the town's tramway for a time during the 1960s.

**CLASS 05 DIESEL SHUNTER**

Manufacturer: www.heljan.dk
Availability: Recent (HM99)
DCC: DCC ready, 6-pin socket
Speaker space: None provided
Lighting: Illuminated head and tail lamps
Price: £129.95

- D2554 allocated to the Southern Region in 1966 for use on the Isle of Wight – later renumbered 05001. Otherwise the Class 05 was a rare visitor to Southern Region metals.

CLASS 07 DIESEL SHUNTER

Manufacturer: www.heljan.dk
Availability: Current (HM134)
DCC: DCC ready, 6-pin socket
Speaker space: None provided
Lighting: Illuminated head/tail lamps
Price: £139.95

- Long association with Southampton Docks. Heljan's model offered with and without waist-level air pipes. These short wheelbase diesel shunters are ideal for dock yard scenes.

CLASS 08 DIESEL SHUNTER

Manufacturer: www.bachmann.co.uk
Availability: Current
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £124.95

● Widespread shunter type, ideal for marshalling yards and depots. Every layout should have at least one Class 08 on its roster!

CLASS 08/09 DIESEL SHUNTER



Manufacturer: www.hornby.com
Availability: Current
DCC: DCC ready, 8-pin socket
Speaker space: 16mm x 23mm (latest sound-fitted releases)
Lighting: None
Price: £145.99
 ● Features opening cab doors, while digital sound options are also available (ESU Loksound/Twin Track Sound).

CLASS 24/O DIESEL



Manufacturer: www.bachmann.co.uk
Availability: Recent
DCC: DCC ready, 21-pin socket
Speaker space: 40mm x 20mm
Lighting: Directional head and tail
Price: £149.95
 ● Small number allocated to Hither Green for a short period in the late 1950s due to late running Kent Coast electrification. They were regularly seen at the head of Maunsell carriages as well as hauling freight on the Southern.

CLASS 24/O DIESEL



Manufacturer: www.sulzertype2.com
Availability: Current (HM158)
DCC: DCC ready, PluX22 socket
Speaker space: Pre-fitted twin 'Boomer' speakers
Lighting: Independent front marker and rear taillights, illuminated cab interior and engine compartment
Price: £185
 ● High-fidelity model offering much functionality than its Bachmann counterpart. Highlights include full bufferbeam pipework, flush glazing, super detailed buffers, correct pattern Class 24 wheels with holes, an extensive and authentic sound profile and the option to add a stay alive capacitor pack. Purchasers can also choose between 'OO', 'EM' and 'P4' gauge wheelsets.

CLASS 33 DIESEL



Manufacturer: www.heljan.dk
Availability: Current (HM83/HM157)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: Directional head/tail, destination blind, high-intensity headlights (where fitted)
Price: £149.00
 ● Heljan's 'OO' model replicates classic BR SR Class 33/0, Class 33/1 and Class 33/2 variants.

CLASS 71 ELECTRIC



Manufacturer: DJ Models
Availability: Out of production (HM121)
DCC: DCC ready, 21-pin socket
Speaker space: 58mm x 22mm
Lighting: Directional head/tail, destination blind, cab interior
Price: £139.95
 ● First 'OO' model of the Kent Coast allocated Class 71 Bo-Bo electric to appear on the market. Pristine and weathered options were produced.

CLASS 71 ELECTRIC



Manufacturer: www.hornby.com
Availability: Current (HM109)
DCC: DCC ready, 8-pin socket
Speaker space: 15mm x 11mm (in battery boxes)
Lighting: Directional head/tail, destination blind, cab interior *CHECK*
Price: £170.99
 ● Hornby's 'OO' model of the Class 71 Bo-Bo electric includes working pantograph and is offered in BR green, BR green with small yellow panels and BR blue (pre and post TOPS).

CLASS 73 ELECTRO-DIESEL



Manufacturer: www.dapol.co.uk
Availability: Current (HM104)
DCC: DCC ready, 21-pin socket
Speaker space: Yes, 58mm x 22mm
Lighting: Directional head/tail, destination blind, cab interior, high intensity headlights (where fitted)
Price: £146.22
 ● Dapol's 'OO' gauge model reflects 'JA' and 'JB' class members in a wide selection of liveries covering the prototypes' Southern career.

Electric Multiple Units

CLASS 401 2-BIL EMU



Manufacturer: www.hornby.com
Availability: Current (HM69)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £139.99
 ● Introduced from the late 1930s for use on electrified services to Eastbourne, Portsmouth and Reading. Hybrid 2-HIL model also available in BR green in the 2020 catalogue featuring a 2-HAL Driving Motor Brake Second and a 2-BIL Driving Trailer Lavatory.

CLASS 402 2-HAL EMU



Manufacturer: www.hornby.com
Availability: Current (HM89)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: None
Price: £139.99
 ● Built from late 1930s for use on electrified lines to Gillingham, Maidstone, Aldershot and Reading. Released in plain BR green and BR green with small yellow warning panels as well as BR blue colour schemes.

CLASS 403 5-BEL EMU

Manufacturer: www.hornby.com
Availability: Current (HM59/HM137)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: Illuminated interiors
Price: £199.99 (Driving cars x2)/£179.99 (trailer cars x3)
 ● The 'Brighton Belle' was the world only all-Pullman Electric Multiple Unit. The five-car EMU plied between London Victoria and Brighton on daily services, sometimes operating in pair, as well as being used for occasional rail tours/specials. The latest release models 3053 in 1960s period livery with small yellow warning panels. Previous issues have modelled the units in 1934, 1950 and 1972 era liveries.



CLASS 410 4-BEP EMU

Manufacturer: www.bachmann.co.uk
Availability: In development
DCC: DCC ready, 21-pin socket
Speaker space: None provided
Lighting: Illuminated interior, destination blinds
Price: £449.95
 ● Forthcoming model of the buffet variant of the four-car Kent Coast mainline EMU, with newly tooled catering car. An eagerly awaited release for anyone with a 4-CEP or MLV in their collection.

BR CLASS 411 4-CEP EMU

Manufacturer: www.bachmann.co.uk
Availability: Current (HM31)
DCC: DCC ready, 21-pin socket
Speaker space: None provided
Lighting: Illuminated interior, destination blinds
Price: £449.95
 ● Four-car Kent Coast mainline EMU, available in BR plain green, BR green with small yellow panels, BR blue (limited edition) and BR blue and grey. Weathered options also available.

CLASS 414 2-HAP EMU

Manufacturer: www.bachmann.co.uk
Availability: Due August 2020
DCC: DCC ready, 21-pin socket
Speaker space: Yes, size TBA
Lighting: Illuminated interior, destination blinds, high intensity headlights (where fitted)
Price: £259.95

● Brand-new model of SR two-car express EMU, available in BR plain green, BR blue and grey and Network SouthEast liveries. The first are currently expected to arrive this summer subject to shipping from Bachmann's manufacturing site in China.

CLASS 416 2-EPB EMU

Manufacturer: www.bachmann.co.uk
Availability: Current (HM49)
DCC: DCC ready, 21-pin socket
Speaker space: 40mm x 20mm
Lighting: Illuminated interior, destination

blinds, high intensity headlights (where fitted)
 £209.95

Price: £209.95
 ● Two-car SR inner-suburban EMU, offered in BR plain green, BR green with small yellow panels (limited edition), BR blue, BR blue and grey and Network SouthEast colour schemes. Weathered options also available.

CLASS 419 MOTOR LUGGAGE VAN (MLV)

Manufacturer: www.bachmann.co.uk
Availability: Current (HM61)
DCC: DCC ready, 21-pin socket
Speaker space: Spacious van interior could be utilised
Lighting: Destination blinds
Price: £149.95
 ● Available in BR plain green, BR green with small yellow panels, BR blue, BR blue and grey, BR LSE 'Jaffa Cake', Royal Mail red and Network SouthEast liveries. This useful luggage vans had onboard batteries which allowed them to operate off third-rail power for a limited period. They were originally built for Dover boat trains to work with 4-CEP and 4-BEP four-car EMUs.

CLASS 423 4-VEP EMU

Manufacturer: www.hornby.com
Availability: Out of production (HM51)
DCC: DCC ready, 8-pin socket
Speaker space: None provided
Lighting: Illuminated interior, directional destination blinds, high intensity headlights (where fitted)
Price: £230 (approx.)

● Offered in BR blue with full yellow ends, BR blue and grey and Network SouthEast colour schemes. The first of the 4-VEPs were introduced in 1967 just before the end of steam on the Southern and carried BR blue with small yellow warning panels.

CLASS 438 4-TC MULTIPLE UNIT

Manufacturer: www.kernowmodelrailcentre.com
Availability: Current (HM123)
DCC: DCC ready, 21-pin socket
Speaker space: 15mm x 11mm
Lighting: Illuminated interior, directional destination blinds, high intensity headlights (where fitted)
Price: £289.95



● Exclusive to KMRC and offered in BR blue with small yellow panels, BR blue and grey, Network

SouthEast, Premier Charters blue with small yellow ends and RTC blue and red liveries. The 4-TC units were introduced in 1966 as part of the Bournemouth electrification. They were propelled from London to Bournemouth by 4-REP EMUs before being taken to Weymouth by a Class 33/1.

CLASS 205 DEMU

Manufacturer: www.kernowmodelrailcentre.com/www.bachmann.co.uk
Availability: Current (HM101)
DCC: DCC ready, 21-pin socket
Speaker space: 40mm x 20mm
Lighting: Illuminated interior, directional destination blinds, high intensity headlights (where fitted)
Price: £249.95
 ● Initially a KMRC exclusive, now available from most Bachmann retailers. Weathered options available.

'O' GAUGE SR MOTIVE POWER

Locomotive	Manufacturer
LBSCR 'A1'/'A1X' 0-6-0T	Dapol
BR Class 03	Heljan
BR Class 05	Heljan
BR Class 08	Dapol
BR Class 09	Gaugemaster (Dapol)
BR Class 33/0	Heljan

'N' GAUGE SR MOTIVE POWER

Locomotive	Manufacturer
LBSCR 'A1X' 0-6-0T	Dapol
LSWR 'M7' 0-4-4T	Dapol
LMS Ivatt '2MT' 2-6-2T	Dapol
LMS Fairburn '4P' 2-6-4T	Graham Farish
LSWR '0395' 0-6-0	Union Mills
LSWR '700' Class 0-6-0	Union Mills
SECR 'C' Class 0-6-0	Graham Farish
SR 'Q1' 0-6-0	Dapol
SECR 'N' Class 2-6-0	Graham Farish
LSWR 'T9' 4-4-0	Union Mills
SR 'Schools' 4-4-0	Dapol
SR Air-smoothed 'Battle of Britain'/'West Country' 4-6-2	Dapol (in development)
SR Air-smoothed 'Merchant Navy' 4-6-2	Graham Farish
BR Standard '3MT' 2-6-2T	Graham Farish
BR Standard '4MT' 2-6-4T	Graham Farish
BR Standard '4MT' 2-6-0	Graham Farish
BR Standard '5MT' 4-6-0	Graham Farish
BR Standard 'Britannia' 4-6-2	Dapol
BR Standard '9F' 2-10-0	Dapol
BR Class 03	Graham Farish
BR Class 08	Graham Farish
BR Class 24/0	Graham Farish
BR Class 33/0, Class 33/1	Dapol
BR Class 73	Dapol
BR Class 403 '5-BEL'	Arnold
Brighton Belle EMU	(Hornby International)
BR Class 411 '4-CEP' EMU	Graham Farish

Manufacturer: www.bachmann.co.uk
Availability: Current (HM49)
DCC: DCC ready, 21-pin socket
Speaker space: 40mm x 20mm
Lighting: Illuminated interior, destination

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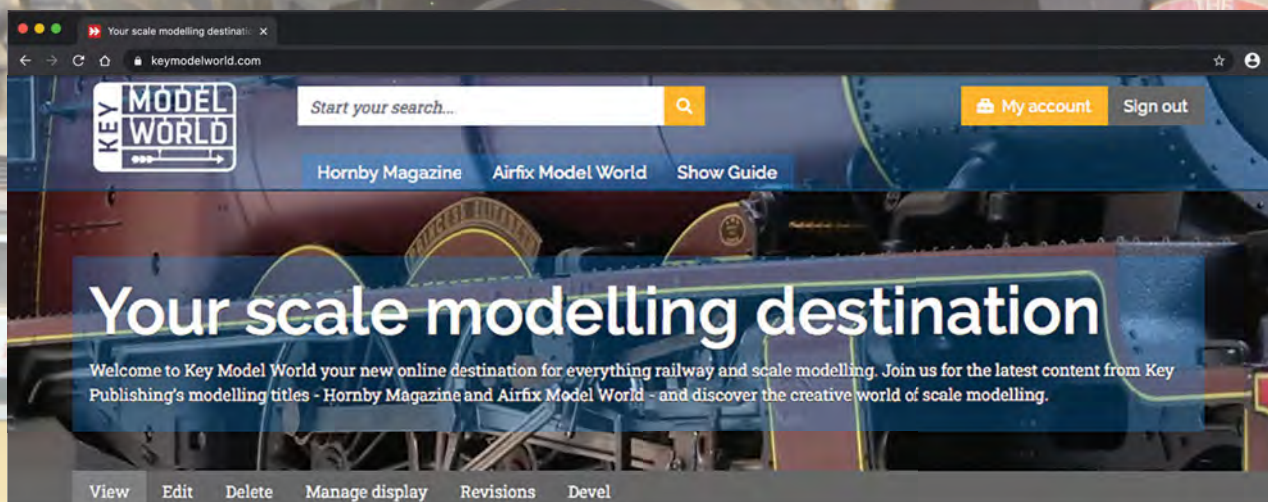
Mike Wild Editor - *Hornby Magazine* & Key Model World



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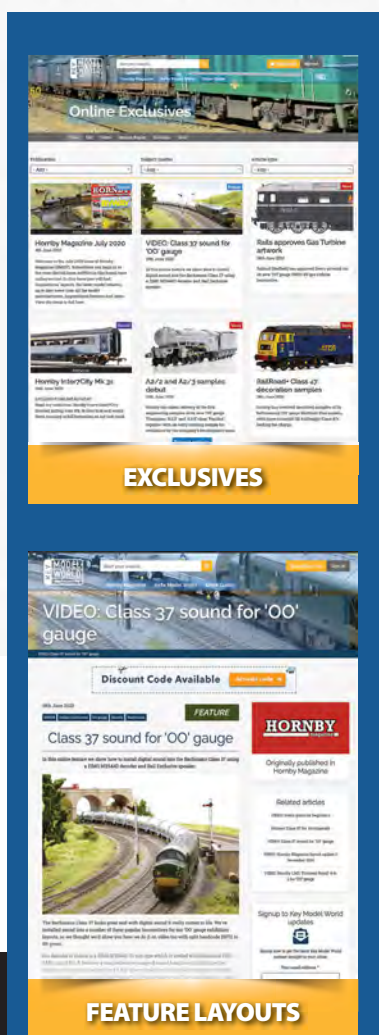
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FOR RAILWAY MODELLING



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VIDEO: Class 37 sound for 'OO' gauge

19th June 2020

In this online feature we show how to install digital sound into the Bachmann Class 37 using a ZIMO MX644D decoder and Rail Exclusive speaker.



VIDEO: Hornby sliding door MK3's

4th June 2020

Hornby Magazine Editor Mike Wild talks through Hornby's new range of Mk 3 sliding door carriages for 'OO' gauge in this latest video.

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The Beatles Yellow Submarine

Eurostar's first use of the Class 373 for an external agency marketing campaign took place in September 1999 when the Sets 3005/3006 were transformed with a vinyl wrap that recreated scenes from The Beatles' film 'Yellow Submarine'. This was just one of the promotional events that marked the release of the remixed music track that Autumn.

Along with the remastered version of the film that was released in cinemas and on video, the film which had not been available for over a decade included scenes that were edited out of the original, while the album featured new mixes of songs, such as 'With A Little Help From My Friends' and 'Lucy In The Sky With Diamonds', the first such time a Beatles album had ever been remixed.

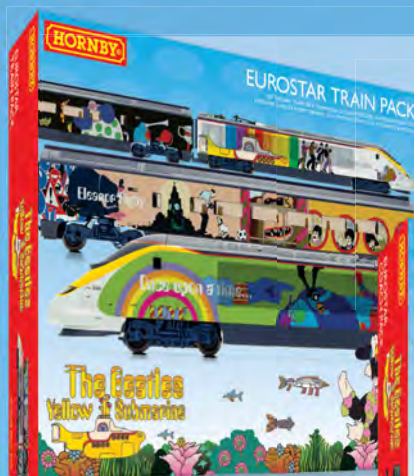
R1253M EUROSTAR TRAIN SET

ROLLING STOCK

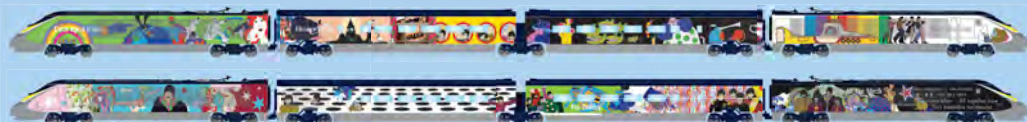
Eurostar, Class 373 Power Driving Car + Eurostar, Class 373 Dummy Driving Car, 2 x Eurostar, Class 373 Passenger Saloons, with non-working pantographs

TRACK & ACCESSORIES

3rd Radius Starter Oval, with Track Pack A (includes point and buffer)
Train Controller (R8250), Wall Plug Transformer (P9000W), Power Connecting Track (R8206), Re-Railer
Hornby MidiMat (1600 x 1180mm)



Also available Eurostar Class 373 Train Pack and Coach Pack



R3829 EUROSTAR TRAIN PACK

Eurostar, Class 373 Power Driving Car + Eurostar, Class 373 Dummy Driving Car, 2 x Eurostar, Class 373 Passenger Saloons, with non-working pantographs



R4000I EUROSTAR COACH PACK

Eurostar, Class 373 Divisible Centre Saloon Coaches x 2

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PLEASE NOTE: The product images shown above for R1253M, R3829 and R4000I are a representation of the decoration on side 1 and side 2 of each model contained within each pack.



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