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HORNBY

Issue 161 **November 2020** USA \$13.75 • CAD \$15.25 • AUS \$14.80 **UK £4.80**

magazine

FIRST REVIEWS



- Dapol HST-P for 'N'
- Bachmann 2-HAP for '00'
- Cavalex Models '00' BBA
- Graham Farish Mk 2fs for 'N'

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BEFORE BR BLUE



We look back at early
BR diesel blue liveries

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Depot kit in '00' gauge

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in '00' built in a former Police Station



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- Prototype HST history
- Building LNER 'Quad-Arts' in '00'
- Creating a canal
- Lockdown 'G' scale garden railway

NOVEMBER 2020

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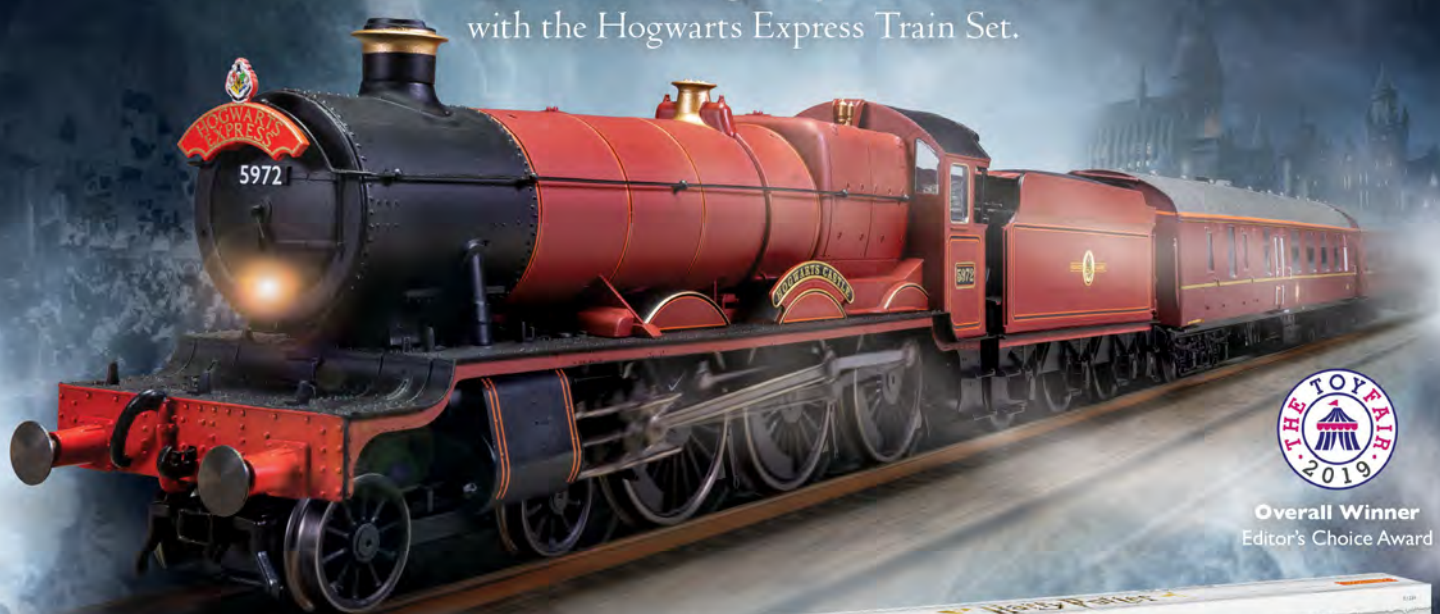
11



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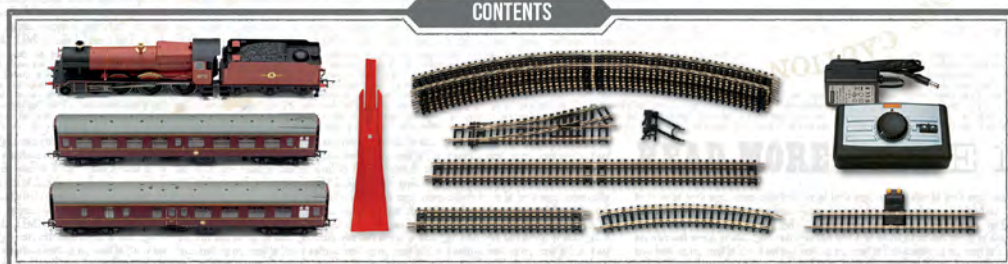
Overall Winner
Editor's Choice Award



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

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R1234 DCC

'Hogwarts Express' Train Set



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Nos. 99716/99721

R3804 **PCC**
5972 'Hogwarts Castle'
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R4935/A
Hogwarts, Mk1 BSK
Nos. 99723/99312

R3803TTS **PCC**
5972 'Hogwarts Castle'
with Sound and Working Headlight

A SELECTION OF HAND FINISHED PLATFORMS AND STATION BUILDINGS



R7236
Platform 9 $\frac{3}{4}$



R7230
Hogsmeade Station, Station Building



R7232
Hogsmeade Station, Booking Hall



R7231
Hogsmeade Station, General Office



R7235
Hogsmeade Station, Footbridge



R7233
Hogsmeade Station, Waiting Room



R7234
Hogsmeade Station, Signal Box



R7238
Hogsmeade Station, Platform Pack



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HORNBY magazine

November 2020

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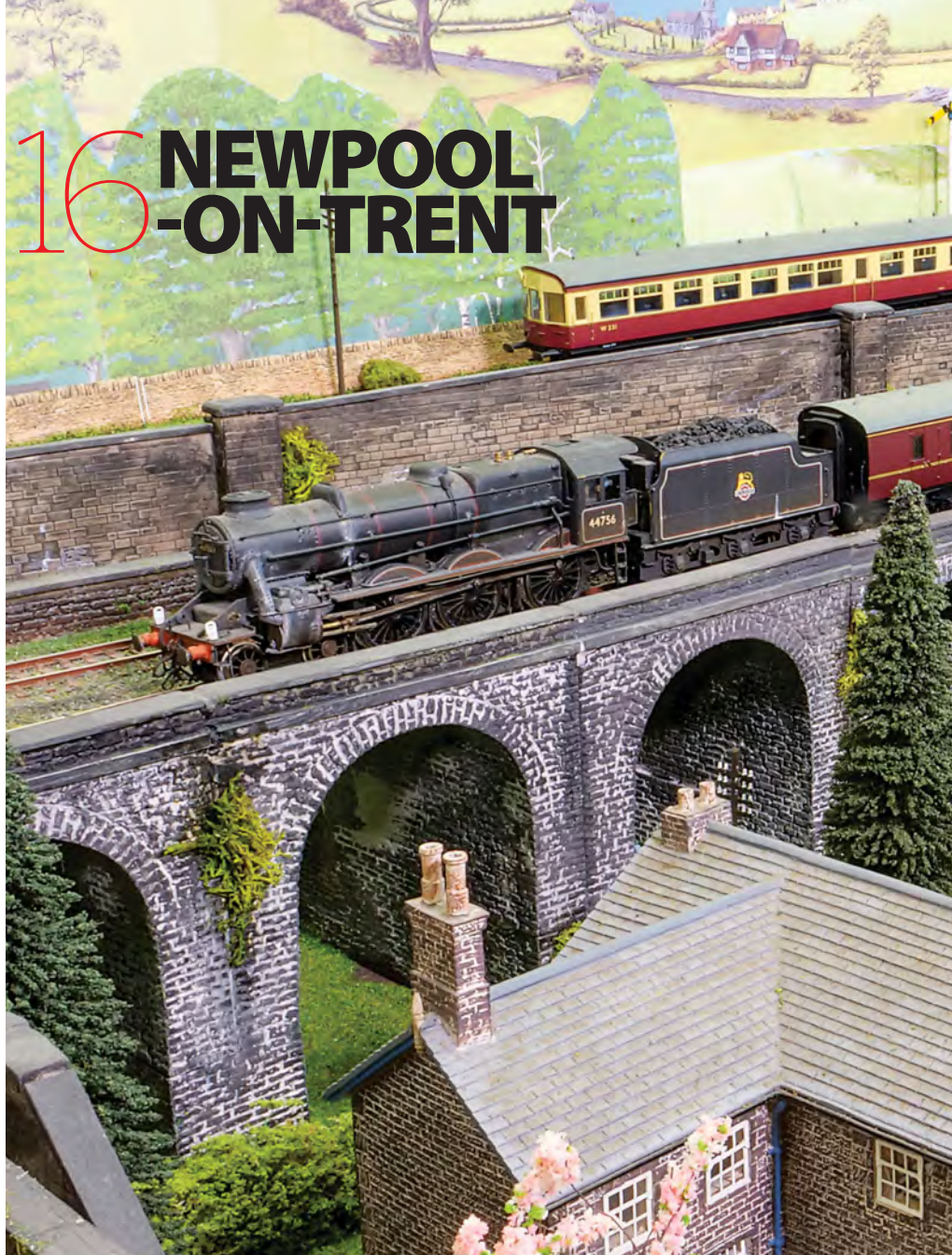
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ALSO REVIEWED...

Another bumper month for new releases from Bachmann, Cavalex Models, Dapol, Irish Railway Models, Scale Model Scenery and more.

THE LATEST SLW CLASS 24s ARE SELLING FAST- DON'T MISS OUT!

HORNBY MAGAZINE's opinion: "This is the most authentic model of the Class 24 (BR Sulzer Type 2) loco there has ever been ...unsurpassed in presentation, detail, performance and sound operation... Its fidelity is simply unrivalled" Mike Wild (HM158)

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DUE TO HIGH
DEMAND AS
D 5083**



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British Rail Blue
Glasgow Works
re-plated ends
Pre-TOPS (early-1970s)



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(ScR-based) with
Glasgow ends
TOPS numbers (mid-1970s)



SOLD



SOLD



SOLD OUT

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Welcome

THE EDITOR'S PAGE



SEPTEMBER HAS been another busy month in the world of model railways with a combination of new arrivals for review, layout photography, video production for KeyModelWorld and the Hornby Magazine Show on Youtube, plus construction of our latest modelling projects.

October would have marked the eighth annual Great Electric Train Show, but unfortunately that isn't possible in the current climate. However, all is not lost as we have a special virtual event planned for the weekend of the show, October 9-11, across Hornby Magazine's digital media platforms.

Opening the doors at 8pm on Friday October 9 is a special edition of the *Hornby Magazine Show* which we have recorded some very special features for. The feature length edition will showcase the latest progress on Simon George's epic 'O' gauge model of Heaton Lodge Junction - Britain's Biggest Model Railway (HM156) - as well as highlighting some amazing projects in railway preservation with a model connection, bring you up to date with the latest layout projects in the *Hornby Magazine* workshop and much more.

Beyond that KeyModelWorld will be awash with exciting content for all including special interviews with manufacturers, the latest samples, extended videos from the *Hornby Magazine Show* and much more. We intend on keeping you occupied with great feature content and you can read more about the Great Electric Train

Show Virtual Exhibition on page 14.

Back to this issue and we have a great range of model railway features for you to sink your teeth into. Four layouts in scales from 'N' to 'G', five step by step guides including the full instructions for the FREE Scalescenes Grain Silo kit with this issue plus the latest reviews for 'OO' and 'N' gauge.

Last but not least, the *Hornby Magazine* Model Railway Awards voting is now open on KeyModelWorld.com where you can choose your favourite products, shops and manufacturers from 2020 - and every vote is entered into a prize draw.

Enjoy the issue!

Mike Wild

Mike Wild
Editor, Hornby Magazine

IN YOUR MAGAZINE NOVEMBER 2020

EXCLUSIVE FREE KIT

SCALESCEENES GRAIN SILO FOR 'OO'
Free with this issue of *Hornby Magazine* is a brand new kit from Scalescenes to model a grain silo in 'OO' gauge.

FIRST REVIEWS

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- 92 LNER 'QUAD-ARTS'**
3D printed resin kit for 'OO' gauge.

FREE Scalescenes 'OO' Grain Silo kit worth £4.99

HORNBY magazine

Issue 161 November 2020 USA \$19.95 CAD \$19.25 AUS \$14.80 UK £4.80

FIRST REVIEWS

LOCKED UP
SUPER LAYOUT!

Visit Newport-on-Trent - a home layout in 'OO' built in a former Police Station

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BEFORE BR BLUE

We look back at early BR diesel blue liveries

LASER CUT DEPOT

Building a Wagon Repair Depot kit in 'OO' gauge

VOTE NOW! & WIN PRIZES 2020 WORTH £300

PLUS

- Prototype HST history
- Building LNER 'Quad-Arts' in 'OO'
- Creating a canal
- Lockdown 'G' scale garden railway

VOTE AND WIN IN OUR AWARDS

44 Voting for the 2020 *Hornby Magazine* Model Railway Awards is open now on KeyModelWorld.com. Choose your favourite products of the year and you could win in our prize draw.

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- Reality Check - Prototype HST history
- Staff Projects - Topley Dale's quarry
- Railway Realism - the 'Quad-Art' story
- The latest model railway news

DISCOVER EXCLUSIVE ONLINE CONTENT

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Hornby receives 'HUSH HUSH' PAINTED



HORNBY has taken delivery of pre-production decorated samples of its LNER 'W1' 4-6-4 for 'OO' gauge, profiling the locomotive in its different liveries.

These latest samples represent the 'Hush Hush' in original condition finished as 10000 in LNER lead grey as it was in service (Cat No. R3840), 10000 in LNER lead grey with *British Enterprise* nameplates which weren't fitted to the engine (R3841) and 10000 in LNER lined apple green - a livery it was expected to carry but never did (R3842). Pre-production samples of the rebuilt version are still awaited but will appear as 10000 in LNER garter blue (R3843) and as 60700 in BR lined green with early crests (R3844).

The impressive specification includes a five-pole motor, all-wheel pick-ups on the locomotive and tender, 8-pin Digital Command Control (DCC) decoder socket and space for a 28mm round speaker.

Prices are set at £199.99 per locomotive, with delivery anticipated during Winter 2020/2021.

● Visit www.keymodelworld.com to see more images of the 'Hush Hush'.

Hornby has received factory decorated samples of its new 'OO' gauge 'W1' 4-6-4 for inspection. Release is expected in Winter 2020/2021.



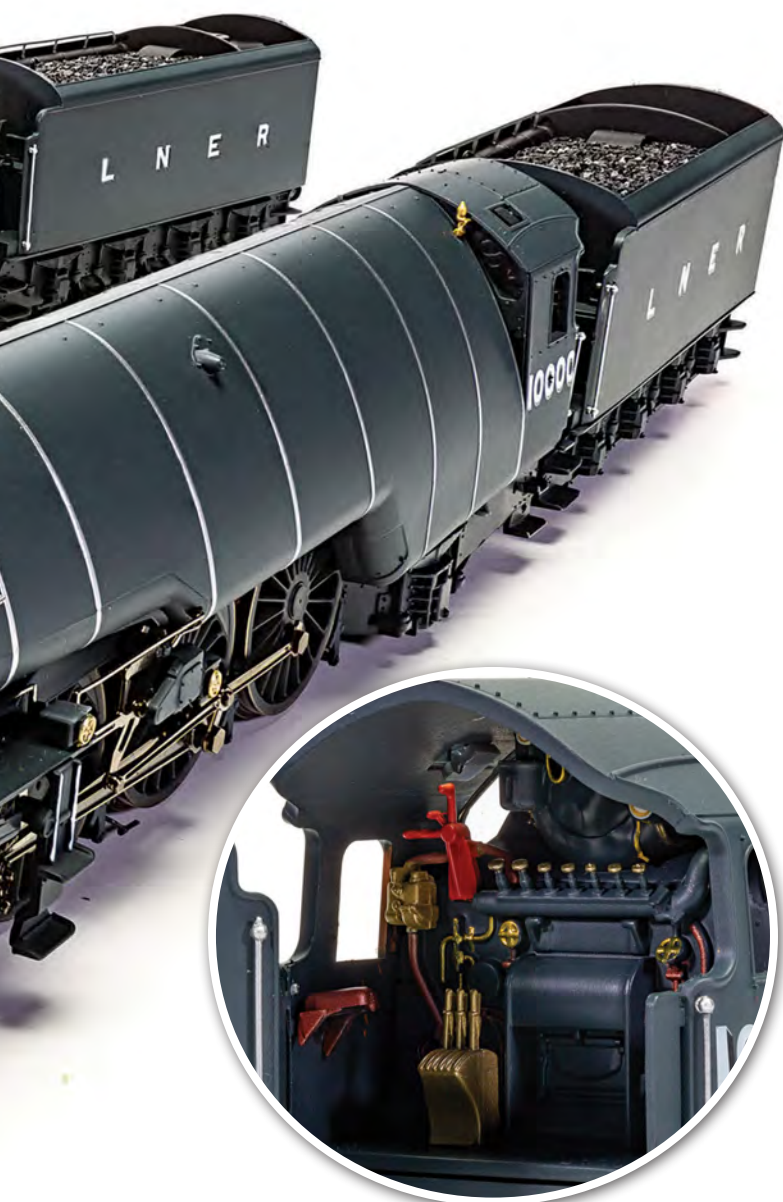
'A2/2' AND 'A2/3' LIVERY ARTWORK

Hornby has released livery artwork for its new 2020 range models of the LNER 'A2/2' and 'A2/3' 4-6-2 for 'OO' gauge.

The two classes of LNER 'Pacific' are joining the Hornby range in Winter 2020/2021 with prices set at £189.99 per locomotive. Standard features across the pair of locomotive designs include an 8-pin decoder socket, space for a 28mm round speaker and a five-pole motor in the locomotive. The 'A2/2' class models the



SAMPLES



WORK REVEALED

Thompson rebuilds in 1943-1944 of the Gresley 'P2' 2-8-2s as 'Pacifics'. In total there were six 'A2/2s'. They were distinctive in having the driving wheels set behind the cylinder block. Hornby's first releases will model 60501 *Cock O' the North* in BR lined green with early crests (Cat No. R3830) and 60505 *Thane of Fife* in BR lined green with late crests (R3831).

The 'A2/3s' were new builds by Thompson, introduced in 1946

and totalled 15 locomotives, which followed the pattern of the 'A2/3s' in their overall appearance, but featured different smoke deflectors to the 'A2/2s' amongst their technical changes. Hornby's 2020 range will model 'A2/3s' 500 *Edward Thompson* in LNER lined green (R3832), 514 *Chamossaire* in LNER lined apple green (R3833), 60512 *Steady Aim* in BR lined green with early crests (R3834) and 60523 *Sun Castle* in BR lined green with late crests (R3835).

Mk 1 Buffet decorated samples



Hornby has received decorated samples of its new 'OO' gauge BR Mk 1 Buffet Restaurant (RB/RB(R)) cars for evaluation (HM157).

Amongst the models received are BR Mk 1 RB/RB(R)s W1743 in BR maroon (Cat No. R4971A), S1765 in BR green (R4972), M1712 in BR

blue and grey (R4973) and IC1667 in InterCity Executive (R4974)

liveries. Eight models are planned in total – two per colour scheme.

Prices are set at £34.99 each, with delivery expected later this year.

● Visit www.keymodelworld.com to see more images of the Mk 1 RBs.

Class 91 first EP sample debuts



Hornby's all-new 'OO' gauge BR Class 91 Bo-Bo electric has progressed to the Engineering Prototype (EP) stage of the production process. This first running sample is currently undergoing evaluation.

Four models are planned as 91002 *Durham Cathedral* in InterCity Swallow colours (Cat No. R3890), 91118 *The Fusiliers* in LNER livery (R3891), 91117 *Cancer Research UK* in GNER blue (R3893) and 91111 *For the Fallen*

in its special commemorative livery scheme. The specification includes a five-pole motor, 8-pin Digital Command Control (DCC) decoder socket, space for a digital speaker, sprung pantograph, metal buffers and directional lighting.

Priced at £179.99 per locomotive, delivery is due in Spring 2021.

● Visit www.keymodelworld.com to see more images of the Class 91.

'Coronation Scot' coach EPs surface



Hornby has received first Engineering Prototype (EP) samples of its new 'OO' gauge LMS 'Coronation Scot' coaches (HM155) for assessment by the company's development team.

The three models received include the Stanier 50ft Restaurant Kitchen car (Cat No. 4963/A), Stanier 57ft Restaurant Open Third (R4965/A/B) and Stanier 65ft Restaurant Open First (R4964). These vehicles will

be joined by a Stanier 57ft Corridor First (R4962), Stanier 57ft Brake Corridor First (R4961) and Stanier 57ft Brake Corridor Third (R4960) to complete a full nine-car 'Coronation Scot' formation in LMS Caledonian blue.

Priced at £47.99 each, delivery is expected during Spring 2021.

● Visit www.keymodelworld.com to see more images of the 'Coronation' carriage samples.

Heljan announce **CLASS 02 FOR 'O' AND 'OO'!**



Barrow Hill based Class 02 D2868 was surveyed to generate the CAD drawings for Heljan's new 'O' gauge model.

THE YORKSHIRE ENGINE Co. Class 02 0-4-0 diesel shunter has been announced as Heljan's next ready-to-run locomotive for 'O' gauge - and it will be produced in 'OO' gauge as well, with details to follow as *Hornby Magazine* closed for press. Release of the 'O' gauge model is scheduled for the fourth quarter of 2021 with prices for DCC ready versions planned at £339.

The Class 02s were introduced in 1960 and 20 were built. They carried numbers D2850-D2869 and were withdrawn from service between 1969 and 1975. Most went into industrial service with the last being retired in the 1980s. Seven have been preserved including D2860 at the National Railway Museum.

The dock shunting locomotives, which were well suited to tight curves due to their 6ft wheelbase, will be offered in a range of BR and industrial colour schemes. The specification calls for all-wheel drive and electrical pick-up, switchable cab lights, LED marker

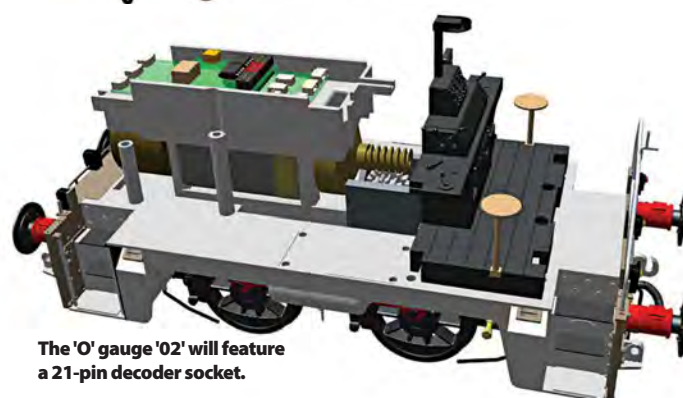
lights, a 21-pin DCC decoder socket and space for digital sound. Externally, the Class 02s are to have detail variations, a detailed cab interior and underframe, separate handrails, door handles and pipework plus etched Yorkshire Engine Co. worksplates.

Eight models are planned for release in 'O' gauge - the 'OO' versions are due to be announced separately - covering the following colour schemes: BR green unnumbered with wasp stripes (Cat No. 2870), D2860 in BR green with wasp stripes (2871), 02004 in BR green with wasp stripes, no BR logos and a weathered finish (2872), 02003 in BR blue with wasp stripes (2873), Redland Khaki (ex-D2867) (2874), Industrial all-over yellow with wasp stripes (2875), NCB Staffordshire Area pale blue ND3 (2876) and Industrial green 'SAM' (2877).

CAD drawing for the 'O' gauge Class 02 is complete and tooling is under way to allow the first releases to reach Heljan stockists in the final quarter of 2021.



CAD drawing for the Heljan Class 02.



The 'O' gauge '02' will feature a 21-pin decoder socket.



National Collection 'D' 737 in SECR lined green.

'D' decorated samples debut

The collaboration between Locomotion Models, Dapol and Rails of Sheffield has revealed decorated samples of the Wainwright 'D' 4-4-0 for 'OO' gauge. Delivery is now expected in 2021 following final revisions to the livery application.

Seven different versions are being produced with the model of the National Collection's sole-surviving 'D', 737, being available exclusively through Locomotion Models finished in South Eastern & Chatham Railway lined green. The remaining six have been commissioned by Rails of Sheffield

and cover the class' career between 1901 and withdrawal in 1956.

All versions have a Next18 decoder socket accessed via the smokebox door and both DCC fitted and DCC sound fitted options are planned. Other highlights including locomotive drive, sprung buffers, an accessory pack including a plug-in panel for the NEM coupling pocket for use when a front coupling is omitted, a removable coal load and specific tooling variations to suit each locomotive being produced.

The full list of seven locomotives model 737 in SECR lined green with

a semi-gloss finish (Locomotion Models exclusive), 488 in SECR lined green with a silk finish (Cat No. 4S-027-001), 726 in SECR wartime grey and scraped beading (4S-027-005), 1730 in SR olive green (4S-027-002), 1734 in SR black with 'Sunshine' lettering (4S-027-006), 31731 in BR black with British Railways sunshine lettering (4S-027-003) and 31574 in BR lined black with early early crests (4S-027-004). All samples are subject to revisions before production.

● Visit www.locomotionmodels.com or www.railsofsheffield.com for more information.

726 in SECR wartime grey.



31574 in BR lined black.



IN BRIEF

■ Railway Laser Lines has recently added a new 4mm ('OO') scale pump house based on the prototype at Cardiff Canton Traction Maintenance Depot (TMD), together with warehouse backscenes and three separate packs of modern-era depot safety fencing for 4mm and 7mm scales.

All items are precision laser-cut and offered in unpainted form, while the safety fencing is also available pre-painted yellow.

The 4mm scale pump house kit is priced at £19.99, while the warehouse backscenes are priced at £25.95 (4mm) and £34.95 (7mm). Packs of unpainted safety fencing cost £7.29 (4mm) and £11.49 (7mm), while pre-painted packs are priced at £11.99 and £16.99 respectively and all products are available now.

● www.railwaylaserlines.co.uk

■ Sankey Scenics has launched a new website showcasing its expanded collection of 2mm, 3mm, 4mm and 7mm scale model railway signage and accessories. The extensive range includes railway station signs, posters, carriage roof boards and locomotive headboards as well as a growing assortment of bus station signage and advertisements. In addition, Sankey Scenics also offers a customisation service too.

● www.sankeyscenics.com

■ Planet Industrials has released a new 4mm scale conversion kit to post-date Hornby's 'OO' gauge 'W4' 0-4-0ST. Comprising a mix of 3D-printed parts and etched metal details, this kit enables Hornby's ready-to-run model to be converted with a later-style cab, reduced height chimney, straight-sided smokebox plate and a choice of long or short front bufferbeams. Priced at £35, the conversion kit is available now through Narrow Planet.

● www.narrowplanet.co.uk

DECORATED KFA ARRIVES

Cavalex Models has received updated decorated samples for its exclusive model of the KFA/PFB 'Warflat' wagons for Trains4U. The new 'OO' gauge wagons are only available from Trains4U with prices set at £35 each.

The all-new KFA 'Warflat' is being produced in 1980s-1990s all-over green with dual brakes as well as post 1990s green with yellow bufferbeams and air brakes only. Four running numbers are being offered on each colour scheme



Decorated KFA 'Warflat' sample for 'OO' gauge.

and each is fully finished with turned metal wheels, NEM coupling pockets, separately fitted detail where appropriate, a fully detailed underframe and more.

A delivery date is to be confirmed for the wagons, but

Trains4U is taking pre-orders for the wagons through its web shop now.

● Visit www.trains4u.com for more information.

Accurascale KUAS IN COLOUR

ACCURASCALE has received decorated samples of its new 'OO' gauge ready-to-run model of the KUA nuclear flask wagons.

The real KUAs were built by Bombardier in 1998 and are

used in the transport of nuclear waste from Royal Navy submarines. The wagons usually operate in pairs with Direct Rail Services (DRS) liveried Mk 2 barrier carriages and are regularly in the



REVOLUTION SHOWS ECOFRETS

Revolution Trains has released images of its decorated Ecofret container wagons for 'OO' and 'N' gauges. The order book for these all-new wagons is due to close within the next few weeks allowing the models to move towards production.

Prices start from £75 for an 'N' gauge twin pack, rising to £102.50 for a three-car set and 'OO' gauge sets priced at £100 for two-car and £135 for three-car Ecofret wagons for pre-orders.

The VTG operated container wagons operate in fixed two- and three-car formations consisting

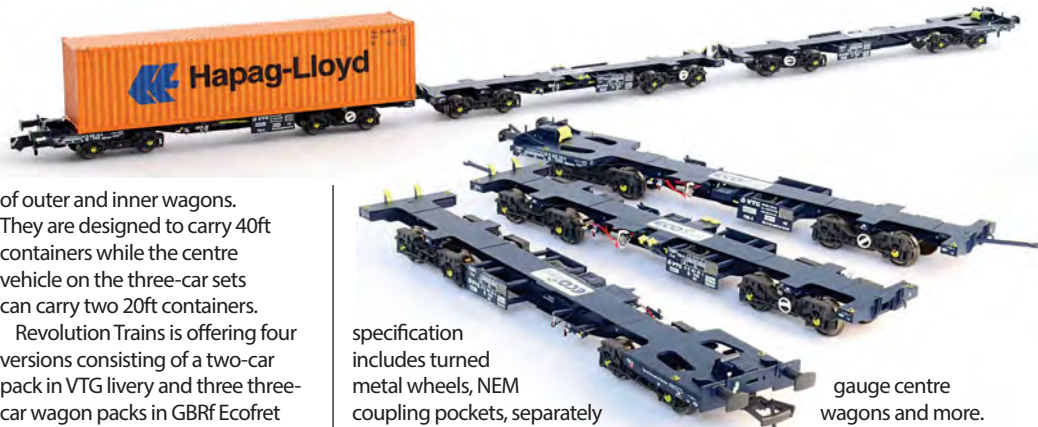
of outer and inner wagons. They are designed to carry 40ft containers while the centre vehicle on the three-car sets can carry two 20ft containers.

Revolution Trains is offering four versions consisting of a two-car pack in VTG livery and three three-car wagon packs in GBRf Ecofret branded blue, GBRf plain blue and DB red for both scales. The

specification includes turned metal wheels, NEM coupling pockets, separately fitted parts where appropriate, positional spigots on the 'OO'

gauge centre wagons and more.

● For more information visit www.revolutiontrains.com



Factory decorated AL6s

Heljan has received factory decorated samples of its new 'OO' gauge model of the Class 86/0 in BR blue liveries. The all-new model of the West Coast Main Line overhead Bo-Bo is due to be released in late 2020 and priced at £189.95 per locomotive (£199.95 for weathered versions).

Locomotives planned for release are E3104 in BR electric blue with lion and wheel emblems (Cat No. 8650), E3114 in BR electric

blue with lion and wheel emblems plus small yellow warning panels (8651), E3178 in BR electric blue

with full yellow ends (8652), E3146 in BR blue with full yellow ends and a white cab roof (8653), E3134 in BR blue with full yellow ends

(8654), 86036 in BR blue with full yellow ends and an orange cantrail stripe (8655) and 86034 in BR blue with full yellow ends and a weathered finish (8656).



**FIRST
LOOK**



hands of DRS Class 37/6s - a model which is currently in development by Accurascale for 'OO' gauge.

The KUAs are due for release as a twin pack in December this year priced at £159.95. The twin pack features extensive separately fitted detail, 16 turned metal

wheels, NEM coupling pockets, a die-cast chassis for weight and an impressive level of printed detail.

Accurascale has already noted a number of areas for revision including final tweaks to the decoration, modification of the buffers and improvement of the

brake shoes on each of the bogies.

Like all of Accurascale's wagons, the KUAs have been designed to accept drop-in replacement wheelsets for 'EM' and 'P4' gauges. As standard, all are delivered

with 'OO' gauge 12mm diameter wheels from the factory.

● Visit www.accurascale.co.uk for more information and www.keymodelworld.com to watch our video featuring these samples.

HELJAN CLASS 17 REVEALED FOR 'O'

Heljan has revealed the first factory decorated sample of its new 'O' gauge Class 17 Bo-Bo Type 1 diesel. Production versions are expected to arrive in the shops before the end of 2020.

The all-new model will feature twin motors, all-wheel drive, a plug and play DCC interface featuring a LokSound L decoder socket, LED lighting, sprung buffers and couplings plus provision for an ESU

smoke unit to be installed.

Four versions are planned priced at £549 each. They model the locomotives in BR green with small yellow warning panels without numbers (Cat No. 1750), BR green with full yellow ends without numbers (1751), BR blue with full yellow ends without numbers (1752) and as D8607 in BR green with small yellow warning panels weathered (1753).

The first sample received for



inspection is finished in BR blue with full yellow ends and Heljan

has stated that a number of revisions have been identified for correction before production.

'37s' approach

Accurascale has updated the expected delivery timescale for its new range of 'OO' gauge Class 37s which are now scheduled to be available in the second quarter of 2021.

The all-new Class 37s are currently in the tooling phase and Accurascale expects to receive its first engineering samples during November allowing development to continue to livery decoration before the Chinese New Year in 2021.

In total there are 18 Class 37s on the way covering the Class 37/0, 37/4 and 37/6 sub-classes in liveries consisting of original BR green, BR



blue with white stripe, BR 'large logo' blue, Railfreight branded triple grey, Regional Railways, Intercity Mainline, DRS, Europhoenix and Network Rail schemes.

Prices are set at £169.99 for DCC ready locomotives rising to £259.99 for DCC sound fitted versions which will use an ESU LokSound 5 decoder.

Common features in all models include directional lighting, a die-cast chassis with a centrally mounted motor and brass flywheels, 21-pin decoder socket, dual speakers, helical gearing for a prototypical top speed, 'OO' gauge

wheelsets but designed to accept 'EM' and 'P4' gauge replacements and operation on a minimum of second radius curves.

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

Great Electric Train Show



VIRTUAL

EXHIBITION



Join us online on October 9-11! **You Tube**

• www.keymodelworld.com/grealelectrictrainshow/virtual • www.youtube.com/hornbymag

THE GREAT ELECTRIC TRAIN Show is going virtual for the weekend of October 9-11 in place of the original planned event at the Marshall Arena in Milton Keynes. The weekend starts at 8pm on Friday October 9 when a special feature length edition of the *Hornby Magazine Show* premieres on youtube.com/hornbymag.

The *Hornby Magazine Show* will be joined by a range of exciting print and video features online at KeyModelWorld.com/grealelectrictrainshow/virtual where you will be able to find exclusive articles during the weekend, starting from 8pm on October 9.

Topping the billing in the *Hornby Magazine Show* is a fresh visit to Simon George's epic 'O' gauge model of Heaton Lodge Junction. Billed as Britain's Biggest Model Railway, this giant 200ft x 50ft layout is now a fully operational circuit with scale length trains and we'll be showcasing it in its latest

stage of development in the show. Plus we will have visits to other layouts, preservation projects with a model railway connection and the latest modelling progress from the *Hornby Magazine Workshop* on Topley Dale.

Over on KeyModelWorld you will be able to savour extended features from the *Hornby Magazine Show* as well as specially recorded manufacturer interviews asking the questions you want answered about the latest releases and forthcoming models. We'll also be demonstrating modelling techniques on camera including weathering, sound installation, building construction and aspects of scenery. It's a weekend not to be missed – and all from the comfort of your home.

Set the date in the diary and don't miss the Great Electric Train Show Virtual Exhibition from 8pm on October 9 and throughout the weekend. 



Join us on KeyModelWorld.com to get special video modelling guides on sound installation, weathering and scenery techniques.



Learn more about railway preservation projects including the North Eastern Railway petrol-electric autocar based at the Embsay and Bolton Abbey Railway and Rails of Sheffield's ready-to-run 'O' gauge model.

Below: Simon George's huge 'O' gauge model of Heaton Lodge Junction is one of the headline acts of the Great Electric Train Show special *Hornby Magazine Show*. Watch it on YouTube from 8pm on Friday October 9.



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Newpool-on-Trent

*This multi-station, multi-level layout is 'locked up' in the former Police Station adjoining **GRAHAM TAYLOR'S** home. Discover how this enticing and busy 'OO' gauge steam era layout was built.*

PHOTOGRAPHY, MIKE WILD



Newpool-on-Trent is a bustling station. A Fowler 'Crab' 2-6-0 passes through the centre road with a parcels working as a Derby Lightweight DMU arrives. In the shed yard a 'Pug' 0-4-0ST shunts coal wagons while a Stanier 'Jubilee', '8F' and 'Duchess' gather around the coaling plant.





Newpool-on-Trent makes extensive use of resin buildings, and to good effect. Hornby Skaledale structures form the main station building.

NEWPOOL ON TRENT (change for Gravalli and Capel Road) is a fictitious location somewhere in the Midlands where the London

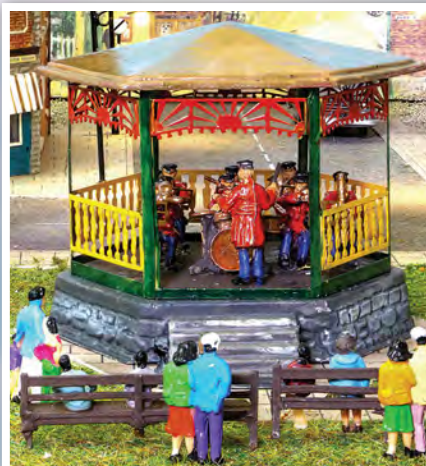
Midland & Scottish Railway and Great Western Railway met. It is set in the 1960s, the final decade of steam.

Gravalli and Capel Road are the GWR stations on the layout, while Newpool-on-Trent is mainly LMS with a connection to the GWR lines. Gravalli is made up from my name GRAham and my wife's name VALerie and a LI on the end to give a Welsh name, Gravalli. I built the layout, which is housed in a room on the ground level in a former police station which adjoins our house. The layout is a permanent feature and cannot be

broken down for exhibition purposes.

I have always had an interest in model railways and can remember going to the Manchester Model Railway show at the Corn Exchange in the city at an early age. As a spotter, I spent a lot of time at Longsight shed, Manchester, where I would spot 'Patriots', 'Jubilees', 'Royal Scots' and many others. This gave me a love of the LMS and trips to Wales with my parents for holidays gave me a passion for the GWR.

My first train set was a Triang 'Princess Elizabeth' with a couple of 'blood and custard' coaches. Since then I have always dabbled in model railways on a small scale. However, in 2001 we had a house move, and with the former police station area available I had an ideal space to build a large model railway which I started in 2004. »



A new addition to Capel Road is a bandstand.





At Capel Road, GWR '45XX' 2-6-2T 4569 rolls to a stop with a 'B-set' while a Hunslet 'Austerity' shunts wagons from the dairy.



DESIGNING THE LAYOUT

To design the layout, I made a list of what I wanted to see on it. On the LMS section, or main line as I call it, I wanted a large station, locomotive depot, goods yard, canal with a lock and a town scene leading out to the country. On the GWR branch section I wanted a small country station and goods yard.

First, I made a drawing to scale of the useable area and then plotted the size of baseboards I needed. I then drew up some basic track plans and I made the baseboards from 70mm x 15mm softwood framing topped with 10mm thick plywood. Finally, it was covered with 10mm thick Sundeala board. The boards are a nominal 4ft long x 2ft 6in wide, but some are larger due to the shape of the room to work around recesses. The widest board is 4ft which is no problem because it can be viewed from both sides. The whole layout is supported by legs made from 45mm square softwood which are fitted with kitchen base unit adjustable feet from a DIY shop. All the baseboards are doweled and bolted together.

Before I started in earnest laying track, I played around with Peco turnout templates by printing out copies from the internet. This made me aware that you can soon run out of space. I then started to lay the main lines using Peco code 100 track and Peco Streamline live frog turnouts with either Peco or SEEP point motors and switches to change the frog polarity. The double track forms a large oval with four roads through the main station, Newpool-on-Trent, where there is a bay platform and goods yard on the Down side. There is also a six-road locomotive shed which has an allocation of 55 engines, a Heljan turntable which works well, a sanding plant and lifting hoist with associated concrete coaling tower and ash plant. On the opposite side to the station there is a 17-road storage yard, nine lines of which can hold eight-coach trains.

Next to be constructed was the branch, which grew in size due to more operating scope being realised from my original plan. First came Gravalli, a branch terminus with a bay for an autotrain, goods yard and timber yard and single road engine shed. This is at a higher level than the main line and crosses at right angles via a girder bridge over the platforms of the main line station. The line then follows the main line but also falls on a gradient to reach a platform at Newpool-on-Trent station.

I then decided to extend the branch to another station, Capel Road, which meant the line had to rise up a gradient to a new base board I built above the storage yard. Capel Road has a bay for an autotrain, goods yard, single road engine shed and private siding to a dairy. Now I had an end to end run from Gravalli to Capel Road via Newpool-on-Trent where the configuration of points allowed the branch to crossover to the main line.

One of my close friends and professional railwayman, Bob Hart who is a main line steam traction inspector, has seen the progress of my construction on a weekly basis and has been like a technical advisor to me during the build. His experience of the 'big railway' has been invaluable. One of Bob's suggestions was to extend the line at Capel Road to make it a through station and join up with the line coming out of Gravalli. This made it a continuous loop with a branch off to Gravalli. A continuous loop was acceptable due to the size of the layout. Bob's next suggestion was to add a left-hand chord at the exit to Gravalli to join the continuous loop close to Capel Road to form a triangle. I added the chord and when operating the branch some interesting moves can be made. At Gravalli terminus, a locomotive can be turned on the triangle. I found that as I was constructing the branch that unplanned modifications were made, which made the construction



Rebuilt 'Royal Scot' 4-6-0

46102 Black Watch leads a Travelling Post Office train on the main line as a GWR '56XX' 0-6-2T crosses above on the branch to Newpool with a rake of cattle wagons.







Caprotti 'Black Five' 44756 crosses Peterdale Viaduct with an express as a GWR '64XX' 0-6-0PT leads an autotrain on the gradient to the upper level Western Region branch line.



more interesting as it developed.

The track is mostly wooden sleeper style with some concrete sleeper track on the through main fast lines at Newpool-on-Trent. This shows that the track was sometimes upgraded when required. I think it is very effective. After wiring, constructing control panels and testing the track, it was airbrushed with Railmatch dark rust enamel paint. Jarvis 'N' gauge granite ballast was used on the wooden sleeper track while limestone chippings were used with the concrete sleeper track to represent clean ballast.

CONTROL AND SIGNALS

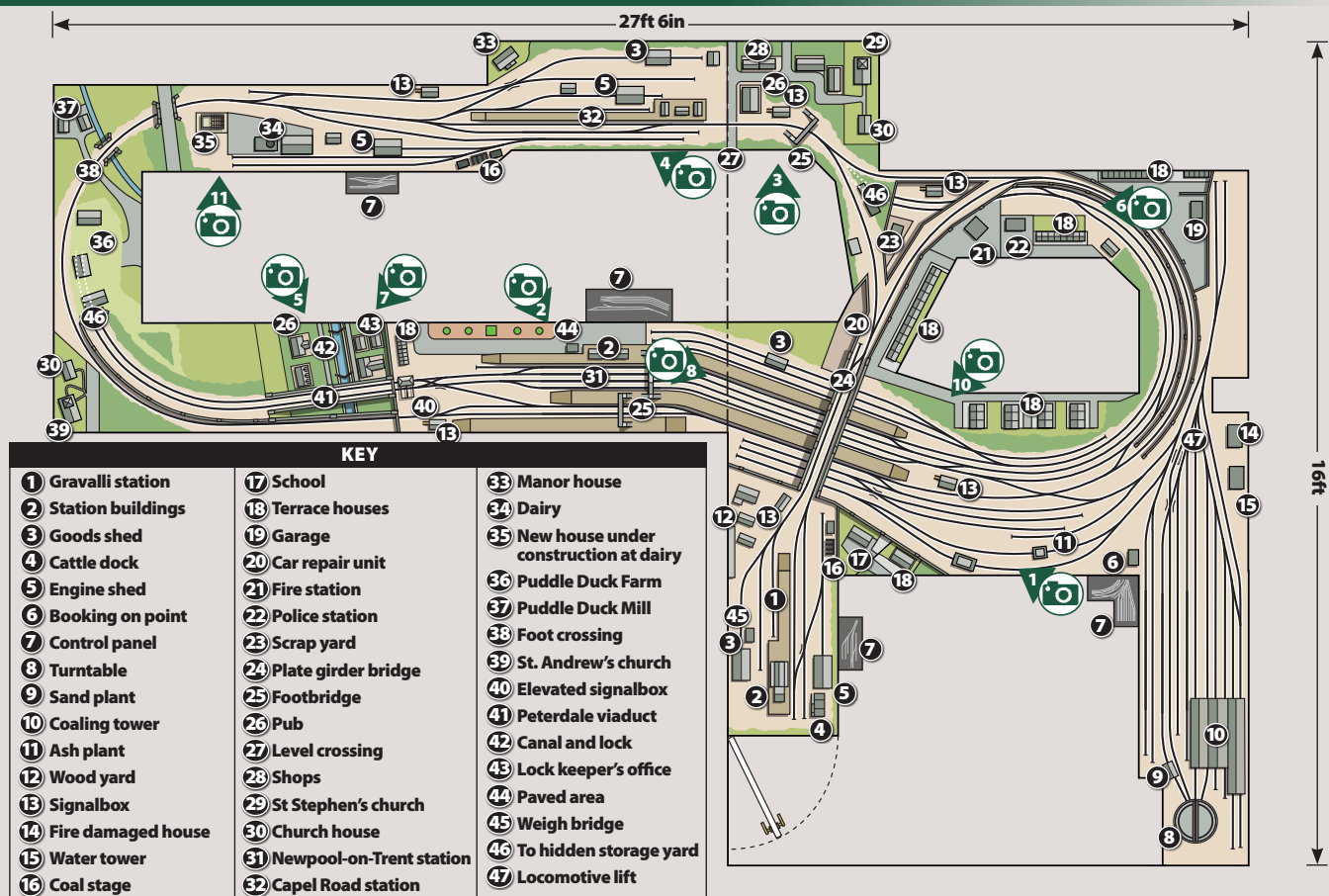
The layout is analogue with four control panels and all controllers are Gaugemaster. The main panel has two controllers, one for the Up line and one for the Down line which are wired for cab control. The panel has a track plan which is broken into colour coded sections and each has a switch to either isolate it or select which cab (controller) to use. The turnouts are switched by pressing a contact button and there is a capacitor discharge unit for point operation.

With the storage yard being hidden by the baseboard for Capel Road on top of it, I installed point indicators supplied by Heathcote Electronics. A small LED shows me which road the point is set for. I have also used these in other places on the layout which cannot be seen from the main panel. The storage yard also has Heathcote's Infrared Detection of >>



A Stanier 'Jubilee' 4-6-0 sweeps through the fast lines at Newpool-on-Trent. The station and surroundings are illuminated with platform and street lamps.

NEWPOOL-ON-TRENT TRACK DIAGRAM (Not to scale)



Trains. Again, an LED lights up on the main panel when a storage yard road is occupied. I have found the Heathcote Electronic products are robust and work well. They certainly work well in my off-scene yard where I am working blind.

At Gravalli and Capel Road and the engine shed there are similar panels, although there are no LED point position indicators and the engine shed uses stud and probe to change the points instead of push buttons.

On the main line, signals are three aspect coloured light signals apart from a non working gantry with upper quadrant semaphore signals. The coloured light signals are by Eckon and some have route indicator feathers which look impressive. The branch has GWR lower quadrant semaphore signals. Some are Ratio non-working kit-built examples while others are Dapol working signals.

SETTING THE SCENE

Buildings are out of the box to save time, Hornby Skaledale or Bachmann Scenecraft. Station buildings for the GWR stations have been highlighted in



At Gravalli a 'Grange' is ready to depart for Newpool-on-Trent via Capel Road while a 'Manor' is serviced outside the single road shed.

GWR dark and light stone paint. Station canopies are Dapol and Ratio. I made the station platforms from MDF cut to suit. The main line platforms are curved, so in order to obtain a good finish on the internal radius, I used a spoke shave,

which I enjoyed using having not used one for years. The platforms were finished with Wills embossed paving material.

There are several signalboxes on the layout. I wanted a large 'box at Newpool-on-Trent station. I took two Hornby



The route to Gravalli crosses the main station at Newpool-on-Trent at right angles. A Fowler 'Patriot' 4-6-0 passes through the station with a van train as a 'Grange' 4-6-0 departs Gravalli above.



signalboxes, removed the steps from one of the boxes then glued them both together. For another 'box on the main line, I made a structure to elevate it over the lines using Plastruct steel section.

The long plate girder bridge which passes over the main line for Gravalli station is made up from plastic steel components by E.M.I Model Supplies. For landscaping hills, I used offcuts of Kingspan Insulation as it is easy to shape and does not make too much mess. It was covered with plaster bandage, painted brown and static grass was applied.

The canal with lock, I think, is a nice feature going under Peterdale Viaduct in the valley while the lock gates are a Langley product. There is also a pub in the valley. Other features to note are St Andrew's Church, with a wedding taking place and Puddle Duck Farm, with a foot crossing over the branch leading to Puddle Duck Mill. Nearby is a dairy with private sidings. The owner is having a new house built on site. At Capel Road stands another church, St Stephen's. In the town area are rows of terraced houses, a



 At Capel Road a new house is being built for the dairy owner.

police station and fire station. A garage is to be found under one of the railway high level arches with an arc welding set being used where blue flashes can be seen. In total there are 70 working street, platform and yard lights supplied by Layouts 4U.

THE FLEET

The locomotive fleet includes 58 LMS, 25 GWR, 23 LNER, 10 SR and 16 BR Standard steam locomotives, with diesels consisting of a Bachmann 'Midland Pullman' and 'Derby Lightweight' diesel multiple unit. I have some London and North Eastern Railway and Southern Railway locomotives because I like locomotives from all regions. These are run now and again as inter-regional specials.

My favourite steam locomotive in the collection is a Comet kit of Caprotti valve gear 'Black Five' 44756, built by Dave Ocock from Bristol. I used to see many of these when I was a spotter around Manchester. Dave also built me a DJH kit model of BR Standard '8P' 71000 *Duke of Gloucester* before Hornby released its version. I have rakes of coaches from all regions and an assortment of goods wagons.

I don't have an operating procedure yet as most of my time has been spent on building the layout. At present, I just run trains for the joy of seeing them moving. One of my favourite trains is an LMS '8F' pulling a rake of Hatton's ICI hopper wagons. I used to see these going through South Manchester on their way to Northwich.

LEARNING CURVE

The experience of building a large layout has been wonderful. I have learnt a lot about the hobby and am proud of what I have achieved by myself. As for the future, a railway is never finished. I want to weather more of the locomotives and rolling stock, having only done a few to date. I also intend to add crew and lights to locomotives plus lots of other little tasks.

I would like to thank the model railway shop owners for their advice on products - particularly Les at Haslington Models, Richard at Trident Trains and Derek at Footplate Models. Last but not least thank you to my wife Valerie for her encouragement and advice on scenery during the build. She comes from a railway family where most of her relations were employed at Crewe Works. Her father worked in the erecting shop at Crewe Works and I have his Certificate of Apprenticeship signed by Charles Fairburn in a frame hanging in my model railway room. 



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Before BR BLUE

The change to BR's new corporate blue colour scheme didn't happen overnight, and there were many variations. **TIM SHACKLETON** wanders into the minefield of blue liveries in the pre-TOPS era.

THERE'S a lot of confusion among modellers about the change to blue livery for locomotives, carriages and multiple units that took place from the mid-1960s on. It didn't happen overnight – there were still some locomotives (mostly 08s and 20s) in green with TOPS numbers at the very end of the 1970s. A variety of shades and interpretations was apparent until Rail Blue was settled on and even then, there were many differences in the supposedly standardised application.

In the immediate aftermath of nationalisation there had been similar experiments with steam locomotives and for a while a rich mid-blue had been the preferred livery, lined out in black and white, for express passenger locomotives. From 1959 onwards 25kV electric locomotives on the Western Lines of the London Midland Region were delivered in their own unique shade of Electric Blue and in 1961 one of the Eastern Region's Brush Type 2s was painted in a similar colour as an

experiment. In the early 1960s there was a further round of research and ever since modellers have been asking the same questions.

To set the record straight, the first new BR locomotives delivered in Rail Blue were AL6 electrics (later Class 86) E3101-E3200 and 'JB' electro-diesels (later Class 73/1) E6007-E6013. Delivery of these classes – both with small yellow warning panels – began in 1965. But what about the experimental XP64-liveried D1733? Where is that in the great scheme of things?

Entering service in 1964 to a fanfare of publicity, this otherwise standard Brush Type 4 (later Class 47) would remain the only blue-liveried BR diesel locomotive for more than two years, during which time new-build diesels of this class had continued to receive the familiar two-tone green. Beginning in November

1966, however, the Falcon Works at Loughborough produced D1953-D1961 in BR blue with full yellow ends, the final nine Class 47s from a fleet totalling 512 machines.

Older locomotives also began to be repainted in Rail Blue from late 1966 onwards, and simultaneously the final batch of BR/Sulzer Type 2s (later Class 25) D7660-D7677 was being completed in blue at Derby. They emerged early in 1967 while the last of the English Electric Type 1s, D8178-D8199 and D8300-D8327, followed soon after, also in blue from the start.

In October 1967 the first of what would later become the English Electric Class 50s, D400, entered service in blue, again with full yellow

ends – the first new diesel class exclusively delivered in blue livery.

In this feature I thought we'd look at some of the different blue liveries that were carried by BR traction during the steam era – TOPS and after is a story for another day and another pen. Inevitably there's a lot of controversy associated with the topic of livery, not helped by a host of 'alternative facts', that are bandied about, but I hope we can put our differences aside and consider instead the modelling possibilities that this fascinating transition era provides. [Read more](#)





Above: I try to get the details correct but my prime interest in modelling is in capturing the atmosphere of the working railway in all its prosaic everyday reality. Here D1733 displays its debranded XP64 blue livery alongside an early repaint of Class 45 D61 The Royal Army Ordnance Corps on shed.

Below: Nothing's impossible – but by my reckoning you'd only ever have seen two of these locomotives alongside one another in BR days. This image shows the major variants of blue livery side by side.



REAL WORLD BLUES



An exception to the all-pervading green (or black) was made for the 25kV electric locomotives used on the Western Lines of the London Midland Region. They were painted in a bright Electric Blue livery with white cab roofs and red buffer beams. In September 1965 AL2 E3053 and AL3 E3099 stand at the west end of Liverpool Lime Street station displaying electric blue with small yellow warning panels.

[Colin Whitfield/Railphotoprints.uk.](#)



As passenger engines, thought was given to applying Electric Blue to some of the Manchester-Sheffield EM2 Co-Cos, later designated Class 77. 27002 *Aurora* was the first, and it was joined by two more (including 27004 *Juno*), plus a handful of EM1s (TOPS Class 76), but the rest of the Woodhead route electrics remained in their dull BR green until they began to receive BR blue at the close of the 1960s. In 1968 27004 stands under the train shed at Manchester Piccadilly waiting to depart for Sheffield. [Chris Davies/Railphotoprints.uk.](#)

During its six years of trials on British Railways, the English Electric *Deltic* always stood out from the crowd. Though it wasn't always kept very clean, between 1955 and 1961 its unique blue livery formed an extraordinary contrast with the grubby black, green and (latterly) red steam locomotives that worked alongside the 3,300hp machine. With possible export sales in mind, there was a strong American influence here – US railroads such as Santa Fe and Union Pacific were far less inhibited in their choice of colour scheme. This is the Bachmann model.



RECREATING BRITISH RAILWAYS EARLY BLUE LIVERIES CONTINUES OVER>>



E3114 of class AL6 (class 86 under TOPS) was newly delivered from Doncaster when I photographed it at Longsight electric depot in October 1965. With this class the switch was made to the darker Rail Blue livery that would subsequently be standardised on all traction. The first five AL6s initially lacked warning panels and had red buffer beams, the remaining 95 had small yellow panels and blue buffer beams. *Tim Shackleton.*



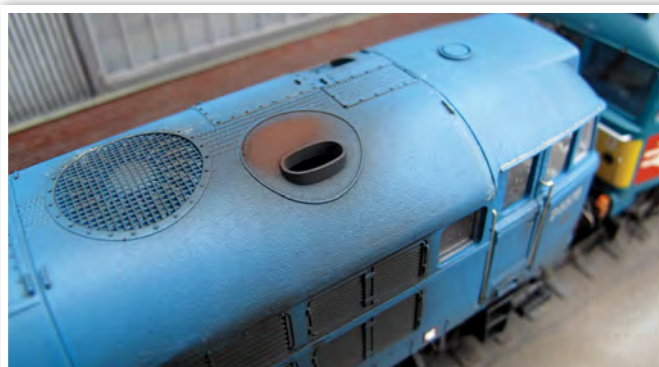
In June 1961 Brush Type 2 No D5578 was released into traffic in the same 'Electric Blue' carried by the first batch of LMR 25kV electrics. It later received yellow warning panels but was repainted standard green in 1964. This is a Lima body on a sawn-up Hornby chassis.



Unaccountably the otherwise excellent Lima body – though it has the correct exhaust ports for a Mirlees-engined locomotive as originally delivered – features sealed-up gangway doors. I retro-engineered the front end with styrene door hinges and brass handrails.



D5578's livery quickly darkened, but I think Lima made a good job of capturing the original shade, offset by careful weathering. I mistrust the accuracy of many proprietary 'railway' paint colours but Revell No 50 Light Blue gloss was useful for touching-in. I must do something about the reporting numbers.

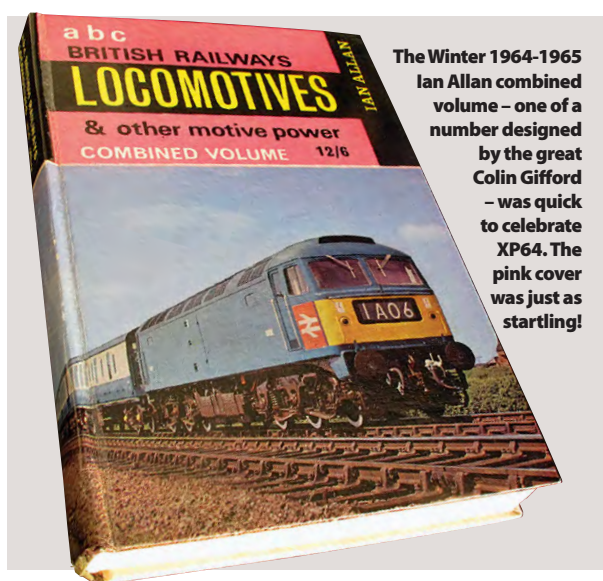


In 1962 Tri-ang released a 'OO' gauge model of the unique blue Brush Type 2. To the confusion of modellers ever since they gave it a white roof and bodyside stripes, but in reality D5578 was only ever in plain all-over blue (latterly with yellow warning panels) until it was repainted in standard green at Doncaster in September 1964. A hint of corrosion around the boiler port adds a touch of colour to the bodywork of my model.

RECREATING BRITISH RAILWAYS



In May 1964 D5578 was joined – briefly – by a blue Brush Type 4 that had been experimentally repainted as part of the XP64 project which, in turn, ushered in the Corporate Blue era on British Rail.



The Winter 1964-1965 Ian Allan combined volume – one of a number designed by the great Colin Gifford – was quick to celebrate XP64. The pink cover was just as startling!



The attractive red flashes with the BR symbol were unique to this locomotive. The received wisdom is that they were removed as soon as the first round of publicity photographs had been taken but this is not so – photographic evidence confirms that D1733 ran in traffic until at least mid-July 1964 with the emblems still in place. This is the Heljan model.



The shade of blue used on D1733 was different to anything used before or subsequently. The engine also featured brown umber underframes (not dissimilar to the Pullman shade) that it was hoped would disguise the inevitable build-up of road dirt.

Now shorn of its red flashes, D1733 ran in everyday service in XP64 blue, the only blue Brush Type 4 ever to carry a small yellow warning panel. Having been hauled by this locomotive from Shrewsbury to Wrexham on March 5 1967 – the date of the last steam express services on the Paddington-Birkenhead route – a model of D1733 was a must and I used a fiberglass burnishing brush to carefully remove the logos on one side only. This side has also received a little more weathering! This unique locomotive was repainted in standard BR blue in December 1969.



The first six electro-diesels of the Southern Region had been delivered in various shades of green but the remaining members of the class, all built at English Electric's Vulcan Foundry in Newton-le-Willows from 1965 onwards, carried blue with yellow warning panel – E6007-10 initially lacked BR emblems on the bodysides. E6007-E6013 were delivered with a grey band around the lower bodyside, but from E6014 onwards this was discontinued. These are heavily detailed Lima models.

EARLY BLUE LIVERIES CONTINUED...



Once the decision had been taken to fully implement the switch to blue livery, my observations at the time suggested BR was repainting its coaching stock a lot more quickly than its locomotives. D61 *Royal Army Ordnance Corps* was one of 22 'Peaks' that by June 1967 had been repainted blue, with small yellow panel, a short-lived livery variation that seems to have been unique to locomotives outshopped from Derby and Swindon.



Some say the relative lack of yellow on the cab front made the blue look brighter and more turquoise, even though it was just the standard Rail Blue. Others suggest it related to the undercoat used, or which manufacturer supplied the paint, or which workshop applied it. All I know is that – like the 'economy green' used on 'Britannia' Pacifics from 1965 onwards – it looked very different. I chose to paint what I saw at the time so I mixed Rail Blue 50:50 with LNER Garter Blue.



Starting in the summer of 1967, the final English Electric Type 1s were delivered in blue and it was quite a surprise to find them on York shed in the company of lines of stored BR lined black 'B1s' that they'd replaced on local freight workings. I repainted this pair of Bachmann locomotives to reflect their pristine condition on that memorable July evening.



The designers and colour consultants had more luck with the 'Westerns' and Brush Type 4s, but with shorter locomotives such as the English Electric Type 3s (and especially the Hymeks) the full yellow ends and lack of horizontal banding made them look very stubby by comparison with their green-liveried counterparts.

I felt the 'Deltics' really suffered when they received the new corporate colours – they looked taller and shorter than their green-liveried counterparts. Their blue paint quickly started to fade and discolour and the Gateshead engines in particular were not a pretty sight.



Creating a WAGON DEPOT

For a slightly different take on a railway depot scene, **MARK CHIVERS** builds Railway Laser Lines' recently introduced 4mm scale laser-cut Wagon Repair Depot.



The interior of the shed is superbly finished including a full interior roof structure while the base features concrete panels. It is ripe for detailing and the addition of interior lighting in the future.

HAVING RECENTLY completed a longstanding 4mm scale laser-cut kit of a depot mess hut (Staff Projects, HM156), I felt the need for something a little more involved for my next project, which could also be incorporated into a depot scene at a later date. This is where Steve Smith of Railway Laser Lines came to the rescue, with his 4mm scale laser-cut Wagon Repair Depot (Cat No. RLL-101-WR).

This comprehensive kit builds into an impressive 285mm x 134mm x 80mm modern clad building reminiscent of the full-size structures you might see on today's railway. All parts are precision laser-cut using a combination of MDF, card and acetate which go together very well – I was impressed at

how everything slotted together with ease throughout the build.

The kit's structure consists of a section of hardstanding round which the four main sides build up. Interior supports and a detailed outer skin result in a sturdy and convincing building which is ready to plant on a layout or diorama. The hardstanding section can be fixed to the baseboard, while the building itself can be lifted off thanks to the supports acting as lugs that simply slot into locating holes in the base. This is particularly useful as it will allow me to further detail the interior with maintenance staff, equipment, tools and lighting at a later date.

The base has been designed for use with Peco code 75 or code 100 track, the shed is offered as a through road version or, as in

this case, a dead-end option.

Having checked that all parts were present and correct, a quick read of the comprehensive PDF instruction manual (available via the website) is recommended.

The first stage is to offer up a length of 'OO' gauge track from beneath the hardstanding base – I used Peco code 75 flexible track – ensuring you allow enough rail to extend over and beyond the entrance lip so it can be connected to the layout/diorama once completed. This can then be held in place from below with masking tape. You will need to remove a few sleepers where the track passes over the base layer at the entrance – and also a few on the track on the layout side of the entrance. Such is the precision that

Railway Laser Lines' Wagon Repair Depot looks at home in this diorama scene. Construction is straightforward and it is packed with neat detail.



each of the hardstanding overlays sits flush to the outer edges of the rails, as does the section that sits over the sleepers. I painted the hardstanding overlays using a spray can of Plasti-Kote satin warm grey, which was the closest colour I could find in store following easing of the lockdown restrictions, but other options are available. Once dry, the overlays were glued in place with PVA, ensuring the holes for the roof supports are aligned with those in the base sheet before the glue sets.

You will need to factor in painting and drying times throughout the build process as most parts will need to be primed/painted in advance of construction. Also, the instructions recommend masking any tabs/lugs as the tolerances are incredibly fine and even the slightest amount



of paint may be the difference between parts slotting together or not. Care at this stage will save having to sand paint away later.

Construction of the outer skeleton is straightforward and further strengthened with the addition of the roof supports. It is worth doing a dry run of each stage before committing glue - and whilst development of the structure's basic skeleton was straightforward, I was a little concerned about the outer cladding layers as they are formed of a base layer and a very finely cut cladding overlay. However, my initial fears were happily overcome having attempted the first section for one end of the building. All that is required is a bead of glue around the outer edges of the base layer over which you then lay the cladding

section, making sure it is square and aligned throughout. Then, using slightly watered down PVA glue, sparingly (and gently) brush the liquid methodically over the section of cladding. You may find the card starts to bow slightly at this stage and you may need to gently coax it back to being flat. Once dry it is recommended that each section be stored under a pile of books or magazines to keep flat until you are ready to paint them. Again, once the paint is dry, keep these flat until you are ready to glue them to the skeleton structure. Incidentally, clothes pegs and offcuts of MDF are recommended to hold the outer layers in place without damaging the delicate cladding overlays.

For the final elements of the build, the corrugated roof sections

require a set of laser-cut window frames to be carefully glued within the apertures and then primed and painted ready for fitting over the roof cross-members. Again, you need to be careful at this stage as you also need to match up the window frames with the glazing sections beneath, while also ensuring the roof sections are square and equal. A dry run is essential before gluing in place.

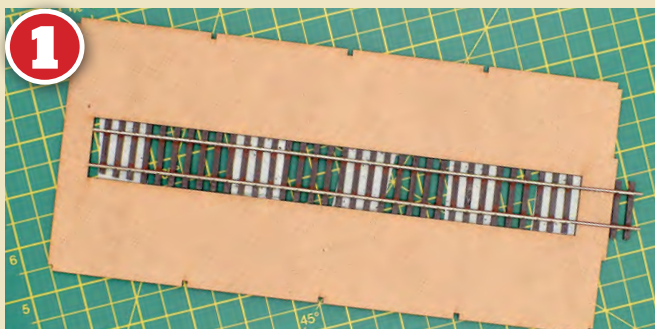
For the final finishing touches, roof and end capping strips can be added to mask the joins in the roof, while a length of guttering is supplied for adding along each side. Since this kit was manufactured, a few amendments have been incorporated including clear laser-cut plasticard, which replaces the opaque acetate, together with

improvements in how the glazing fits within the roof, plus self-adhesive foil tape has been added to replace the paper end-capping, which can be painted over too.

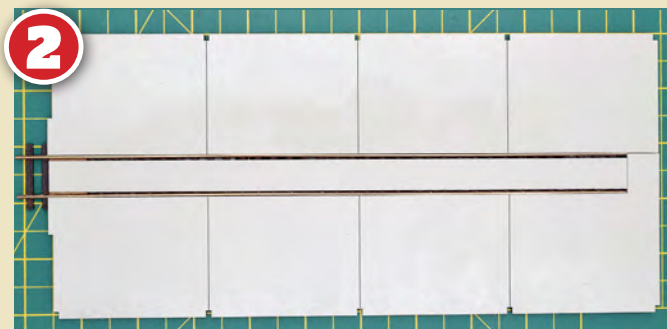
And there you have it, a completed 4mm scale Wagon Repair Depot, which was a joy to be build. It features just enough complexity to keep the build interesting while ensuring the final structure was sturdy enough to be removed and replaced from its base. Thanks to the kit's easy-to-follow instructions and clever design we now have something a little different which is ideal as the basis of a standalone diorama or additional scene on a layout. 

● The following step by step guide shows how we built this 4mm scale Wagon Repair Depot.

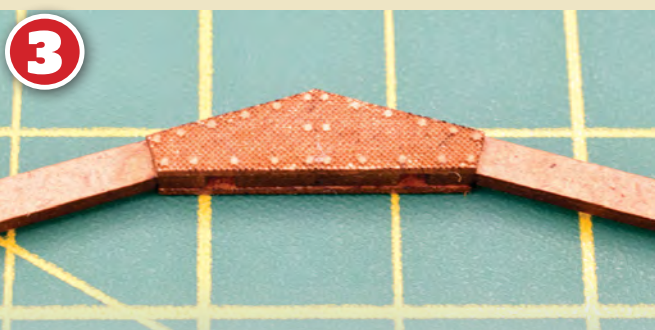
STEP BY STEP BUILDING A WAGON REPAIR DEPOT



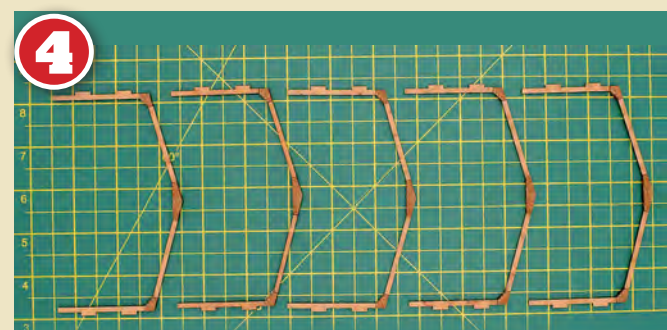
1 Having checked all the components are present and correct, we start with the base layer which features a cut-out for a length of Peco Code 75 track to be inserted from below. Fix in place with masking tape and remove the sleeper webbing where the track passes over the base layer at the depot entrance. Paint the inner edges of the rails within the base layer area (the outer edges and sleepers will be hidden by the hardstanding overlays).



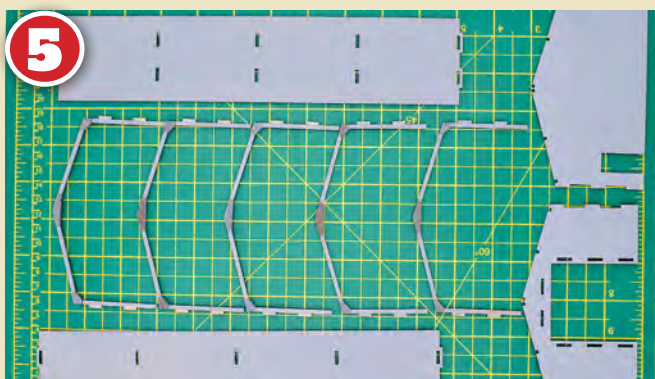
2 Paint the hardstanding 'concrete' base overlays which comprise three separate parts – two main base overlays and a central track strip. I chose Plasti-Kote warm grey aerosol as it was the closest colour I could find at the time. The two main base layers sit flush against the rail sides while the centre strip fits between the rails. Check it sits centrally between the rails to allow wheel clearance and glue in place with PVA.



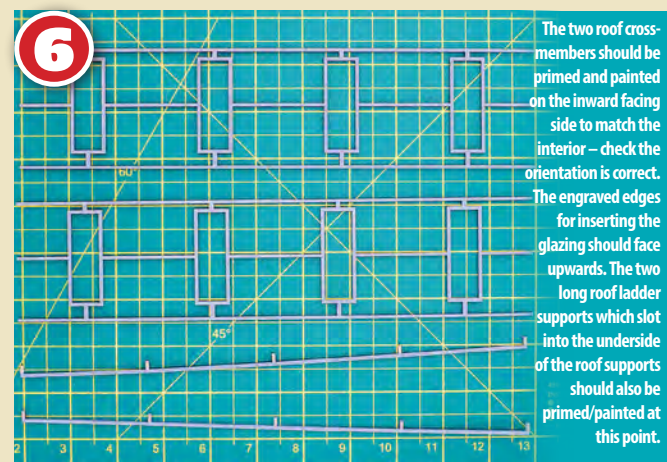
3 Add the top roof centre rivet panels and side top rivet panels to the roof supports. Of the five supports, two will only require these fitting to one side as the other will be facing against the skeleton framework. The remaining three supports will require rivet panels fitting to both sides. A useful jig is included to aid fitment.



4 All five completed roof supports awaiting priming/painting. We used Halfords grey primer throughout the build for consistency and to aid photography. Finish in your chosen colour. To ensure a good fit, it is recommended that you mask the side tabs and bases of the supports during the painting process – otherwise you may have to sand down any paint overspray in these areas.



5 Dry runs are important throughout this build process. Take the four skeleton framework sections (two ends and two sides) and check fitment around the hardstanding base. Make a note of the interior panels and prime/paint these, leaving the outer fascias unpainted. Allow to dry.



The two roof cross-members should be primed and painted on the inward facing side to match the interior – check the orientation is correct. The engraved edges for inserting the glazing should face upwards. The two long roof ladder supports which slot into the underside of the roof supports should also be primed/painted at this point.



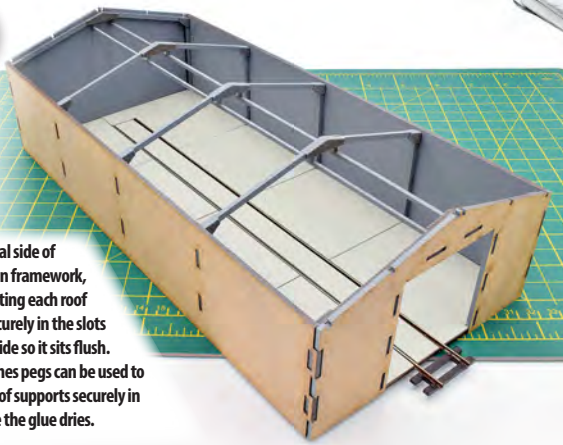
7 Let building commence. On a flat surface, assemble one side and two end sections around the hardstanding base. These should slot together using just a small amount of PVA glue in the slots/tabs, but don't glue the sides to the base. We used York Modelmaking magnetic clamps to hold the sides/ends in place. Once dry, work from one end and add the five roof supports, remembering to fit the two supports with rivet panels on one side only at each end. Again, glue the tab slots only. Clothes pegs will help hold the supports in place with the skeleton until the glue dries.



8 The roof support ladders can now be fitted to the underside of the roof supports. Gently push each lug into its respective hole beneath the rivet panels. These will give the structure added strength. The level of detail can be appreciated here.

9

Add the final side of the skeleton framework, gently locating each roof support securely in the slots along the side so it sits flush. Again, clothes pegs can be used to hold the roof supports securely in place while the glue dries.



10

Remove the door runner parts and roller shutter doors from the fret. Paint in your choice of colours. Our door runners were painted black and silver while the depot doors were finished in varying shades of black and yellow. Once dry, assemble the top box (glue parts labelled B to B) and door runners (A to A) – the tiny parts labelled C need to be glued to the ends of the door runners.



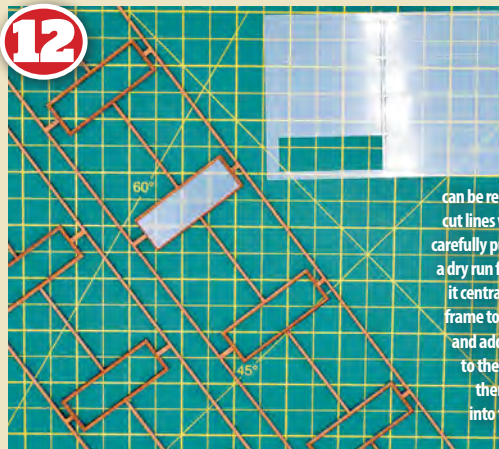
11

Assemble the door mechanism – first glue the side runners in place either side of the entrance, followed by the top box. Each part locates into the respective slots in the skeleton framework. You can then add your choice of roller shutter door. Don't glue it in place (unless you wish to). The doors can be held in position with a little Blu-Tak or similar.



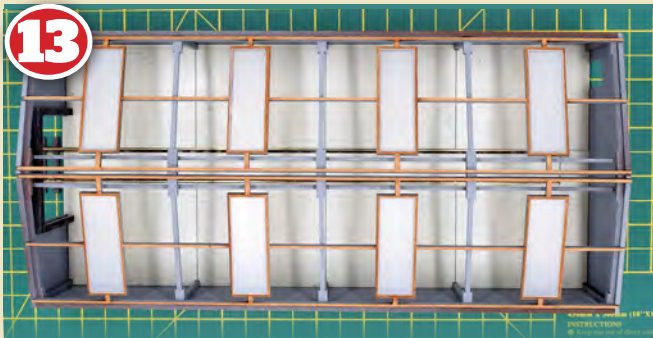
12

Time to glaze the roof cross-members. Locate the sheet of pre-cut acetate and carefully remove each pane individually. These can be removed by following the cut lines with a sharp blade or by carefully pushing with a finger. Do a dry run for each pane by placing it centrally within the engraved frame to check fitment. Remove and add a small amount of PVA to the edges of the frame and then place the glazing back into the frame, ensuring it is glued in place centrally.



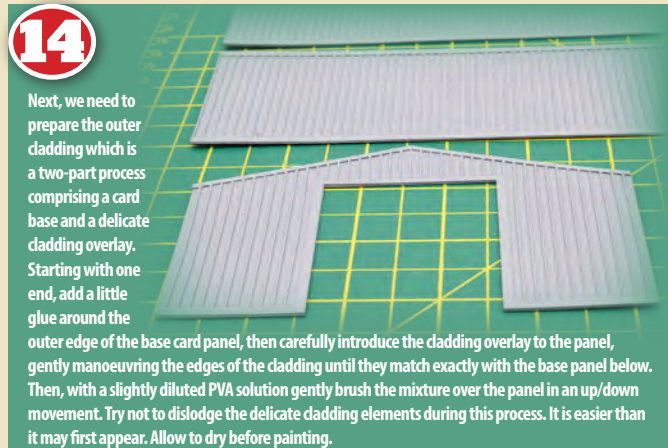
13

Once all window frames have been completed, the whole assembly can be added to the roof. The cross-members should sit neatly within the recesses cut at each end of the skeleton framework and on the roof supports. Add glue to the recesses and where the cross members rest on the roof supports and secure in place.



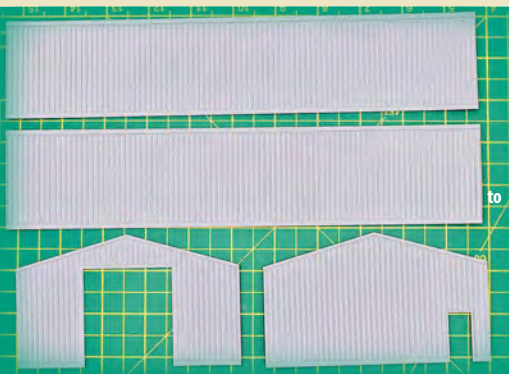
14

Next, we need to prepare the outer cladding which is a two-part process comprising a card base and a delicate cladding overlay. Starting with one end, add a little glue around the outer edge of the base card panel, then carefully introduce the cladding overlay to the panel, gently manoeuvring the edges of the cladding until they match exactly with the base panel below. Then, with a slightly diluted PVA solution gently brush the mixture over the panel in an up/down movement. Try not to dislodge the delicate cladding elements during this process. It is easier than it may first appear. Allow to dry before painting.



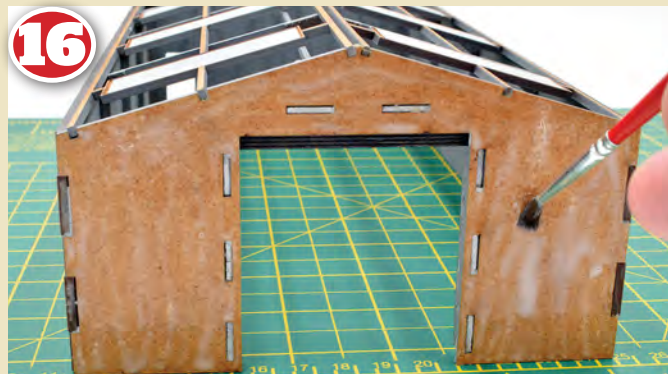
15

Repeat the process to all four outer panels and leave to dry. Try not add too much glue solution as the card may distort. If it does bow, you can gently ease it back to shape and once dry, place each piece under a weight such as a pile of magazines/books so the parts remain flat. When you are ready, prime/paint the parts in your chosen colour and leave to dry. Again, place under the weight to keep flat.

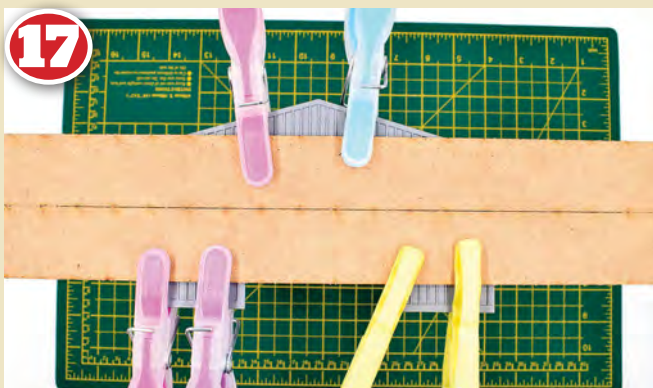


16

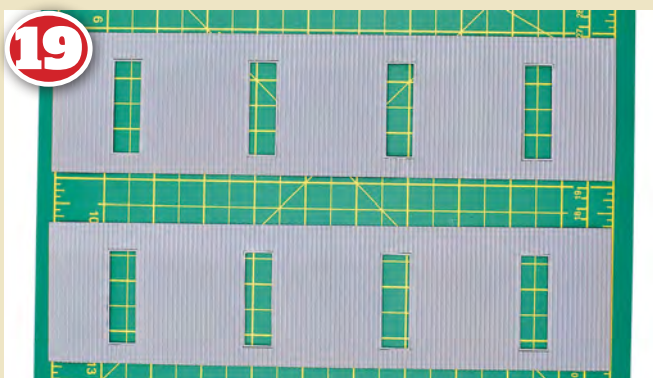
Prepare the skeleton framework for the outer cladding panels. Apply glue to the skeleton framework and starting with the ends first, stick the panels in place one at a time and let each dry before attempting the next.



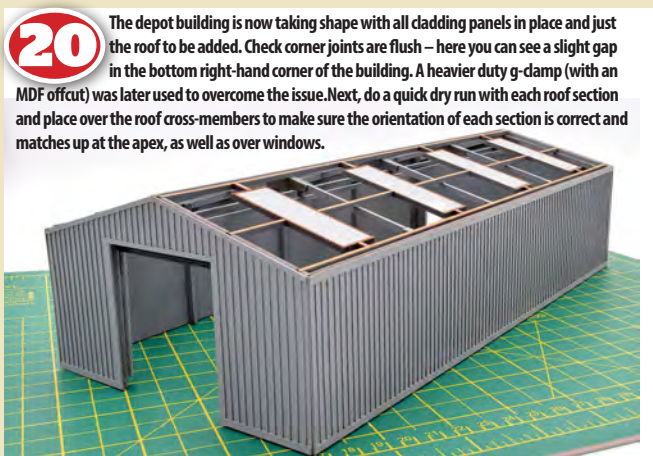
STEP BY STEP BUILDING A WAGON REPAIR DEPOT



Again, the clothes pegs will come in handy here. Place an offcut of MDF or similar over the panel to protect the cladding and then hold in place with the pegs. Repeat for each panel until you have all four sides in place.



Once the glue is dry, prime/paint both sides of each roof section and allow to dry. Again, the card may distort slightly once paint has been applied. You should be able to gently straighten it out once the paint is dry and then place under the magazines/weight to keep the parts flat.



The depot building is now taking shape with all cladding panels in place and just the roof to be added. Check corner joints are flush – here you can see a slight gap in the bottom right-hand corner of the building. A heavier duty g-clamp (with an MDF offcut) was later used to overcome the issue. Next, do a quick dry run with each roof section and place over the roof cross-members to make sure the orientation of each section is correct and matches up at the apex, as well as over windows.

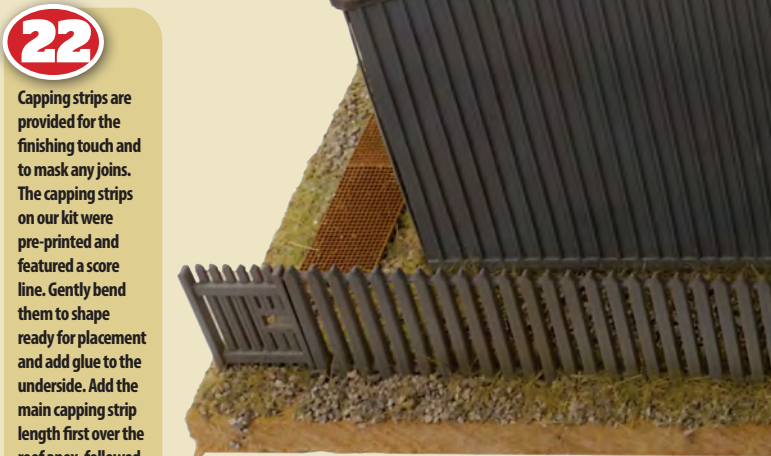


Add glue to the depot roofline and cross members, then make any final adjustments to the roof placement at the apex and over the sides. Offer up each roof section to the roof cross members and align the window apertures/frames over the glazing in the frames below. Double check the fit of the windows below and that the roof is sitting square. Leave to dry before adding capping strips.



Locate the corrugated roof sections and add the fine laser-cut window frames within the apertures in the roof. These need to be glued carefully in place and may need a easing into place with a cocktail stick or similar. Turn the cardboard sections face down and lower the frames into position. Repeat for each window.

Right: Wagons await attention in the yard outside the depot building. The building is constructed from laser cut MDF, paper and acetate parts.



Capping strips are provided for the finishing touch and to mask any joins. The capping strips on our kit were pre-printed and featured a score line. Gently bend them to shape ready for placement and add glue to the underside. Add the main capping strip length first over the roof apex, followed by the angled pieces at each end.



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
18mm precision masking tape	www.tamiya.com	PM18T
Halfords Grey primer (aerosol)	www.halfords.com	473116
Humbrol BR yellow matt (acrylic)	www.humbrol.com	RC407
Humbrol dirty black matt (acrylic)	www.humbrol.com	RC401
Humbrol silver metallic (enamel)	www.humbrol.com	11
Peco 'OO' Code 75 flexible track	www.peco-uk.com	SL-100F
Plasti-Kote warm grey (aerosol)	www.plasti-kote.co.uk	23114
Wagon Repair Depot (4mm scale)	www.railwaylaserlines.co.uk	RLL-101-WR
White PVA glue (500ml)	www.hobbycraft.co.uk	6485951000

TOOLS

- » Clothes pegs
- » Cocktail sticks
- » Craft knife
- » Cutting mat
- » Masking tape
- » Metal ruler
- » Mini clamps
- » Mini G-clamps
- » Paintbrushes
- » Sanding stick



23



Again, check the alignment of the capping strips as you go, gently dabbing the material into place before the glue starts to set. The rear exit door was then added. This features on the door/door runner fret and is formed of two parts glued together back-to-back, painted and glued in place.

24



Finally, the two strips of laser-cut guttering need painting and adding along the underside of the roof overhang on each side. Ours were painted black – as per the instructions, just three sides need painting as the fourth edge will be glued to the building. A fine application of PVA is all that is required to hold them in place without the glue seeping from underneath. And there you have it, the completed Wagon Repair Depot.



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INDUSTRIAL canal

Canals moved goods and raw materials in large quantities across the UK even after the railways were built. **ANTHONY REEVES** shows how to create a canal side scene next to the industry it once served.



TOOLS

- » Craft knife/scalpel
- » Paintbrushes

Materials

- » 6mm MDF
- » Card/brick paper
- » PVA glue
- » Emulsion/acrylic paints
- » Scenic modelling materials
- » Varnish/resin

Right: An interesting industrial scene which takes up almost no space at all.

Below: The finished scene complete with a well weathered barge.



CANALS are easily incorporated into the model railway. In their simplest form they can be painted onto the baseboard and lined with vegetation growing right down to the water's edge. Here, however, the sides of the canal are created by simply gluing two 6mm sheets of MDF down to create a shallow channel which will hold the 'water'. Once the glue has dried, the bed of the canal is painted with a murky dark brown or black acrylic paint although this can be left until the end of the build.

Canals are edged with a huge variety of materials including brick, stone slabs, corrugated iron or occasionally cut directly out of rock. One side of this model has vertical corrugated iron sheets added to protect the sides of the canal from the barges and the other is edged with stone slabs. Corrugated card is glued to the edge of the MDF and painted and weathered to give a pleasing appearance. The other side is lined with strips of strawboard cut to scale 6ft lengths (24mm). A few holes are added to the edges of the towpath and short lengths of dowel are glued into them to act as mooring posts for the barges to be tied to.

A base coat of earth is glued to the tow path on either side of the canal, held in place with a coat of diluted PVA. Once the earth has dried, diluted PVA is painted running along the edges of the canal and a very fine scatter is lightly sprinkled over the glue. It doesn't matter at this stage if any scenic materials fall into the painted base.

A tall wall acts as a backdrop to the scene - this is simply a sheet of brick paper glued to a thick piece of card. The fence is constructed using thin strips of card which have been glued vertically to thin strips of plastic. To get the weathered look, the fence is painted white and then is heavily weathered using a mix of pigments and acrylic paints. The mooring posts are glued into holes running along the tow

path. These can be created using a bradawl or fine drill bit. 3D printed iron mooring posts are fixed in position on one side of the canal whilst wooden posts are used on the opposite side.

Although this is an industrial setting there is always room for a small tree, created in the standard way by twisting wires together to create the tree armature. The armature is then bent into shape and coated with bark. Canopy is teased over the tree and sprayed with hairspray. Mid-summer scatter is sprinkled over the canopy and fixed in place with diluted PVA, which is applied using an atomiser bottle.

Even in built up industrial areas, weeds will take hold growing around the walls, fences and around the base of buildings. To create a look of dead and dying grasses and weeds, raw grass fibres are chopped finely to create a very fine flock. Diluted PVA is painted along the fence, the edging stones and around the base of the crane and the fibres are carefully added using a wooden skewer. Fine pale green scatter is sparingly applied to parts of the glue to give a little contrast.

Detailing small scenes like this can be lots of fun and there is an almost unlimited amount of items that could be found stored or simply lying around in a scene such as this. Piles of coal litter the towpath as well as pieces of timber and general rubbish. Some of the earth tow path is toned down using black weathering powders to give it a grimmer industrial look. A well-used and rusty barge is moored up awaiting reloading for another delivery.

The final thing to add is the water. This is created using a clear gloss varnish and is carefully applied using a soft paintbrush. Although it may seem preferable to have crystal clear water, often canal waters are far from it and can have all sorts of debris floating around on the surface. Some small leaves and twigs are carefully added to the varnish before it fully dries.

USEFUL LINKS

Jwlikestrains (Ebay seller) barge and crane

www.ebay.co.uk

Noch water materials and tufts

www.gaugemaster.com

Scenic modelling materials

www.treemendus-scenics.co.uk

STEP BY STEP BUILDING AN INDUSTRIAL CANAL SCENE

1



To create the banks of the canal, two pieces of 9mm MDF are glued to the baseboard using PVA glue. This creates the channel which will hold the 'water'. The channel doesn't need to be particularly deep as the barges used will have completely flat keels.

2



The base of the canal can be painted with a dark coloured paint. The colour of the paint should represent the colour of the water so a dark murky green/brown is a good choice. Acrylic or emulsion paints are a good option. Multiple colours can also be used to add variation to the colour under the water.

3



Edging stones are added to one side of the canal whilst the other side is lined with corrugated iron sheets to protect it from the barges. Both the stones and corrugated iron are made from card and can be fixed to the sides of the canal with PVA glue.

4



Small holes are drilled into the canal bank and mooring posts are added. A mixture of narrow dowel and 3D printed mooring posts are used. The wooden posts often look more realistic when not 100% vertical.

5



The towpath is covered with diluted PVA and a good base coat of earth powder is sprinkled over the glue. A little weathered ballast and some fine twigs are sprinkled over the glue to add further texture.

6



Diluted PVA glue is carefully painted along the edges of the canal and around some of the other features and in patches along the towpath. Fine scatter is lightly sprinkled over the glue.

7



A tall brick wall and fence are added to the rear of the scene. This fence is made by cutting thin strips of card which are glued vertically to horizontal strips of plastic. The fence has been painted and heavily weathered. A length of rusty corrugated iron sheet has been erected in front of the brick wall to protect it.

8



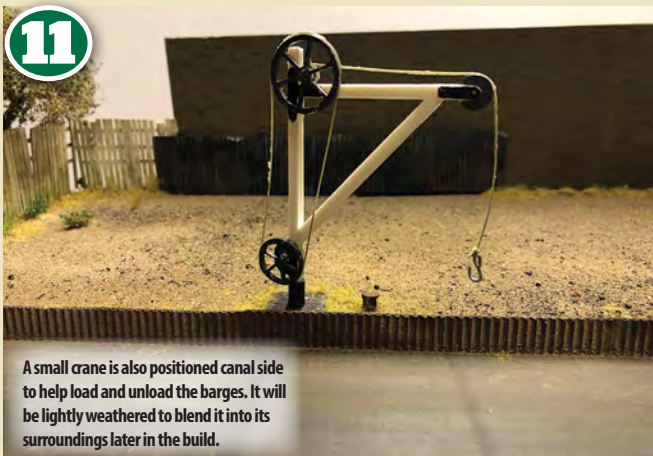
A small tree is added at the back of the scene. This tree is a wire armature covered with Treemendus bark powder and then given a canopy of foliage.



The base of the fence has been blended into the rest of the groundwork using a variety of materials. Here, very fine scatter is being worked into the glue.



More weeds, foliage and grasses are added to the scene. The tufts are held in place with spots of neat PVA.



A small crane is also positioned canal side to help load and unload the barges. It will be lightly weathered to blend it into its surroundings later in the build.



Piles of coal and other materials are introduced to the scene. This canal scene could be part of a larger coal yard scene.



A 3D printed barge has been added to the canal. The barge has been painted matt black and given a well-used rusty appearance. Coal has been added as a small load.



Clear varnish can finally be added over the paint. This allows the colour of the paint to show through. Alternatively, a pre-coloured two-part resin can be used to create the water.



The finished scene. There are so many potential options for scenes like this. It could be filled with people working at the various canal side mills and yards, horses and carts or other vehicles could be arriving and leaving the scene, while fishermen, walkers and such like will all add to the story.

NEXT MONTH



Tim Shackleton steps away from his usual rolling stock projects in search of quick and impressive trees which don't cost the earth.

HORNBY

magazine



MODEL RAILWAY AWARDS 2020

What was your favourite model of the last 12 months? Have your say by voting in the 2020 *Hornby Magazine* Model Railway Awards - with a bumper crop of new products vying to top the charts in each category. **MIKE WILD** introduces this year's awards nominees.



AN IMPRESSIVE 27 brand-new locomotives have arrived in the last 12 months across 'OO', 'N' and 'O' gauges, making this year's choice for the Best Locomotive in each scale a really intense competition. We've also seen 19 new items of rolling stock pass through the *Hornby Magazine* office while innovations have continued to come from companies large and small despite the challenges that all manufacturers have faced during 2020 due to Covid-19.

2020 marks the third year of the *Hornby Magazine* Model Railway Awards – a prestigious honour which draws more votes every year. The categories are the same as ever, bar the 'OO' gauge rolling stock award which has been combined again for carriages and wagons due to there only being one new set of passenger stock released since our last awards.

However, we have expanded the Layout of the Year vote to include all 36 layouts featured in the magazine between HM149-HM161, and we have also expanded the shortlists for the Retailer of the Year and Specialist Retailer of the year to 20.

Voting for the *Hornby Magazine* Model Railway Awards is exclusively online through our new website – www.keymodelworld.com. The voting form is available to all. Every vote will also be entered into a prize draw to win a Hornby DB Schenker liveried Class 60 for 'OO' gauge and an exclusive three-

year FREE subscription to *Hornby Magazine* with a total value of more than £300. In addition we have 10 runner up prizes of a copy of the *Hornby Magazine Yearbook* bookazine which is due for release on November 12 this year.

The *Hornby Magazine* Model Railway Awards are your chance to show your support for manufacturers large and small. Voting is open now and closes on November 16 2020. The winners will be announced in HM163 and online in a special presentation by the *Hornby Magazine* team. 

INNOVATION OF THE YEAR 2020

- Dapol GWR bracket signals (HM152)
- Train Tech SC4 signal controller (HM152)
- DCC Concepts Alpha Meter (HM154)
- Accurascale illuminated Rawie bufferstops (HM154)
- TCS universal WiFi handset (HM155)
- West Hill Wagon Works magnetic couplings (HM158)
- Modeltech ProTrack Rail Aligner (HM160)

RETAILER OF THE YEAR 2020

- AC Models of Eastleigh
- Alton Model Centre
- Colletts Models
- Cheltenham Model Centre
- Digitrains
- Ellis Clark Trains
- Frizinghall Models and Railways
- Gaugemaster
- Great Eastern Models
- Grimy Times
- Harburn Hobbies
- Hatton's Model Railways
- Kernow Model Rail Centre
- Locomotion Models
- Lord and Butler
- Loughborough Model Centre
- Rails of Sheffield
- The Model Centre
- Tony's Trains
- Trains 4U

MANUFACTURER OF THE YEAR 2020

- Accurascale
- Bachmann
- C=Rail
- Cavalex Models
- Dapol Ltd
- Ellis Clark Trains
- Hatton's Model Railways
- Heljan
- Hornby Hobbies
- Kernow Model Rail Centre
- KR Models
- Minerva Model Railways
- OO Works
- Oxford Rail
- Rails of Sheffield
- Realtrack Models
- Revolution Trains
- Sonic Models
- Sutton's Locomotive Works



An impressive 27 new locomotives have been released in the last 12 months across 'OO', 'N' and 'O' gauge. Choose your favourite in the 2020 *Hornby Magazine* Model Railway Awards.

MOTIVE POWER AWARDS

BEST 'OO' GAUGE LOCOMOTIVE

- Bachmann LNER J72 0-6-0T (HM149)
- Hornby Ruston 48DS 4wDM (HM150)
- Hatton's Class 66 Co-Co diesel (HM152)
- Bachmann Class 158/159 DMU (HM153)
- Bachmann Class 24/1 Bo-Bo diesel (HM153)
- Dapol Class 21/29 Bo-Bo diesels (HM153/HM154)
- Hornby LMS 'Princess Royal' 4-6-2 (HM154)
- Dapol GWR parcels railcar (HM154)
- Hornby Stephenson's Rocket (HM154/HM159)
- Bachmann Class 121 DMU (HM155)
- Rails of Sheffield 'Terrier' 0-6-0T (HM157)
- Bachmann Class 117 DMU (HM158)
- Hornby GWR 'Large Prairie' 2-6-2T (HM158)
- EFE Rail Hunslet 'Austerity' 0-6-0ST (HM160)
- Hornby, Hornby Dublo LMS 'Duchess' 4-6-2 (HM160)
- OO Works LSWR '0330' 0-6-0ST (HM160)
- Bachmann 2-HAP EMU (HM161)

BEST 'O' GAUGE LOCOMOTIVE

- Dapol GWR '14XX' 0-4-2T (HM150/HM156)
- Hatton's Gresley 'A3' 4-6-2 (HM151)
- Heljan Class 50 Co-Co diesel (HM152)
- Dapol Sentinel 4wVBT (HM152)
- Heljan Class 33/0 Bo-Bo diesel (HM153)
- Heljan Class 03 0-6-0DM (HM153)
- Hatton's Gresley 'A4' 4-6-2 (HM157)

BEST 'N' GAUGE LOCOMOTIVE

- Dapol Class 50 Co-Co diesel (HM149)
- EFE Rail Class 17 Bo-Bo diesel (HM160)
- Dapol Class 41 HST-P (HM161)

LAYOUT OF THE YEAR 2020

- Redhill (HM149)
- Minorities (HM149)
- Bellingham (HM149)
- Chilcompton (HM150)
- Norwood Road (HM150)
- Burdale Quarry (HM150)
- Smallwood (HM151)
- Churminster (HM151)
- Brinklow (HM151)
- Yorkshire Dales Model Railway (HM152)
- Cornwallis Yard (HM152)
- Wimborne (HM153)
- Ilkeston Town (HM153)
- Furnace 5 (HM153)
- Shenston Road (HM154)
- Portsea (HM154)
- Bradwell Point (HM154)
- Cherry Orchard (HM155)
- St Cuthberts (HM155)
- Immingham Depot (HM155)
- Heaton Lodge Junction (HM156)
- Ambleton Vale (HM156)
- Gorpeton Blymee (HM156)
- Middleton-in-Teesdale (HM157)
- Pempoul (HM157)
- Eden Road (HM157)
- Neely (HM158)
- Theobalds Yard (HM158)
- Fenny Stratford (HM159)
- Gravesdown South (HM159)
- Ashbury Wharf (HM159)
- The Gresley Beat (HM160)
- Binns Road East (HM160)
- Railmen of Kent GMRC layouts (HM160)
- Newpool-on-Trent (HM161)
- Barnetby (HM161)
- The Rainbow Line (HM161)
- Kinwardine Wharf (HM161)



CARRIAGE AND WAGON AWARDS

BEST 'OO' GAUGE CARRIAGE OR WAGON

- Hornby Mk 3 sliding door carriages (HM157)
- Kernow Model Rail Centre PRA wagon (HM149)
- Bachmann Ransoms and Rapier 45ton steam crane (HM151)
- Accurascale PFA container flats (HM153)
- Hornby LSWR 24ton brake van (HM153)
- Hornby LMS 20ton brake van (HM153)
- Irish Railway Models fertiliser wagon (HM156)
- Bachmann HKA bogie coal hopper (HM160)
- Cavalex Models BBA/BLA steel carrier (HM161)
- Oxford Rail 12ton four-wheel tanker (HM161)
- Irish Railway Models 42ft container flats and modules (HM161)

BEST 'O' GAUGE CARRIAGE OR WAGON

- Ellis Clark Trains Darstaed Mk 1 suburbans (HM149)
- Dapol BR 8ton banana van (HM156)
- Dapol BR 'Turbot' spoil wagon (HM160)

BEST 'N' GAUGE CARRIAGE OR WAGON

- Sonic Models VEA box van (HM149)
- C=Rail KQA Pocket Wagon (HM150)
- Realtrack Models PCA cement tanker (HM153)
- Revolution Trains KFA container flat (HM153)
- Revolution Trains 'Sturgeon' bogie wagon
- Revolution Trains HOA coal hopper (HM155)
- Graham Farish Thompson carriages (HM158)
- Graham Farish HKA bogie hopper (HM160)
- Graham Farish BR Mk 2F carriages (HM161)

Dapol upgraded its signals with a new mechanism, the introduction of bracket signals and a new line of 7mm scale working signals (HM151).



New products came through thick and fast through the past year including Accurascale's Rawie bufferstops with working lights.



Hornby expanded its collection of brake vans with the addition of the LSWR 24/20ton vans (HM153).

Bachmann impressed with its 45ton Ransomes and Rapier steam crane for 'OO' gauge (HM152).



Vote for your favourites and win!



● Place your votes at www.keymodelworld.com before November 16 2020 and you could win a prize bundle worth over £300. The winner will receive Hornby Class 60 60100 *Midland Railway - Butterley* in DB Schenker red and grey, kindly

provided by Hornby plus a unique three-year **FREE** subscription to *Hornby Magazine!* To be in with a chance of winning this fantastic prize, head over to www.keymodelworld.com and place your votes now.

SPECIALIST RETAILER OF THE YEAR

- C&L Finescale
- DCC Concepts
- DCC Train Automation
- DC Kits/Legomanbiffo DCC sound
- Fox Transfers
- Green Scene
- In the Greenwood Laser
- Isinglass Models
- Mega Points Controllers
- Metcalfe Models
- Primo Models
- Railway Laser Lines
- Scale Model Scenery
- Scalescenes
- Skytrex
- Shawplan
- Ten Commandments
- Train-Tech
- West Hill Wagon Works
- White Rose Modelworks

A new name in model railways is EFE Rail. The brand's first all-new model is the Class 17 Bo-Bo diesel for 'N' gauge (HM160).



Dapol has continued its 'O' gauge development process including releasing the popular 'Turbot' spoil wagon (HM160).



Low relief GRAIN SILO

Hornby Magazine and Scalescenescenes present a brand new 4mm scale kit for 'OO' gauge layouts which models a low relief grain silo. **JOHN WIFFEN** explains how to build this brick and concrete structure using the free kit print included with this issue.

GRAIN SILOS make for impressive buildings. Their austere construction style and the use of simple materials such as brick concrete and metal cladding make buildings like this all the more attractive and a perfect industrial backdrop for a model railway.

The latest kit to be offered free through *Hornby Magazine* from Scalescenescenes.com is this 'OO' gauge grain silo – the ideal home for Bachmann's highly detailed model of the BR operated grain hoppers. It has been designed exclusively for this issue by Scalescenescenes' John Wiffen to launch it into the market.

Within this issue you will find an A2 sheet containing all the parts needed to assemble the building with the exception of different weights of card required to create the structure.

To enhance your building further, printable transparency windows to fit this kit are available to download from www.scalescenescenes.com. They are designed to be printed or copied on to transparency or OHP film, available from most office suppliers (both laser and inkjet friendly generic brands are usually fine). Alternative window options include compatible Scaleglaze white screenprinted windows from www.scalescenescenes.com/scaleglaze (Scaleglaze 13 pack required).

The following step by step guide explains how to build the Scalescenescenes Grain Silo kit from start to finish. www.scalescenescenes.com

TOOLS

- » Steel ruler
- » Modelling knife
- » Tweezers
- » Glue stick
- » 'All-purpose' clear or PVA adhesive
- » CA or 'super glue'
- » Matt spray varnish
- » Felt tip pens
- » Cutting mat or sheet of thick card
- » Damp cloth
- » Fine sandpaper
- » Small right-angled square or block

ASSEMBLY



Spot or thin bead of glue



Coat well with glue stick



Cut along line



Fold along line



Lightly score and fold along line



Apply weight



Assembly tip



Roll and glue edge



Wrap & glue

Wrap and glue printed sheet around edge



Print only

Printed sheet around edge



Light card

Glue printed sheet to:
OO approx 200gsm
N approx 80gsm



Medium card

Glue printed sheet to:
OO approx 1mm
N approx 200gsm



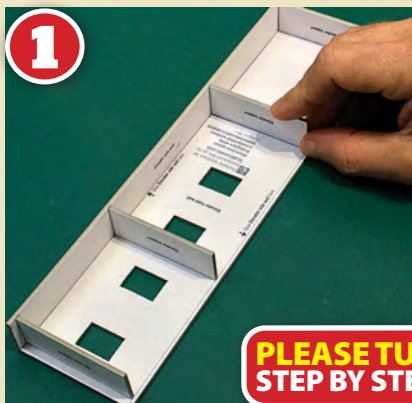
Heavy card

Glue printed sheet to:
OO approx 2mm
N approx 1mm

MORE TIPS ONLINE

- For construction tips go to: scalescenescenes.com/construction-tips-page

STEP BY STEP BUILDING SCALESCENES' GRAIN SILO



Glue the sheets to Heavy (2mm) or Medium (1mm) weight card as labelled. Using the light blue guidelines, glue one of the Elevator side walls and the four Elevator supports squarely into position.

PLEASE TURN FOR STEP BY STEP GUIDE

OPTIONAL WEATHERING

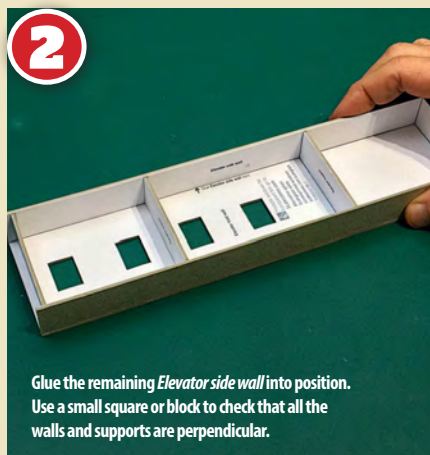
- Using a sharp knife scrape a small amount of black and brown artist pastels on to a scrap of card. With a soft brush work very small amounts of the pastel dust into the corners and surface of the structure as required. Build up thin layers slowly, don't overdo it!

Supplied with this issue is the
low relief grain silo building.
Visit www.scalescenec.com
to see the full range of
downloadable home-print kits.



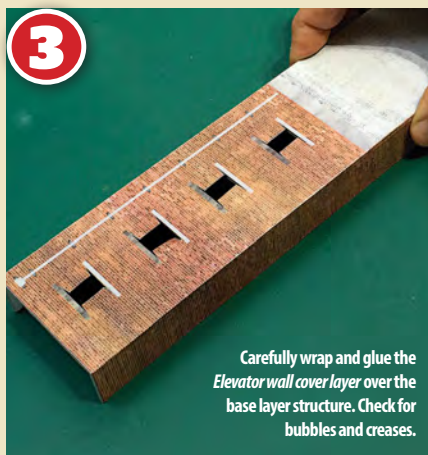
STEP BY STEP BUILDING SCALESCENES' GRAIN SILO

2



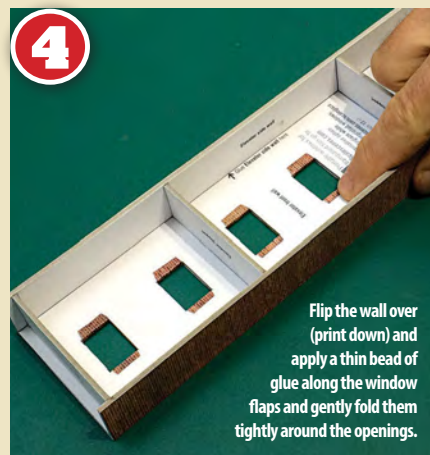
Glue the remaining *Elevator side wall* into position. Use a small square or block to check that all the walls and supports are perpendicular.

3



Carefully wrap and glue the *Elevator wall cover layer* over the base layer structure. Check for bubbles and creases.

4



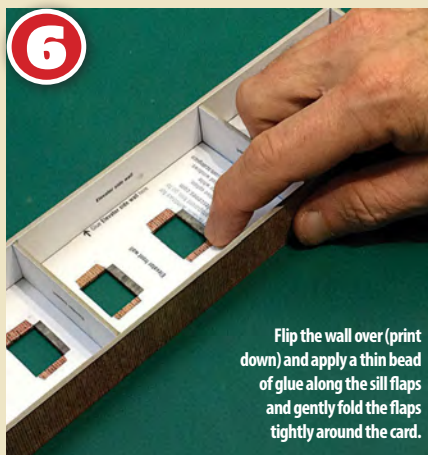
Flip the wall over (print down) and apply a thin bead of glue along the window flaps and gently fold them tightly around the openings.

5



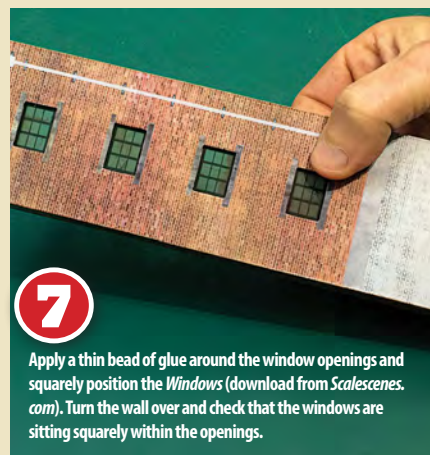
Glue the *Elevator sills* into position using the cover layers from the printed sheet.

6



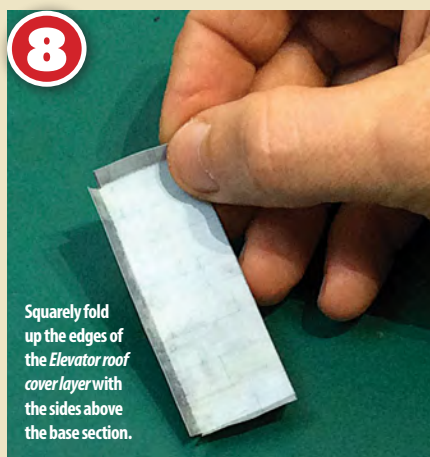
Flip the wall over (print down) and apply a thin bead of glue along the sill flaps and gently fold the flaps tightly around the card.

7



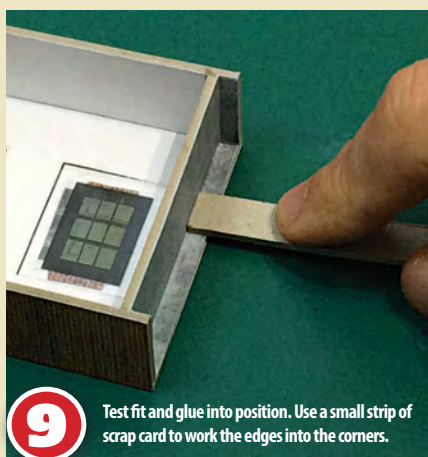
Apply a thin bead of glue around the window openings and squarely position the *Windows* (download from Scalescenesc.com). Turn the wall over and check that the windows are sitting squarely within the openings.

8



Squarely fold up the edges of the *Elevator roof cover layer* with the sides above the base section.

9



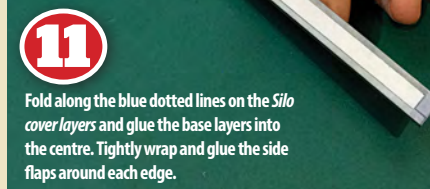
Test fit and glue into position. Use a small strip of scrap card to work the edges into the corners.

10



Squarely glue the two *Silo side wall base layers* together. Apply weight or clamp to ensure good adhesion.

11



Fold along the blue dotted lines on the *Silo cover layers* and glue the base layers into the centre. Tightly wrap and glue the side flaps around each edge.

12



Squarely glue the two *Silo roof sections* together. Apply weight or clamp to ensure good adhesion.

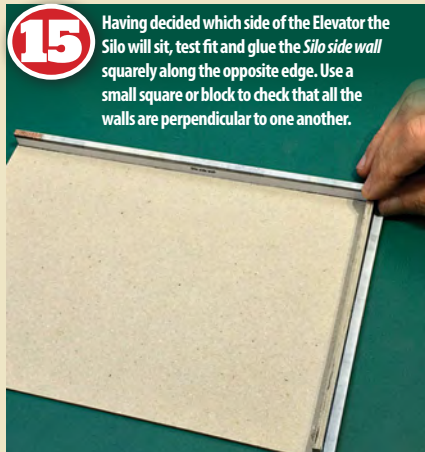
13



Noting the top of the *Silo front wall*, place the wall print side down. Squarely glue the *Silo parapet* along the top edge.



14 Test fit and glue the *Silo roof* squarely into position on the rear of the *Silo front wall*.



15 Having decided which side of the Elevator the *Silo* will sit, test fit and glue the *Silo side wall* squarely along the opposite edge. Use a small square or block to check that all the walls are perpendicular to one another.



16 Squarely glue the longer of the two *Downpipes* into position along the joint.



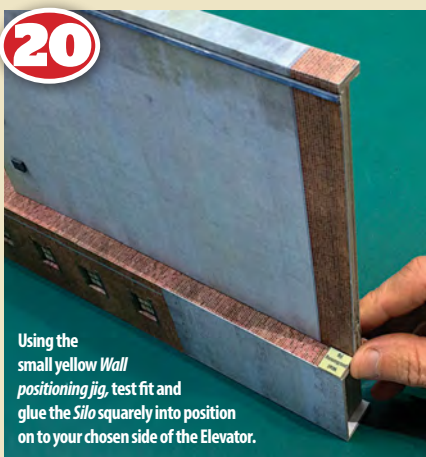
17 Test fit and glue a *Leader head* squarely into position above the downpipe.



18 Use a straight edge to squarely glue the four *Silo vents* into position.



19 Neatly cut two sections of scrap card and glue them back of the *Silo front wall* for reinforcement. Apply weight or clamp to ensure good adhesion.



20 Using the small yellow *Wall positioning jig*, test fit and glue the *Silo* squarely into position on to your chosen side of the *Elevator*.



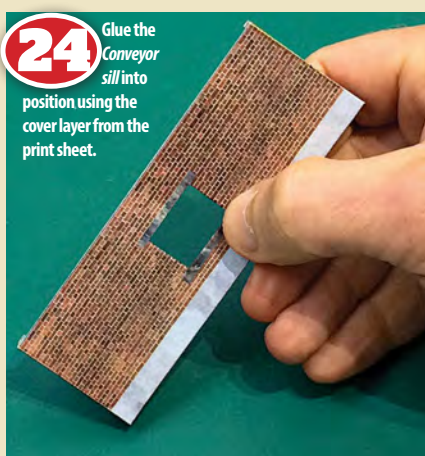
21 Squarely glue the two *Conveyor side walls* into position over the *Conveyor front wall base layer*.



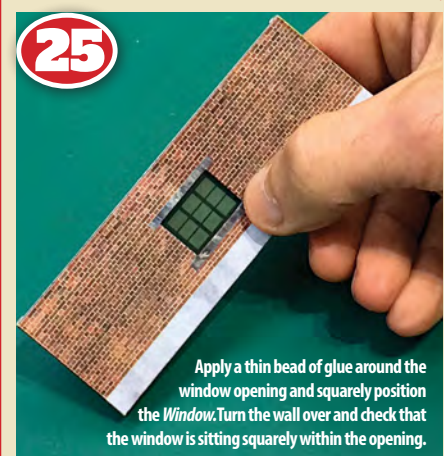
22 Carefully wrap and glue the *Conveyor front wall cover layer* over the *Conveyor base layer* structure. Check for bubbles and creases.



23 Flip the wall over (print down) and apply a thin bead of glue along the window flaps and gently fold them tightly around the opening.



24 Glue the *Conveyor sill* into position using the cover layer from the print sheet.



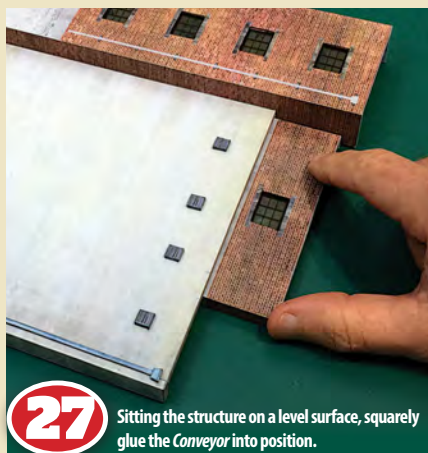
25 Apply a thin bead of glue around the window opening and squarely position the *Window*. Turn the wall over and check that the window is sitting squarely within the opening.

26



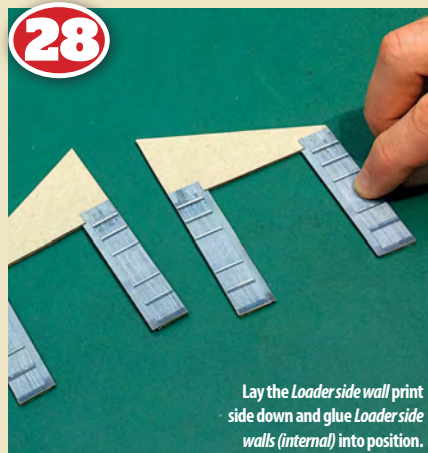
Test fit and glue the *Conveyor roof* squarely into position.

27



Sitting the structure on a level surface, squarely glue the *Conveyor* into position.

28



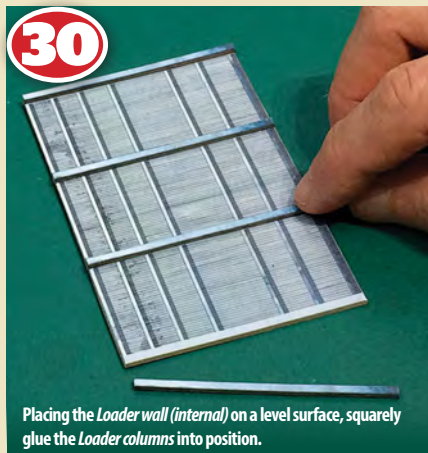
Lay the *Loader side wall* print side down and glue *Loader side walls (internal)* into position.

29



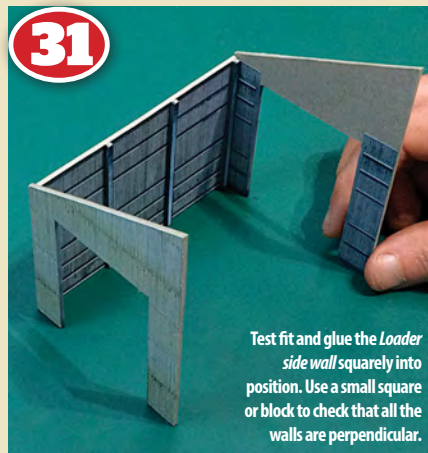
Carefully fold the overhanging flaps tightly around the doorway edges.

30



Placing the *Loader wall (internal)* on a level surface, squarely glue the *Loader columns* into position.

31



Test fit and glue the *Loader side wall* squarely into position. Use a small square or block to check that all the walls are perpendicular.

32



Squarely glue the *Loader wall (external)* into position. Check for bubbles and creases.

33



Fold along the blue dotted lines and cut out the *Loader gutter cover layer*. Using the fold as a guide carefully glue the *Loader gutter base layer* along the side with the grey hatched areas.

34



Wrap and glue the remaining flap around the base layer.

35



Once the glue has set, use a fresh blade to carefully cut away the grey hatched sections at each end.

36

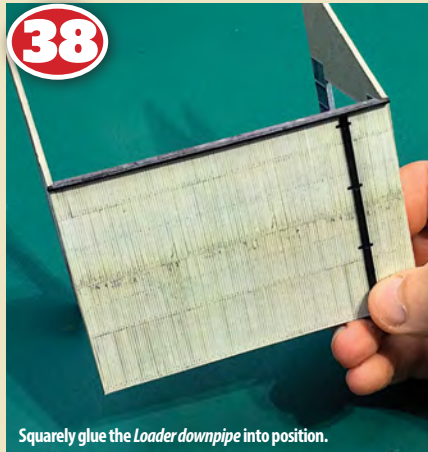


Carefully dab the ends with a black marker pen.

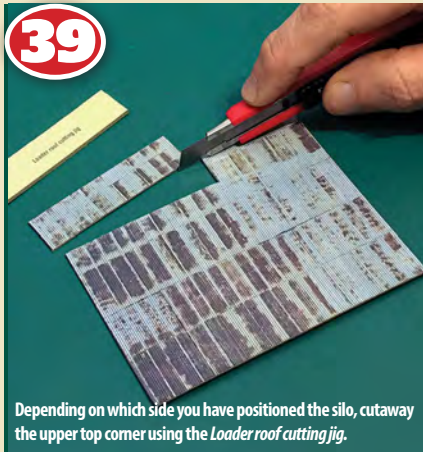
37



Test fit and glue the *Gutter* squarely into position.



38 Squarely glue the *Loader downpipe* into position.



39 Depending on which side you have positioned the silo, cutaway the upper top corner using the *Loader roof cutting jig*.



40 Squarely glue the *Loader roof* into position.



41 Sitting the structure on a level surface, test fit and glue the *Loader* squarely into position.



42 Gently fold the *Loader roof flashing A and B* down their centres and glue them squarely into position.



43 Test fit and glue the two *Loader roof flashing C* sections into position.



44 Squarely glue the remaining shorter *Downpipe* into position.



45 Test fit and glue the remaining *Leader head* squarely into position above the downpipe.



46 Carefully glue the two *Bargeboards* into position.



47 Test fit and glue the *Conveyor coping* squarely into position.



48 Test fit and glue the *Elevator coping* squarely into position.



49 Test fit and glue the *Silo coping* squarely into position.

The Rainbow line

What better way to keep mind and body occupied during lockdown than building a new model railway? **DAVID PRICE** explains how he created his 'G' scale garden railway, with help from his granddaughter Chloe.

PHOTOGRAPHY, TREVOR JONES



Set in the garden, LGB makes a great addition.



The Orenstein and Koppel 0-4-0T passes the small halt in one of the return loops on the Rainbow Line.



THE NAME of the Rainbow line was given to my garden railway project by my granddaughter Chloe. She also made and painted the sign which adds charm to the layout. The railway is 1:24 scale, or 'G' scale as it is better known, and was constructed by myself during lockdown with the support of my wife Catriona, who makes really good cups of tea.

Peter Skinner, the owner of Chalk Gardn Rail in Kent, advised on, supplied and fitted the decoders and sound units to my LGB locomotives.

The layout is 60ft long and 2ft wide, with a return loop each end and a passing loop with two points positioned where the station stands. The buildings consist of a station, signalbox, church, goods depot, bridge and a signal positioned around the circuit.

LOCKDOWN LAYOUT

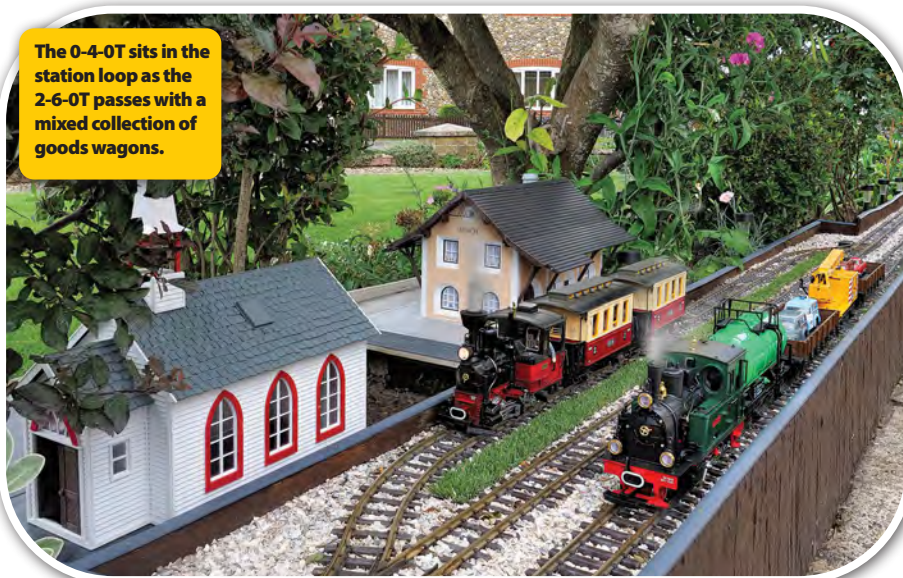
When the lockdown was first announced, I decided to build a garden railway to keep myself busy. I have built several garden railways over the years, so it was

not so much of a challenge to get started. After some debating and planning it was agreed to build the railway at the front of our bungalow so passers-by could enjoy viewing the railway as much as ourselves. When concreting the basic support posts, most people looked on with some interest but no one questioned what I was doing.

Once the main structure was completed, and I started to lay the track, people got enthusiastic about seeing the railway completed. It took from mid-March until the end of May to get to the stage where I could run a train around the track. It was my intention to operate the railway on digital equipment but due to the lockdown, it was difficult to get my engines fitted with decoders and sound units, so I bought a small analogue LGB passenger set instead.

The locomotive from the set, which has sound effects, travelled around the layout first time perfectly. All the sections of the track were second-hand, so each section was cleaned and checked with adjoining clips tightened and lubricated. Everyone fell in love with the little train instantly, from small children to their grandparents. As a garden railway it has »

The 0-4-0T sits in the station loop as the 2-6-0T passes with a mixed collection of goods wagons.



David's garden railway is built at the front of his home to entertain passers by as much as himself. The 60ft long 'G' scale layout was constructed in two months this spring.



no theme other than its narrow-gauge track. I have added a few buildings but as our garden has matured across the season the railway looks great.

My granddaughter suggested that a rainbow is unusual to see and is quite spectacular to look at so it would be a fitting name for the railway. The garden railway is built substantially using fencing posts, decking boards and heavy mineral felt. Crushed oyster shell is used for ballast as it does not gain algae, it retains its colour and it drains well, which is very important to a garden railway.

RAILWAY MEMORIES

I am now in my 80s but my love for railways started when I was very young. I was born in a small village called Westoning in Bedfordshire 500 yards from

the main Derby to St Pancras line which meant I could see, hear and smell the trains from my bedroom window. My first school in the village was even closer to the line so I could see the trains from my desk!

The first ever model engine I had was made for me by a German prisoner of war, who was working in the village installing a mains sewer pipe for the local council. It was carved from a single piece of wood, painted beautifully and had wheels on it from an old pushchair. I pulled this model along with a piece of string everywhere I went. I was five years old at the time but was already drawn to the railway! (I wish I had it now - it would be a real collector's piece.)

There was a lockdown going on at this time too, due to the war. There were no toys, sweets and no treats apart from

what you could find in hedgerows. Food was rationed alongside fuel and there were no streetlights. At school we even had to have gas masks and bomb drills, but the railway made up for all of these deficiencies. We didn't need model railways at the time - we had the real thing!

We would watch the massive coal trains pulled by Beyer-Garratts up the steep incline between Amptill tunnel and Sundown cement works. The fish, milk, livestock, mail and mixed traffic trains travelling to London would pass us with the engine crews waving to us and blowing their whistles.

We would walk the lines hunting for pieces of coal that fell off the overloaded coal trucks and ensured we were at the railway bridge when the fast-express trains came down from London. I

An LGB Orenstein and Koppel 0-4-0T ambles into the station loop on the Rainbow line as the 2-6-0T passes on the main line.



was lucky enough to see the very first diesel-electric engines 10000 and 10001 to be used in this country in 1948. These trains would blast their horns when they approached our school!

I consider myself as one of the original railway children and looking back I was so fortunate, even in those dark days, to have the railway. I hope that my rainbow line helps people forget the traumas and the sad times that this pandemic is bringing and provides them with enjoyment by being with the railway.

I think I have succeeded in the same way as Frank Hornby did by putting smiles on people's faces.

My next project is to build a perfect 1:3 scale signalbox to house the controlling equipment and to drink tea in with my beloved wife. [1Btm](https://www.youtube.com/watch?v=1Btm)

The addition of LGB structures around the circuit adds extra life to the garden railway. The full line has been ballasted while the track is second hand.



Barnetby to Wrawby

*Barnetby in North Lincolnshire was known for its spectacular array of semaphore signals. **STEPHEN RICHARDS** explains how this 'N' gauge replica was built as a permanent exhibit at Immingham Museum.*

PHOTOGRAPHY, MIKE WILD



IMMINGHAM MUSEUM tells the story of Immingham. Upstairs we concentrate on the importance of railways to the development of Immingham Docks using the many transport related artifacts from the area and two large model railway layouts. Our 'OO' gauge model of Immingham Depot featured in HM155 and now it is the turn of our 'N' gauge model of the line between Barnetby and Wrawby Junction.

The original concept of this part of the museum was born from an idea in 2008 by John Trevitt, a railway enthusiast and modeller, and later a curator and trustee of Immingham Museum. In addition to the layouts and artifacts, the museum also has a library with a large collection of documents, which include photographs, articles, maps, working timetables and DVDs on display and all available for study.

We are also the proud hosts of the Great Central Railway Society national archive, which can be viewed by appointment.

The museum is accredited with charity status, so we have to meet a particular set of conditions and priorities, for both the displays and the model railways. For example, we want the models to be as historically accurate as possible, to be of interest and value to local historians and to be educational and informative to the wider public. It is important to the community that Immingham Museum is maintained as a successful visitor attraction and to this end, our volunteers and railway modellers are on hand with their experience to explain the exhibits.

Immingham Depot was the first to be built and when this model was completed we decided it would be appropriate to follow the historical setting with a modern

day layout showing the busy freight route through Wrawby Junction and Barnetby, which feeds into the docks at Immingham. This location was also chosen because of its great interest to modern day rail enthusiasts who regularly visit the station to view the constant stream of freight traffic to and from the docks. Until 2015 it also possessed one of the most impressive displays of steam era semaphore signals remaining on the British railway network making it a great location for railway photography. Those have now been replaced by modern colour lights.

The Barnetby-Wrawby layout represents the period from the 1970s to 2015 and, as such, retains a mix of structures and trains throughout this period. For example, we felt it was essential to include the semaphore signals for which Wrawby Junction was famous. We are also adding Cleethorpes station which is at the end of the old >>



 A pair of BR blue Class 37/0s rumble past the semaphores at Barnetby with iron ore tipplers.



Overlooking Barnetby station, the model includes the distinctive footbridge with steps and ramps. A Class 66 leads a rake of coal hoppers east towards Immingham as a Class 142 collects passengers for Cleethorpes.

Great Central Line from Manchester.

To achieve a near scale model of Barnetby to Wrawby within the space available (31ft) we had to opt for 'N' gauge, but even then, we are quite a bit short of the actual mile between milepost 94 at Wrawby Junction and milepost 95 at Barnetby East. The Cleethorpes section adds another 6ft giving a total of 37ft. Clearly, the model has to be robust enough to withstand the rigors of constant use and the steady stream of more than 2,000 visitors a year which means reliability is paramount. We also hope the model is of particular interest to railway enthusiasts and modellers alike and contributes to the historical background of the area.

FOUNDATIONS

When the museum moved to the present site, we were fortunate to be able to recycle a large amount of Dexion. This provides a very robust foundation to the permanent layout. The boards consist of standard household composite doors mounted on the Dexion. The doors are surfaced with a 3mm layer of rigid insulation foam. This provides a solid base for the track, but with some compliance from the foam layer. The only disadvantage of this type of construction is that access to the underside of the track is limited but given the age of the team this perhaps becomes an advantage!

Unusually we have no wiring under the boards, instead using copper tape to feed the track and point frogs. The storage yard at the rear is mounted on a wooden shelf 13in wide, again surfaced with rigid foam.

The track is Peco code 55, with nearly 500ft of it and 54 points. The track plan is a fairly accurate representation of the current railway between the east of Barnetby station and just west of Wrawby Junction within the space we have available. The layout represents just over a mile of actual track which would equate to 10.56m (34.65ft) in 'N' gauge, »



A Colas Rail Freight Class 56 swings onto the main line at Wrawby Junction from Scunthorpe with a rake of loaded steel wagons.

Immingham Museum and Heritage Centre

The Immingham Museum and Heritage Centre is usually open Tue, Wed, Fri and Sat afternoons (subject to current restrictions) and entry is free. The models and associated running costs are funded mainly by public and private donations and we hold an annual model railway exhibition on the third weekend in May each year in the Civic Centre (cancelled in 2020) where we have a variety of high-quality layouts.

The museum is located in the Civic Centre, next to the library on the corner of Pelham Road and Washdyke Lane, Immingham DN40 1QF and is served by the frequent No. 5 bus service from Grimsby. The nearest railway station is Habrough with hourly TransPennine Express and Northern Rail services.

● For further information and opening times visit www.imminghammuseum.org



 Above: EWS Class 66 66106 passes Wrawby signalbox with an oil train. Like all the structures on the layout, this distinctive signalbox is scratchbuilt.



so we are a little short of the actual.

However, although slightly short, all the key elements of the track layout are there, including redundant sidings on the north side and storage sidings on the south side. Fortunately, we have detailed track plans, so we have been able to replicate the current track plan as accurately as standard off the shelf point work allows.

Wrawby Junction is modelled to include the three routes - south to Lincoln, west to the old Great Central Main Line to Sheffield and Manchester and north west to Scunthorpe and Doncaster. The layout includes crossovers and the ladder to the east of the junction.

Particular care was taken in laying the seven through lines between Barnetby and Wrawby to ensure that tracks were straight and parallel using straight edges and track spacers.

At each end of the layout the track disappears into tunnels (which are not there in the prototype) but are necessary to



Above: A Northern Rail Class 142 pauses at Barnetby as a Freightliner Heavy Haul coal working passes on the rear track.



hide minimum radius curves which feed the storage yard. These curves are hidden by rural scenes, including the Wrawby Post Mill, which represents the area to the west of Wrawby Junction. At the east end of the layout the curves are hidden by a representation of Humberside Airport.

The storage yard has 12 roads and although the area is essentially just a staging yard, backscenes are included to show country and industrial scenes found towards Scunthorpe. Tracks at the east end also connect into a future project of Cleethorpes terminus station, which provides passenger trains through Barnetby and Wrawby. All track in the scenic section is ballasted using standard diluted PVA techniques.

Control is by the Gaugemaster Prodigy DCC system using two controllers. All electrical feeds are through surface mounted 9mm 10amp copper tape, which in turn is fed by 10amp multistrand wire to minimise voltage drops. The layout is divided into eight sections to facilitate

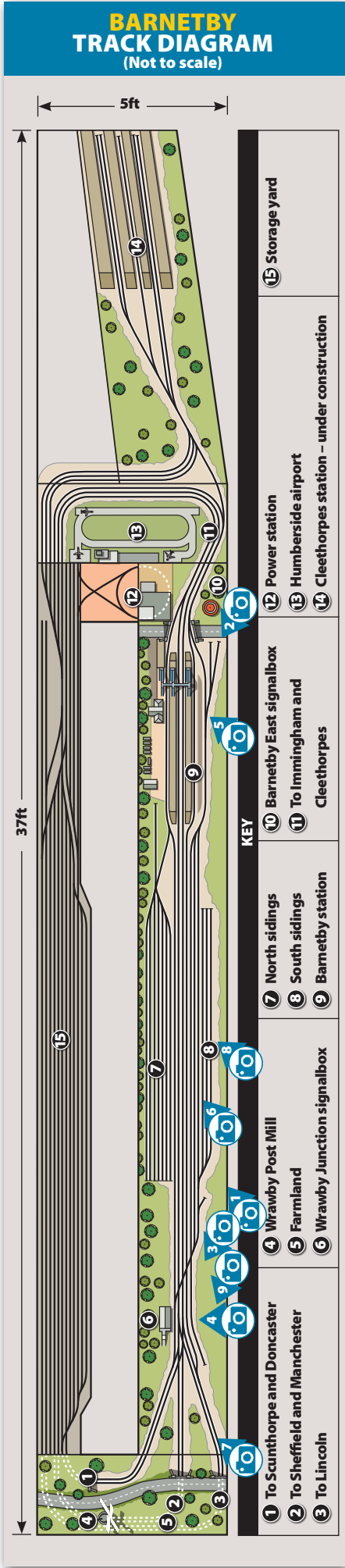
fault finding and has an additional switched section for the locomotive shed to minimise the overall load on the system.

Point control is manual using the wire and tube system with the wires connected to electrical slider switches behind the backscene. The more complex point systems at each end of the layout have grouped slider switches which are numbered to match the track diagram mounted on the backscene. The slider switches away from the ends are aligned with the points, making identification obvious.

SETTING THE SCENE

Approaching the layout from the east, the first structure is Barnetby East signalbox, demolished in 2015. Also sited here is a representation of a coal fired power station. This does not exist in the real world but serves the purpose of showing visitors where most of the coal being imported into Immingham used to go. However, this traffic is in significant

 **Block oil trains are a common feature of Barnetby today with trains serving the refineries at Immingham. A GBRf Class 66/7 leads 100ton TEA tankers through the maze of signals.**





Representing the late BR blue era, a Class 40 takes a ballast train south towards Lincoln as Class 37s head an iron ore train towards Scunthorpe.





A Class 43 powered HST set powers away from Barnetby forming a Cleethorpes-London working between a mix of freight workings in the hands of classes 20, 31 and 40.



decline now, with the majority of coal now going to Scunthorpe steelworks to be converted into coke for steel making.

Moving east, the next structure is Barnetby station. This is shown as it is today with a significant part of the present station structure being the massive footbridge with its ramps for accessibility. The only remaining original station building is Stothard House which is accurately modelled and currently serves as Network Rail offices, still retaining the old ticket office and waiting room. Beyond this is an array of portable building style offices and containers in the maintenance yard.

As we move towards Wrawby Junction, the semaphore signals which existed prior to the installation of colour lights, are correctly modelled. On the north side are redundant sidings, which for many years in the 2000s had a selection of decaying scrapped bogie tank wagons which we have decided to show as one of the recent features of Wrawby. Next, we come to the 132-lever redundant Grade II listed Wrawby Junction signalbox. This is scratchbuilt to show the box in its current preserved form. The 'box has been redundant since 2015 with all of north Lincolnshire now under the control of York.

OPERATION

We have a selection of locomotives and rolling stock, which represent typical trains from the 1970s blue period, to present day Megafret container wagons. In total we currently run approximately 30 locomotives and more than a hundred wagons.

Freight is represented by iron ore trains to Scunthorpe steelworks, with wagons modelled from cut down Megabox wagons. The double-headed blue sound fitted Class 37s can often be seen on these trains together with Class 60s and 66s. Imported coal is represented with Freightliner liveried empties returning to Immingham.

Speedlink and Enterprise trains were a common feature at Barnetby and these can be seen together with an increasing number

of container trains now the route is cleared for high cube containers for the growing container trade through Immingham. In addition there is the regular flow of bogie oil trains from the Immingham refineries.

Typical passenger trains from the 1970s onwards include Cleethorpes-London 'Deltics' and HSTs, blue Class 40s on the Manchester-Cleethorpes newspaper trains and blue Class 31s on the four-coach Cleethorpes to Newark Northgate. More recent passenger trains are an East Midlands Trains Class 156 running Grimsby-Lincoln and a 'Pacer' as used on the Saturday only Cleethorpes to Sheffield working along the old Great Central main line.

PAST, PRESENT AND FUTURE

We have tried to represent the main features of the railway through Barnetby-Wrawby over the past 50 years to contribute to the historical scene represented here at Immingham Museum.

The museum is about the past, present and the future of Immingham and the important role that the docks play in the country's economy. It is important to enable the next generation to be aware of the area's heritage and to take advantage of future employment opportunities.

Finally, it is important to note that the museum contains more than the model railway and docks exhibits. Downstairs, visitors can find out more about Immingham's social history, including its place in the story of the Pilgrim Fathers' voyage to America 400 years ago this year. We also have an extensive library of thousands of railway related photographs, maps, books, journals, magazines, sound recordings and more.

We are indebted to John Trevitt, John Tindall, Richard Laurence, Brian Bell, Gordon Luck and Ken Mallinson and Steve Richards for their support in building and maintaining the railway exhibits at the museum. [FEBRA](#)



A DB Schenker liveried Class 60 enters Wrawby Junction from the Doncaster route.



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39-082B BR Mk1 BSK Brake Second Corridor Coach No. 35329 Network SouthEast.....	£27.95
39-125C BR Mk1 CK Composite Corridor Coach No. M16153 BR Blue & Grey.....	£27.95
39-126C BR Mk1 CK Composite Corridor Coach No. M15916 BR Maroon.....	£27.99
39-127B BR Mk1 CK Composite Corridor Coach No. E15055 BR Crimson & Cream.....	£27.99
39-150D BR Mk1 FK First Corridor Coach No. E13241 BR Blue & Grey.....	£28.99
39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.....	£27.99
39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.....	£27.95
39-177C BR Mk1 BG Full Brake Coach No. M80565 BR Crimson & Cream.....	£27.95
39-186 BR Mk1 BG Full Brake Coach QXV No. ADB 975612, weathered.....	£27.99
39-187 BR Mk1 BG Full Brake Coach NRY No. 95310 BR Blue.....	£27.99
39-188 BR Mk1 BG Full Brake Coach No. 92354 Network SouthEast.....	£27.99
39-240A BR Mk1 BCK Brake Composite Corridor Coach No. E21222 BR Blue & Grey.....	£27.99
39-242 BR Mk1 FO First Open Coach No. M3002 BR Blue & Grey.....	£27.99
39-250A BR Mk1 RFO Restaurant Car No. M5 BR Blue & Grey.....	£27.99
39-265 BR Mk1 RMB Miniature Buffet Car No. M1865 NSE.....	£28.99
39-274 BR Mk1 GUV No. E9326 BR Blue & Grey InterCity Motorail.....	£27.99
39-310C BR Mk1 SP Pullman Second Parlour Coach No. 350 Umber & Cream.....	£37.99
39-312 BR Mk1 SP Pullman Second Parlour Coach No. E352E BR Blue & Grey.....	£36.99
39-361A BR Mk2A TSO Tourist Second Open Coach No. E5406 BR Blue & Grey.....	£29.99
39-410A BR Mk2A BFK Brake First Corridor Coach No. W17069 BR Blue & Grey.....	£28.99
39-412A BR Mk2A BFK Brake First Corridor Coach No. 17097 Network SouthEast.....	£27.99
39-502A BR Mk1 SLSTP Second Class Sleeper Car No. E2591 BR Maroon.....	£28.99
39-503A BR Mk1 SLSTP Second Class Sleeper Car No. E2681 BR Blue & Grey.....	£28.99
39-528A Ex-Southern CCT Covered Carriage Truck No. S1751 BR Blue, weathered.....	£26.99
39-529 Ex-Southern CCT Covered Carriage Truck No. ADB975276 BR.....	£23.99
39-578 BR Auto Trailer No. W234 BR Crimson & Cream.....	£49.99
39-579 BR Auto Trailer No. W236W GWR Lined Maroon.....	£49.99
39-580 BR Auto Trailer No. W231W GWR Chocolate & Cream as preserved.....	£49.99
39-777A LMS 50ft Inspection Coach No. M45030M BR Blue & Grey.....	£39.99

HORNBY

R3373 Class 71 Electric Locomotive No. E5001 BR Green with small yellow panel.....	£109.99
R3376 Class 71 Electric Locomotive No. E5022 BR Green with no yellow ends.....	£109.99
R3397 LMS Suburban Passenger Train Pack - Limited Edition.....	£149.99
R3398 Lyme Regis Branch Line Train Pack - Limited Edition.....	£129.99
R3399 EWS Freight Train Pack - Limited Edition.....	£139.99
R3406 J50 Class 0-6-0T Steam Locomotive No. 14 Departmental BR Black L/C.....	£62.99
R3407 J50 Class 0-6-0T Steam Locomotive No. 68959 BR Black E/E.....	£62.99
R3408 4-6-0 6000 King Class Steam Locomotive No. 6016 'King Edward V' GWR.....	£114.99
R3409 4-6-0 6000 King Class Steam Locomotive No. 6002 'King William IV' BR L/C.....	£114.99
R3410 4-6-0 6000 King Class Steam Locomotive No. 6025 'King Henry III' BR E/E.....	£114.99
R3411 Maunsell S15 Class Steam Locomotive No. 827 Southern Black.....	£89.99
R3412 Maunsell S15 Class Steam Locomotive No. 30842 BR Black E/E.....	£79.99
R3413 Maunsell S15 Class Steam Locomotive No. 30831 BR Black L/C.....	£79.99
R3414 Maunsell J15 Class 0-6-0 Steam Locomotive No. 5444 LNER Black.....	£71.99
R3415 J15 Class Steam Locomotive No. 65477 BR Black E/E.....	£71.99
R3416 J15 Class Steam Locomotive No. 65464 BR Black.....	£108.99
R3417 K1 Class Steam Locomotive No. 62065 BR Black.....	£89.99
R3418 K1 Class Steam Locomotive No. 62006 BR Black.....	£94.99
R3422 Adams Radial 415 Class Steam Locomotive No. 3125 SR Black.....	£66.99
R3423 Adams Radial 415 Class Steam Locomotive No. 30583 BR Black L/C.....	£66.99
R3448 B17 Class Steam Locomotive No. 61619 'Welbeck Abbey' BR E/E.....	£99.99
R3461 Thompson L1 Class Steam Locomotive No. 67702 LNER Green.....	£99.99
R3462 42xx Class Steam Locomotive No. 4287 BR Black E/E.....	£89.99
R3463 52xx Class Steam Locomotive No. 5241 BR Black E/E.....	£89.99
R3574 Class 67 Diesel Locomotive No. 67 013 DB Schenker.....	£109.99
R3738 A3 Class 4-6-2 Steam Locomotive 4472 'Flying Scotsman' Alan Pegler.....	£199.99
R4677B LMS Non-Corridor 57ft Third Class Brake Coach No. 20754.....	£24.50
R4677C LMS Non-Corridor 57ft Third Class Brake Coach No. 20755.....	£24.50
R4689 LMS Non-Corridor 57ft Composite Coach No. M16574.....	£27.99
R4690 LMS Non-Corridor 57ft Third Class Coach No. M1912M.....	£27.99
R4691 ex LMS Non-Corridor 57ft Third Class Brake Coach No. M20787M BR.....	£24.50
R4691A ex LMS Non-Corridor 57ft Third Class Brake Coach No. M20788M BR.....	£24.50
R4927 Sovereign BR Midland Suburban Coach Pack.....	£99.99
R6744 4 Plank Wagon No. 35 North Bitchburn Coal Co. Ltd - Darlington.....	£11.00
R6768 LMS Brake Van No. 730159 LMS Brown.....	£12.00
R6802 SR Brake Van No. 55891 SR Brown.....	£14.99

KMRC MODELS

31-650L Class 47 Diesel Locomotive No. D1670 'Mammoth' BR Two Tone Green.....	£129.99
31-650LD Class 47 Diesel Locomotive No. D1670 'Mammoth'. DCC Fitted.....	£149.99
31-650LDS Class 47 Diesel Locomotive No. D1670 'Mammoth'. Sound Fitted.....	£229.99
31-650Q Class 47 Diesel Locomotive No. 47 829 Police.....	£129.99
31-650QD Class 47 Diesel Locomotive No. 47 829 Police. DCC Fitted.....	£149.99
31-650QDS Class 47 Diesel Locomotive No. 47 829 Police. Sound Fitted.....	£229.99
31-651Z Class 47 Diesel Locomotive No. 47 973 'Midland Counties'. Sound Fitted.....	£129.99
31-651ZD Class 47 Diesel Loco No. 47 973 'Midland Counties'. DCC Fitted.....	£149.99
31-651ZDS Class 47 Diesel Loco No. 47 973 'Midland Counties'. Sound Fitted.....	£229.99



31-653Z Class 47 Diesel Locomotive No. 47 706 ScotRail NSE branding, weathered.....	£135.99
31-653ZDC Class 47 Diesel No. 47 706 ScotRail NSE, weathered. DCC Fitted.....	£152.99
31-653ZDS Class 47 Diesel No. 47 706 ScotRail NSE, weathered. Sound Fitted.....	£219.99



32-066Z Class 43 Warship No. D845 'Sprightly' BR Green.....	£139.99
32-066ZDC Class 43 Warship No. D845 'Sprightly' BR Green. DCC Fitted.....	£156.99
32-135X Class 4575 Prairie No. 5541 BR Green, weathered.....	£99.99
32-127W Class 66 Diesel Locomotive No. 66 709 'Sorrento' GBRI.....	£127.95
32-127WDC Class 66 'Sorrento' GBRI. DCC Fitted.....	£143.95
32-127WDS Class 66 'Sorrento' GBRI. DCC Sound Fitted.....	£209.99
32-762Z Class 57 No. 57 305 Network Rail known as 'Sand Castle'.....	£134.95
32-762ZDC Class 57 No. 57 305 Network Rail known as 'Sand Castle'. DCC Fitted.....	£149.95
32-762ZDS Class 57 No. 57 305 Network Rail known as 'Sand Castle'. Sound Fitted.....	£214.99



32-780U Class 37 Diesel Locomotive No. 37 261 DRS.....	£119.99
32-780UDC Class 37 Diesel Locomotive No. 37 261 DRS. DCC Fitted.....	£139.99
32-780UDS Class 37 Diesel Locomotive No. 37 261 DRS. DCC Sound Fitted.....	£219.99
38-131Z 40 Ton Seacow YGB Bogie Hopper Wagon Departmental Dutch, weathered.....	£45.95
38-132Z 40 Ton Seacow YGB Bogie Hopper Wagon EWS, weathered.....	£45.95
38-260Y Delabole Slate Prestlo Wagon Triple Pack, BR Bauxite.....	£49.99
39-273Z BR Mk1 GUV Coach S86804 BR (SR) Green.....	£39.99
K2104 0-4-4T Class 02 No 30225 BR Black L/C.....	£99.99
K2104PACK O2 and Water Column Pack.....	£129.99
K2106 0-4-4T Class 02 No 30193 BR Black E/E.....	£99.99



K2201 0-6-0 1361 Steam Locomotive No. 1361 BR Black L/C.....	£69.99
K2201A 0-6-0 1361 Steam Locomotive No. 1361 Photographic Grey.....	£69.99
K2202 0-6-0 1361 Steam Locomotive No. 1362 BR Black E/E.....	£69.99
K2203 0-6-0 1361 Steam Locomotive No. 1363 GWR Green w/Shirtbutton emblem.....	£69.99
K2204 0-6-0 1361 Steam Locomotive No. 1364 GWR Green with GWR lettering.....	£69.99
K2205 0-6-0 1361 No. 1365 BR Black L/C, weathered.....	£69.99
S8005Z SPA Open Wagon EWS Bulk Pack of 4.....	£79.99

N GAUGE

GRAHAM FARISH

370-430 Capital Connection Train Pack.....	£161.95
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371-651A Class 57/0 Diesel Loco 57 008 "Freightliner Explorer", weathered.....	£102.99
372-030 Castle Class Steam Loco 5044 "Earl of Dunraven" GWR Lined Green.....	£99.99



372-980 Class 24 Diesel Loco 97 201 "Experiment" RTC Red & Blue, weathered.....	£99.99
373-360A BR Mk1 Horse Box No. E96307 BR Maroon.....	£16.95
373-362A BR Mk1 Horse Box No. S96413 BR (SR) Green.....	£17.99
373-626D 31 Ton OBA Open Wagon 110717 Railfreight Red & Grey, weathered.....	£16.00
374-042 BR Mk1 BG Full Brake Coach NEX No. 92002 Intercity.....	£20.99
374-135 BR Mk1 GUV QRV No. KDB977557 Satlink.....	£26.99
374-161A BR Mk1 FK First Corridor Coach No. M13323 BR Maroon.....	£20.95
374-165 BR Mk1 FK First Corridor Coach No. M13341 Intercity.....	£20.95
374-167 BR Mk1 FK First Corridor Coach No. 13225 Regional Railways.....	£26.99
374-191 BR Mk1 BSK Brake Second Corridor Coach QVA No. ADB977109 BR.....	£28.99
374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity.....	£20.99
374-193 BR Mk1 BSK Brake Second Corridor Coach 35464 Network SouthEast.....	£26.99
374-194 BR Mk1 BSK Brake Second Corridor Coach 35452 Regional Railways.....	£26.99
374-258C BR Mk1 CK Corridor Composite Coach No. M16153 BR Blue & Grey.....	£22.95
374-415 Southern PMV Passenger Luggage Van No. S10685 BR Crimson.....	£16.95
374-417 Southern PMV Passenger Luggage Van No. S1733 BR Blue.....	£16.95
374-610 BR Auto Trailer No. W234 BR Crimson.....	£26.99
374-611 BR Auto Trailer No. W238W BR Maroon.....	£26.99
374-612 BR Auto Trailer No. W237W BR Crimson.....	£26.99
374-640 BR Mk1 CCT NOV Coach No. M94739.....	£16.95
374-643 BR Mk1 CCT Coach QXV No. ADB 977076 BR Re-Railing Yellow.....	£16.95
374-830C Stanier Brake Corridor First Coach No. 5057 LMS Crimson Lake.....	£20.95
374-831C Stanier Brake Corridor First Coach No. M5056M BR Crimson & Cream.....	£20.95
374-845C Stanier Corridor First Coach No. 1055 LMS Crimson Lake.....	£22.95
374-846C Stanier Corridor First Coach No. M1081M BR Crimson & Cream.....	£20.95
374-874A Stanier Corridor First Coach No. M1053M BR Maroon.....	£20.99
374-902A BR Mk1 Travelling Post Office Coach No. M1053M BR Blue & Grey.....	£28.95
374-925A BR Mk1 SLSTP Sleeping Second Coach No. E2591 BR Maroon.....	£26.99
374-990 Mk1 Coach Pack 'Works Test Train' BR Blue & Grey, weathered.....	£39.95



377-065 Coal Trader Triple Pack. 3 x 5 Plank Wagons, weathered.....	£31.95
377-206A 8 Plank Wagon No. P192891 'Suncoke', weathered.....	£15.99
377-346 Conflat with Vented Allid BVA Container Speedfreight.....	£14.50
377-379 20 Ton Toad Brake Van BR Departmental Yellow.....	£16.99
379-490 Triple Pack China Clay 5 Plank Wagons GWR Grey.....	£31.50
377-650A MBA Megabox High-Sided Bogie Box Wagon 500006 EWS, weathered.....	£25.99
377-651A MBA Megabox High-Sided Bogie Box Wagon 500067 EWS, whtd.....	£25.99
377-775 12 Ton Pipe Wagon ZDV No. KDB484176 BR Engineers Olive Green.....	£13.50
377-776 12 Ton Pipe Wagon ZDV No. B741318 BR Bauxite (early).....	£13.50
377-777 12 Ton Pipe Wagon No. B484163 BR Bauxite (late).....	£13.50
377-877 Queen Mary Brake Van YTX No. ADSS8299 EWS, weathered.....	£21.95
377-925A PCA Metalair Bulk Powder Wagon 11026 Blue Circle Cement, whtd.....	£19.95
377-954A 13 Ton High Sided Steel Wagon No. 278985 NE Grey.....	£12.99
377-955 13 Ton High Sided Steel Wagon B483417 BR Bauxite, weathered.....	£11.50
377-956 13 Ton High Sided Steel Wagon B481230 BR Bauxite, weathered.....	£11.50
377-957 13 Ton High Sided Steel Wagon E279122 BR Grey w/smooth sides.....	£11.99
377-975A 12 Ton Eastern Ventilated Van No. 235738 LNER Oxide.....	£11.99
377-976A 12 Ton Eastern Ventilated Van No. E236010 BR Early Bauxite.....	£16.95

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42-0001 Two Road Brick Engine Shed.....	£21.95
42-0005 Portable Office.....	£10.50
42-0064 Parachute Water Tower.....	£14.95
42-059 Oak Hill Brewery Bottle House.....	£4.75
42-150 Road Side Farm Shop.....	£12.00
42-166 Shillingstone Parcel Office.....	£6.99
42-169 Shillingstone Platelayers Hut.....	£5.50
42-181 Depot Hoist.....	£22.95
42-245 Low Relief Corner Chemists.....	£12.00
42-253 Low Relief Greengrocers.....	£12.00
42-298 Low Relief Boiler House.....	£19.95

REVOLUTION TRAINS



Bachmann releases 2-HAP EMU

Southern Region electric modellers will soon be able to expand their BR era unit fleet with the arrival of Bachmann's all-new model of the Class 414 2-HAP two-car units. **MIKE WILD** inspects this new arrival for third-rail electric layouts in 'OO' gauge.



THE SOUTHERN REGION'S third rail Electric Multiple Units continue to be a popular subject amongst modellers, and the latest arrival for 'OO' gauge from Bachmann is the long-awaited model of the Class 414 2-HAP two-car unit.

Three batches were built between 1956 and 1963, with the first being to the Bulleid coach profile. Batches two and three were constructed to the BR Mk 1 carriage style and this is the type Bachmann has modelled in its new 'OO' gauge product.

Outwardly the 2-HAPs appeared near identical to the 2-EPB units with their family resemblance, but in detail they were quite different. For starters, the 2-HAPs had a lavatory and First Class accommodation in the trailer coach while they were also geared for 90mph running to allow for operation in multiple with express units

including the Class 411 4-CEPs.

Initially the 2-HAPS carried allover plain green, but this was revised in the early 1960s to feature a small yellow warning panel while in later life they also carried BR blue with full yellow ends, BR blue and grey and Network SouthEast colour schemes. The last was withdrawn in 1995.

Two have been preserved, with 4308 forming part of the National Collection on display at Locomotion in Shildon and 4311 based at Peak Rail in Derbyshire.

THE MODEL

Our sample unit models 6061 in BR green without yellow warning panels and consists of Driving Motor Brake Second Open (DMBSO) S61259 and Driving

Trailer Composite Semi-Open Lavatory (DTC SOL) S75379 (Cat No. 31-390). In addition Bachmann is offering the 2-HAP as 6063 in BR blue and grey (31-391) and, with its later number, 4308 in Network SouthEast blue, white, red and grey (31-392). All three are due into stock across October and November with a retail price of £259.95.

Decoration of 6061 matched the high standard we expect from Bachmann and mimics the colour applied to the 2-EPB units closely. While the BR green colour scheme is quite plain on the face of it, there are plenty of small details to catch the eye including orange handrails

on the cab fronts, separately fitted multiple working cables picked out in black, data panel on the lower cab front, guard and load restrictions on the body side plus coach roundels, No Smoking signs, vehicle numbers and first class labels where appropriate.

The motor car carries an 18 route code (departure from Charing Cross on the South Eastern Section or from Waterloo on the Western Section) while the trailer car has two white blanks in the headcode »



**FIRST
REVIEW**



TECHNICAL DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	31-390 (reviewed)
Description:	BR Class 414 2-HAP EMU
Builder:	BR Eastleigh
Region:	Southern Region
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length:	528mm
Price:	£259.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	15mm x 11mm cube
Exterior lights:	Directional headcode boxes
Interior lights:	Interior cab and saloon lighting
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	Two-car EMU
Purpose:	Express and suburban passenger
Haulage capacity (expected):	Two coaches
Haulage capacity (actual):	Four coaches (maximum tested)

"Overall, the 2-HAP is a great addition to the Bachmann portfolio and paves the way for the new 4-BEP."

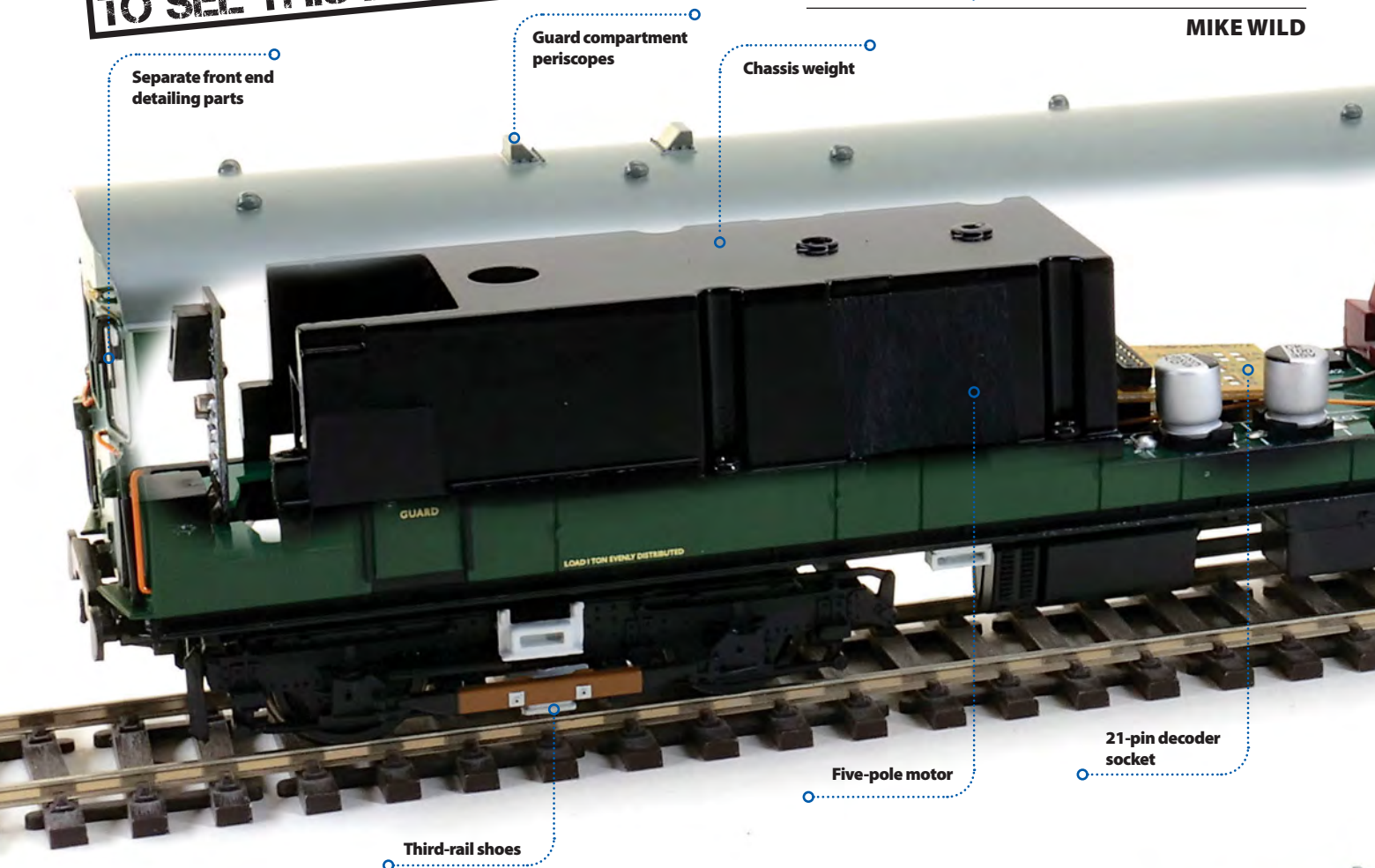
MIKE WILD



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"While appearing similar to the EPB stock, the HAP has a different arrangement of underframe parts which Bachmann has faithfully captured in model form."

MIKE WILD



panel. The panels illuminate in white or red depending on the direction of travel.

While appearing similar to the EPB stock, the HAP has a different arrangement of underframe parts which Bachmann has faithfully captured in model form. This extends to repositioning of the compressor, battery boxes and more while this updated chassis also includes manual switches for the headcode box and interior lighting. The same two-pin power coupling from the EPB model is used to transfer power to the trailer car from the motor car – the latter containing the 21-pin decoder which links to the main Printed Circuit Board (PCB) to control the unit's lighting functions.

The body tooling is all-new and models the shape of the BR Mk 1 based 2-HAPs superbly. Single piece handrails are provided at the guard and driver doors on each vehicle while the grab and door handles are neatly moulded – though you have to look really closely to spot this. The trailer car features the

lavatory at its centre with First Class compartments to the front and an open saloon at the rear with three plus two seating for Second Class. A further example of Bachmann's attention to detail is that the leading First Class compartment doesn't have a corridor wall – instead it is correctly open with a full width bench seat across the rear of the driving compartment bulkhead.

PERFORMANCE

On the track our sample ran smoothly and quietly fresh from the box. It features the same style of mechanism employed in the 2-EPB and 4-CEP EMUs consisting of a single motor bogie positioned in the guard's compartment providing drive to two axles. Electrical pick-up is via all wheels while the link between the two vehicles is via a two-pin solid bar – the same as used for the 4-CEP and 2-EPB units.

The single motor bogie provides more than enough power to haul the two-car train – we did add an extra pair of coaches behind to find that it can easily take a four-coach



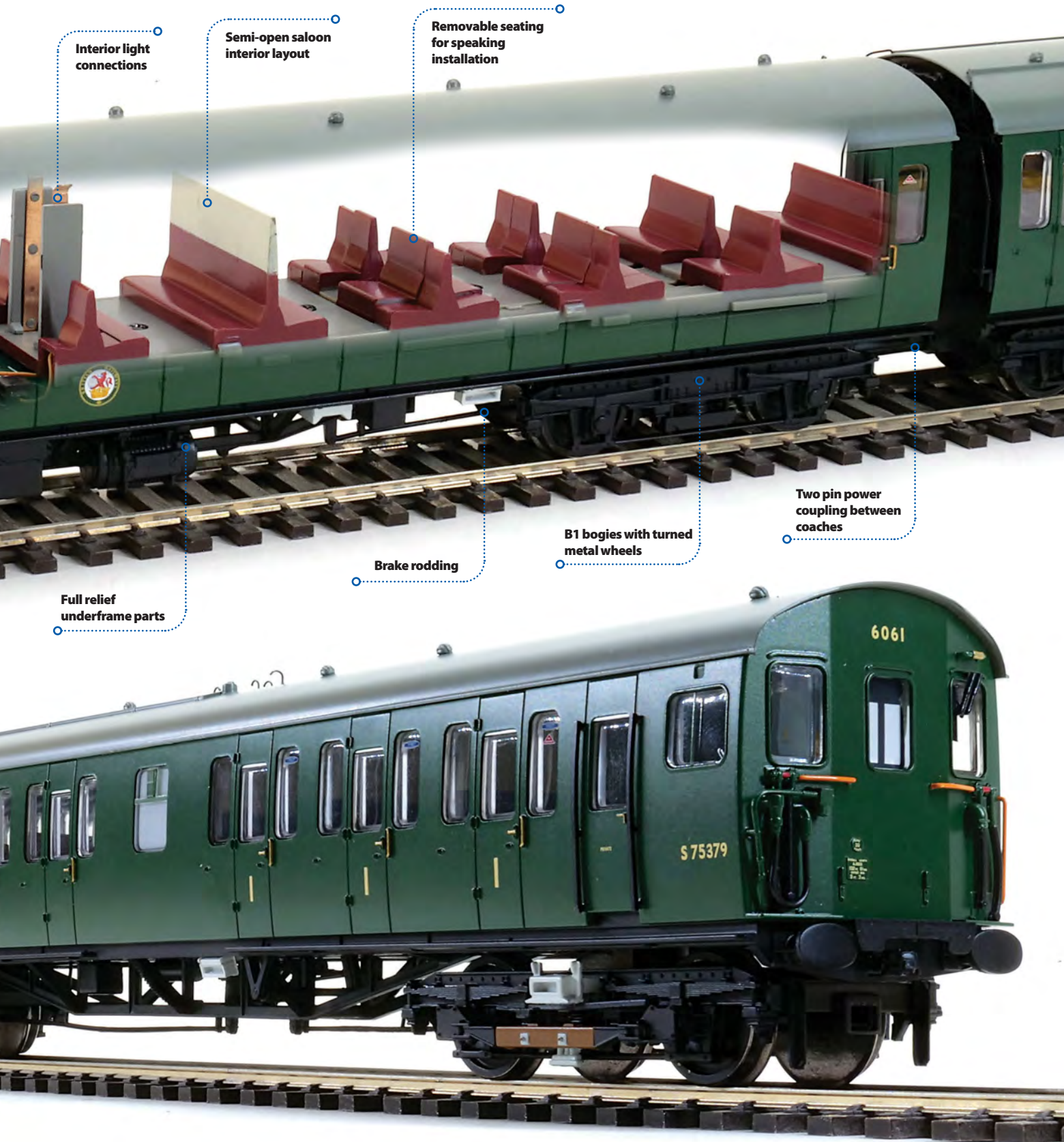
Beautifully detailed and very useful - the 2-HAP is a must for many SR layouts.

load when required. The unit also ran happily through a range of points and crossings on our code 75 track layout without any issues and also negotiated second radius curves during testing.

Inside the motor car, Bachmann has provided a 21-pin decoder

socket to power the train through Digital Command Control. As standard, all of the 2-HAPs are DCC ready – without a decoder plugged in – but it is a straightforward five-minute process to remove the body (although the body is a very tight fit over the chassis) and install

Inside the 2-HAP has a 21-pin decoder socket and space for a 15mm x 11mm 'cube' speaker.



a suitable 21-pin chip. There is also space for a 15mm x 11mm cube speaker in the unit by removal of part of the seating unit, though there are probably alternative options within the saloon. On the plus side speaker connection tabs are provided together with a

rear enclosure for the cube, which means that no soldering is required to connect a speaker if you follow the route proposed by Bachmann.

OVERALL

It is really pleasing to see the 2-HAP arrive for 'OO' gauge as

it provides a useful expansion of the Southern Region BR EMU fleet which will help many layouts become more realistic in their operation. The HAPs are perfect partners to the 4-CEPs and also ran with 4-VEP stock in later life too. .

Overall, the 2-HAP is a great addition to the Bachmann portfolio and paves the way for the new 4-BEP which we hope will be available soon to join the CEP and EPB units of the past. An excellent addition which will extend SR EMU availability. (MW)



Prototype HST

arrives
for 'N'

**FIRST
REVIEW**

In 1972 the prototype High Speed Train (HST) arrived following construction at Crewe and Derby works. Now Dapol has released its sought-after all-new 'N' gauge model of this historic doyen of high speed rail travel in the UK.



THE PROTOTYPE HIGH Speed Train (HST) has a special place in railway history. It was the forerunner of the extraordinarily successful and long-lived production trains and entered service in 1972. Fortunately, one of the original power cars was saved for future generations by the National Railway Museum, and between 2014 and 2019 the father of the production HST was in service in preservation through a partnership between the NRM and the 125 Group.

In 2016 Dapol announced its plan to produce a ready-to-run 'N' gauge model of the prototype HST – and not just the power cars, but matching trailer coaches too. That product arrived during September with Dapol and is only available to purchase direct from the manufacturer. Pre-orders have already been supplied and, as *Hornby Magazine* closed for press towards the end of September, there was only very limited stock remaining at Dapol's HQ, such as been the popularity of the model on pre-order.

For more on the history of the prototype HST, see Reality Check on pages 74-77.

THE MODEL

Dapol's collection of prototype HST vehicles covers the two power cars as twin packs in original and departmental liveries, two packs of Mk 3 saloon cars in First and Second class liveries (with new tooling) plus a pair of Buffet carriages. The latter use Dapol's existing Mk 3 production coach tooling finished in the prototype livery.

The power and trailer cars look superb in their matching reverse BR blue and grey colour scheme. The power cars look their best in their service livery with smaller yellow ends in our view. Highlights of the model include detailed bogies, brake disc detail on the wheels, separately fitted handrails and buffers, clear glazing and wealth of underframe relief detail. Directional lighting is also fitted as standard while only one of each power car pair features a motor – though both have Next18 decoder sockets to power the lighting (and motor in the powered driving car).

Close inspection of the Mk 3 saloon carriages reveals their prototype details including buffers, recessed door handles, windows with bezels and no central door locking lights.

The complete collection of power cars and coaches allows a 10+2 formation to be created containing



The power cars are available in original (right) and later (left) period liveries.



"The power and trailer cars looks superb in their matching reverse BR Blue and grey colour scheme."

MIKE WILD

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The carriages are light bar ready.



four first class, two buffet and four standard class vehicles sandwiched between a pair of power cars.

PERFORMANCE

The prototype HST uses Dapol's latest super creep mechanism for 'N' gauge which offers superb quiet performance. The chassis also incorporates directional lighting and a Next18 decoder socket (their owner had already chipped our sample power cars) which provides a solid basis for both analogue and digital layout operation.

Access to the chassis is straightforward too – the body unclips from the chassis and can be lifted vertically, be careful you don't pull it away from the chassis too fast as wires link the lighting to the chassis.

All of the carriages are light bar ready with pick-ups factory installed on each bogie to allow for the addition of Dapol's lighting

system. This is a straightforward two-step process to complete as the roof unclips from each vehicle giving direct access to the power socket to connect a light bar.

On the track, our sample proved to be smooth running and quiet through the speed range and offered ample capacity to move the full ten coaches and both power cars on Barrenthorpe, including tackling both the 1-in-68 and 1-in-30 gradients.

OVERALL

The prototype HST has such a significant place in the history of high speed rail travel in the UK - it was a revelation compared with the locomotive-hauled trains which preceded it in both comfort and speed. Dapol's new 'N' gauge model is a fitting tribute to 41001 and 41002 and is sure to be the pride of many a layout's fleet. (MW)

TECHNICAL DETAILS	
Manufacturer:	www.dapol.co.uk
Cat No:	2D-027-001 (prototype HST power cars, in service) 2D-027-002 (prototype HST power cars, departmental) 2P-007-001 (prototype HST trailers, pack one) 2P-007-002 (prototype HST trailers, pack two) 2P-007-003 (prototype HST buffet trailers)
Description:	BR Class 41 HST power cars
Builder:	BR Crewe Works (power cars)
Region:	Western Region
Gauge:	'N'/9mm
Scale:	2mm:1ft
Price:	£150 power cars, £120 four coach pack, £50 buffet cars
Couplings:	Rapido couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	No space provided
Exterior lights:	Directional lights
Interior lights:	Carriages light-bar ready with pick-ups
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	Bo-Bo diesel electric
Purpose:	Express passenger
Haulage capacity (expected):	Ten coaches
Haulage capacity (actual):	Ten coaches (maximum tested)

THE PROTOTYPE HST

The High Speed Train has proved to be one of the icons of British railway history since its inception almost half a century ago.

EVAN GREEN-HUGHES
finds out how the concept was developed and looks back at the very first of the type.



The prototype HST set 252001 leaves Twerton Tunnel, Bath while forming the 6.30pm Paddington-Bristol service on July 26 1975. The Prototype HST was a revolution in high speed rail travel, as it made the most of the available infrastructure while shortening journey times.
Graham Smith/Railphotoprints.uk



Prototype HST power car 41002, renumbered ADB975813 as part of the departmental fleet, is overhauled at Derby Works on September 6 1980 for use by the Research Centre. [John Chalcraft/Railphotoprints.uk](http://JohnChalcraft/Railphotoprints.uk)

PASSENGER traffic on the railways was, in the late 1960s, coming under extreme pressure from other modes of transport. New motorways and better road vehicles were taking business away from the short-haul routes while airlines were picking off the lucrative long-distance business traffic. The average speed of an express train was usually little over 60mph, and management realised that the only way customers could be retained was to offer quicker journey times, in vehicles that offered improved levels of comfort and ride.

It had been hoped that the solution to this problem would be the Advanced Passenger Train, with its very advanced and complex tilting mechanism but its development had become dogged with technical problems, resulting in the project falling further and further behind schedule and with some wondering if it would ever get off the ground at all.

By the autumn of 1970 it was becoming apparent that the original plan for the introduction of a fleet of APTs within a couple of years was unrealistic. As a result the British Railways Board authorised work to commence on what was then described as an 'interim' solution which would be to employ conventional rail engineering techniques to develop a high-powered express train capable of running in normal service speeds at up to 125mph on the current rail system with minimal modifications to the signalling or infrastructure. The brief was exceptionally optimistic - especially in that a prototype was sought within two years, with squadron service only three years after that!

A RADICAL SOLUTION

Experiments carried out showed that in order to meet the performance specification required the new train would need to have at least 4,500hp at its disposal, but this was considerably beyond what was available at that time if the resulting locomotive was

FACTS AND FIGURES

POWER CARS

Built:	1972
Builder:	Crewe Works
Number built:	Two
Numbers:	41001-41002, 43000-43001
Power unit (per car):	Paxman Valenta 12RP200L
Alternator:	Brush 10001B
Traction motors:	Brush TMH68
Horsepower:	2,250hp at 1,500rpm
Maximum tractive effort:	17,980lbs
Continuous tractive effort:	10,340lbs
Wheel diameter:	3ft 4in
Brakes:	Davies and Metcalfe air
Length (power car):	58ft 4in
Weight:	68tons 10cwt
Fuel capacity:	1,250gallons

COACHES

Built:	1972
Builder:	Derby Works
Number built:	10
Numbers (original):	10000/10100/11000-11003/12000-12003
Numbers (revised):	40000/40500/41000/41001-41002/42000-42002 (11001 and 12001 to 2903-2904)
Type:	Mk 3
Length per coach:	75ft 6in
Brakes:	Air, disc brakes
Bogies:	BREL BT10
Construction:	Fully integral, monocoque
Heating:	Electric, air conditioned

to be within the axle weights and overall size permitted by the civil engineers. The answer was to provide each train with two locomotives, one at each end, with the pair organised so they could be worked by a single driver. This would also have the advantage that shunting would be eliminated at terminus stations, meaning that each locomotive could do more than would otherwise be possible.

Crewe Works developed the power cars, as they were to become known, in conjunction with the Railway Technical Centre at Derby. Two were built with each powered by a Paxman Valenta engine, »



which was a high-revving design developed from the Ventura which had been tried in the Western Region's Class 14 0-6-0s and in the North British Class 29s.

To accommodate the increase in power, various features had to be strengthened and these included the crankcase and cylinder heads. This engine drove a Brush alternator which then powered Brush traction motors and from the outset the concept had to be carefully thought out as very intensive utilisation was proposed.

The styling of the new locomotives was very striking and was largely the work of Kenneth Grange, who had been given a brief to make the new trains attractive to the public. He decided that, as the locomotives would work in fixed formations most of the time, the 'train' end should be built to coach profile, making it blend in with the coaches and at the same time provide for a corridor connection to the main train. Each locomotive was provided with a driving cab at each end, but the 'train' end one was much smaller, while that at the leading end controversially was fitted with only one driving position in the centre.

A LUCKY DEVELOPMENT

Fortunately, a suitable design of coach was already under advanced development at Derby and therefore the prototypes for these, later known as the Mk 3s, were diverted to the project. These looked like lengthened versions of the existing Mk 2s but were in fact extensively redesigned, with the electrical equipment housed



Prototype HST power car 41001 emerges from Box Tunnel with a westbound test train on May 19 1978.

Graham Smith/Railphotoprints.uk.

under the body within an air-smoothed casing instead of being distributed all over the structure. There was a new design of bogie which incorporated air suspension and disc brakes which, in conjunction with anti-wheel slip technology, provided much better braking performance. Ten vehicles were initially provided and

these were fitted out in a number of differing styles to test public reaction.

Remarkably, the new train was ready for the rails in June 1972, but as with many things railway at the time, high speed testing was delayed for a whole year while union objections were overcome. The issue surrounded the working of trains above



After their service career the prototype HST power cars entered departmental stock and were used in testing of the APT. In 1981 ADB975812, formerly 41001, passes south through Lancaster with an APT test train. Colin Whitfield/Railphotoprints.uk.

100mph, for which the unions insisted on having two drivers present, and with the lack of side windows to the driving cab. The problem was that the power cars had only one central driving position and this was eventually to lead to a complete redesign of the cab to accommodate a second driver and insert side windows, which was incorporated into the production version - in the process making the trains even more attractive than they previously had been.

Once testing commenced it quickly became apparent that, unlike the APT, the High-Speed Train was going to work more or less straight out of the box. Some remarkable results were achieved in testing, including a top speed of 143mph on a run between Darlington and York but there were some complaints about smells coming from the disc brakes and about hunting from the bogies at speed. One or two issues with high brake wear on the locomotives and problems with the turbocharger had also to be dealt with. Most of these trials were carried out on the East Coast Main Line, but the unit then transferred to the Western Region where it was put into passenger use, initially covering the Paddington to Bristol and Weston-super-Mare routes.

Authorisation was quickly given for a production series of similar trains, with revisions to the power cars. By this time, the prototype train had become considered as a Diesel-Electric Multiple Unit (DEMU) designated Class 252 and this led to the coaches being renumbered from the coach series to the multiple unit series. However,



Prototype HST 252001 appears to be undergoing static power testing inside the HST servicing shed at Old Oak Common, West London, on December 16 1974. Dave Cobbe/Railphotoprints.uk.

two of them were not being used within the HST and were instead refurbished to become part of the Royal Train.

After 18 months' passenger service with the Western Region, there were sufficient of the redesigned production HSTs available and the decision was taken to withdraw the Class 252. Both power cars were then sent to Derby where they were renumbered ADB975812-ADB975813 and used by the research department as part of the APT development programme. Three of the coaches became departmental vehicles while five more were upgraded and reused in new HST sets, where they received the numbers 41170-41174. Later two of the coaches became part of the Network Rail New Measurement Train.

By 1988 the Railway Technical Centre had no further work for the Class 252 power cars but by this time one of them had been claimed for the National Collection and 41001 was sent to York where it was cosmetically restored and put on exhibition in the Great Hall at the National Railway Museum. Unfortunately, 41002 was found to have no further future and it was scrapped in 1990.

A REMARKABLE RETURN

41001 remained on exhibition for many years but in 2011 it was assessed by members of the 125 Group and it was decided that it could be returned to working order. It was then taken to Neville Hill depot in Leeds where a replacement, but working, Paxman Valenta engine was fitted and extensive electrical and mechanical work was undertaken.

In May 2014 it moved under its own power for the first time in 30 years being later based at the Great Central Railway in Nottingham where it undertook public service, usually with a conventional diesel engine at the other end of a rake of coaches but sometimes on an HST set when one visited the line.

Controversially, the partnership between the National Railway Museum and the 125 Group was brought to an end in 2019, with the group later turning its attention to its two production power cars and coach fleet, and 41001 was returned to the National Collection. It is now based at the Locomotion site at Shildon where it is a static museum exhibit. No indication has been given as to whether it will ever run again.

BR'S GREATEST SUCCESS?

The prototype HST only had a short life in revenue-earning service, but it paved the way for the immensely successful production variant and proved conclusively that a very fast train could be built and operated using conventional railway technology and methods. It was a huge step forward at the time for BR.

While BR's preferred Advanced Passenger Train was a total flop which came and went within a very short space of time, the HST is still in service with us today more than 40 years since the first production trains entered service, which is a great testament to what was originally envisaged as a stopgap design. By the time the last is withdrawn from passenger service, it is likely it will have outlasted all of the great steam and diesel passenger locomotives – a remarkable achievement indeed. [Video](#)

CLASS 252 FORMATION					
Original number	Later number	Third number	Fourth number	Original type	Later type
41001	43000	ADB975812		Power car	
10000	40000	975984		Buffet	Departmental
10100	40500	977089		Kitchen	Departmental
11000	41000	975814		First	Departmental
11001	2903			First	Royal Train
11002	41001	41170		First	First
11003	41002	41174	42357	First	Standard
12000	42000	41172	42355	Standard (then first)	Standard
12001	2904			Standard	Royal Train
12002	42001	41171	42353	Standard (then first)	Standard
12003	42002	41173	42356	Standard (then first)	Standard
41002	43001	ADB975813		Power car	

Cavalex BBA bogie

● Price: £45 ● Cat No: CMBBA01RF(1) ● Site: www.cavalexmodels.co.uk ● Era: 7-11

CAVALEX Models has delivered its second 'OO' gauge wagon project with the arrival of the BBA 75tonne bogie steel wagons.

More than 500 of these 50ft long bogie steel-carrying wagons were built between 1973 and 1981 at BR's Ashford workshops for use on steel traffic in South Wales, the Midlands, North East and Scotland. Many were later converted to other steel carrying types such as BLA wagons with cradles for steel coil – a vehicle type that Cavalex Models has also produced in 4mm scale, exclusively for Rails of Sheffield.

Our review sample was finished as BBA 910075 in BR Railfreight red with black ends, representing a prototype built at BR's Ashford Works in 1974. A plain brown version with contemporary markings has also been produced for those who wish to weather their models to capture a present-day work-stained appearance. Rails of Sheffield has also commissioned a series of exclusive BBA and BLA triple-wagon packs from the manufacturer.

On opening the box, you quickly become aware that this is more than just a standard wagon with its weighty diecast metal superstructure, sublime etched metal mesh decking and metal stanchions. A significant benefit to having metal stanchions is that they can be bent to represent the misshapen appearance of the prototypes. Look closer and there are separately fitted lamp irons, grab handles, sprung buffers, solid bogie handbrake wheels and a pair of outstanding FBT6 bogies with detailing visible from all angles including brake calipers, brake discs front and rear and more. There are also impressively fine pipe and cable runs along the underframe.

Decoration is also superb throughout, with a high-quality Railfreight black and red paint finish to the main superstructure and ends. Finishing touches include crisply executed Railfreight logos, TOPS panels, older style overhead live wire flashes and small lettering. Grab handles, lamp irons and solid handbrake wheels are picked out in white.



The model's weighty demeanour aids its running characteristics with free-rolling metal wheels, while small tension lock couplings are fitted to NEM coupler pockets.

A pair of NEM blanking plates are also included in the small details pack – a much welcome development for modelling the last vehicle in a formation – along with steps, brake pipes, screw link couplings, plus spare brake callipers, metal stanchions and a small tension lock coupling.

Cavalex Models has achieved a benchmark 'OO' gauge model in its

Oxford Rail 12ton tank wagon

● Price: £21.95
● Cat No: OR76TK2001
● Site: www.oxfordrail.com
● Era: 4/5

**FIRST
REVIEW**



These wagons operated across the railway network.

STEEL WAGON

**FIRST
REVIEW**



BBA bogie steel wagon. The level of detail is amongst the best we have seen – just marvel at the subtle undulations to the underframe cable runs as well as the fine mesh decking, metal stanchions and

incredible bogie detail, all of which are simply stunning. Be quick though, stocks were running low as this issue went to press. (MC)

OXFORD Rail's eagerly awaited new 'OO' gauge 12ton tank wagons have arrived. Our review sample represents a Birmingham Railway Carriage and Wagon Company example from 1910 with saddle-mounted tank barrel on a 10ft 6in wheelbase underframe finished as tank 64 in Mobil branded black. Further identities are also offered including Benzol and By

Products Ltd., Colfix (London) Ltd., Carless Petrol, Fisons Sulphuric Acid and Graham's Golden Lager liveries.

First announced in January 2018, Oxford Rail's all-new model features a level of finesse which is sure to prove popular thanks to a wealth of neatly moulded rivet detail, separately fitted blackened metal tank straps, blackened wire diagonal securing stays and an exquisitely moulded filler



The underframe is neatly detailed and fitted with turned metal wheels.



The coupling pocket is shorter than standard, but offers side to side movement.

cap and locking mechanism. The impressive specification also includes metal buffers and a wealth of underframe detail including handbrake levers, spoked metal tyred wheels and more.

The tank barrel is refined and visibly slimmer than similar tankers offered by other manufacturers, daylight is also visible between the tank and underframe, while a metal weight is housed within the barrel which aids the model's running characteristics.

Decoration is evenly applied and topped by crisply printed Mobil logos, red bufferbeams, a single white star each side and legible solebar lettering, such as registration and builder's plates. Printing on the barrel also includes company

address and offset numbers.

To ensure the small tension lock couplings are set at the correct height, a revised style of coupler pocket has been developed which is part suspended from the underframe with a flexible centre section providing sufficient sideways play. Whilst on the face of it this works well, the coupler pocket and fishtail coupling appear shorter than standard NEM362 equivalents, which presents an issue if you wish to replace these tension locks with an alternative coupling type.

That said, clearly much work has gone into developing this super little wagon, which fills another gap for ready-to-run tank wagons and introduces further variety to fuel train formations. (MC)

Graham Farish MK2Fs

**FIRST
REVIEW**

- Price: £45.95/£54.95
- Cat No: 374-660/374-762/374-650
- Site: www.bachmann.co.uk
- Era: 7-10



BACHMANN'S enticing new 'N' gauge BR Mk 2f carriages touched down in the *Hornby Magazine* office during September.

The prototypes were introduced to service between 1973 and 1975 and whilst appearing similar in design outwardly, they included a number of improvements over their Mk 2d and Mk 2e predecessors such as full air-conditioning, new interior panelling and revised seating in Standard and First Class.

For review we received samples of Mk 2f Open First (FO) 3334 in InterCity (Executive) livery, rebuilt Mk 2f Buffet Open First (RFB) M1254 in BR blue and grey and converted Mk 2f Driving Brake Open Second (DBSO) SC9701 in BR blue and grey, as used on Edinburgh to Glasgow push-pull services.

As you would expect, these delightful new models are vast improvements over what has gone before for 'N' with a finely detailed body and underframe, tinted flush glazing, opaque lavatory windows, metal vestibule end handrails, neatly moulded window

frames and roof panels/vents, foot boards, steps, gangway doors and impressive B4 bogies with steps.

Each captures the tumblehome of the prototypes well, together with the flush appearance of the underframe and plenty of separately fitted components such as representation of the large air conditioning fan on one side, motor alternator on the other and associated equipment cabinets. Underframe detailing is also different between vehicles – just look closely at the cabling on the DBSO's bogies – such is the attention to detail. In addition, the DBSO also features a detailed cab exterior at the brake van end of the carriage with representation of the mesh covered horns, working directional



The new Mk 2s are available in BR blue and grey and InterCity liveries, as shown by this First Open.



The DBSO is a striking model likely to find homes on layouts set in Scotland.

head and tail light clusters, Time Division Multiplex (TDM) cables and distinctive yellow corridor end cover.

Inside, each vehicle is fitted with interior seating mouldings and closer inspection of the DBSO also reveals printed mesh to the brake van area and printed handrails on the corridor side windows. Meanwhile, the RFB also features added printed detail to represent a corridor handrail, emergency door opening controls and orange Central Door Locking (CDL) lights alongside the passenger doors. Incidentally, this vehicle represents the RFB in later life as a charter

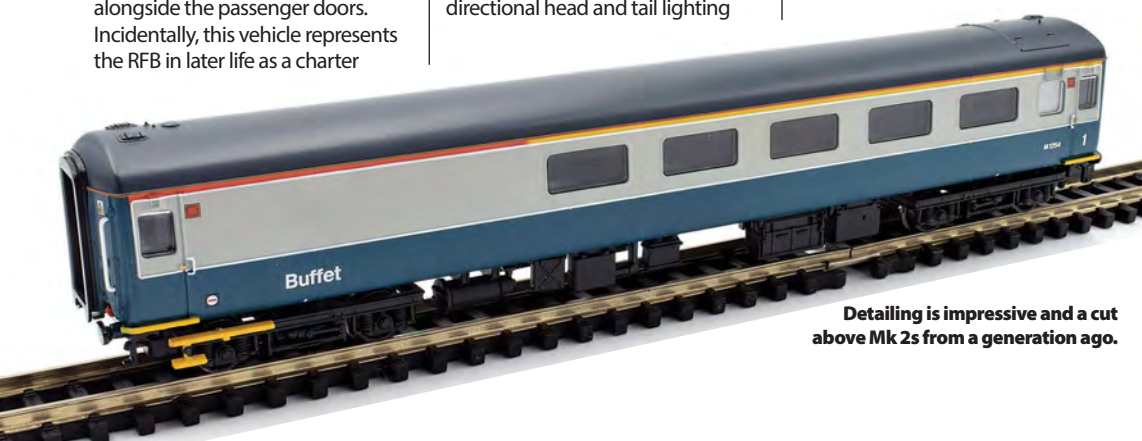
train carriage – hence its heritage BR blue and grey colour scheme, a livery it never carried in BR service.

Decoration is up to the high standard we've come to expect from Bachmann, with an evenly applied paint finish to each vehicle and crisp lettering, numbers, overhead live wire warning flashes and no smoking and first class window labels. Even the vestibule end lettering is legible.

Apart from its obvious end appearance, the Mk 2f DBSO also differs from the other releases in that it also features metal pick-ups to each bogie for the working directional head and tail lighting

and is fitted with a Next18 Digital Command Control (DCC) decoder socket for use with DCC systems. On test, the directional lights on our review sample worked as expected under analogue control, while they are also designed to be operated via the F0 button on a DCC handset.

Free-rolling metal wheels, Rapido couplings in NEM pockets and a small detailing pack containing pipework, ETH cables, deflector plate (DBSO only) and dummy coupling hooks complete these super new 'N' gauge additions to the Graham Farish range. (MC)



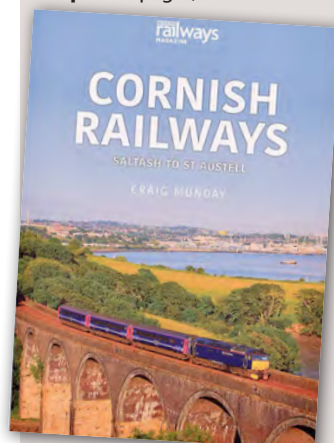
Detailing is impressive and a cut above Mk 2s from a generation ago.

RECOMMENDED
READING

CORNISH RAILWAYS

Saltash to St Austell

- **Author:** Craig Munday
- **Publisher:** www.keypublishing.com
- **Title:** Cornish Railways – Saltash to St Austell
- **ISBN:** 978-1-913295-71-4
- **Price:** £14.99
- **Spec:** 96 pages, softback



NEW FROM KEY Publishing is this latest volume in the Britain's Railway Series of picture books - Cornish Railways, Saltash to St Austell by career railwayman Craig Munday.

This latest addition to the collection focuses on the stretch of the Cornish main line heading west from the Royal Albert bridge to St Austell, with visits its branch lines. Each section of the book is accompanied with informative text together with a well thought-out selection of photographs, some reflecting as far back as the early 1980s, while more recent images bring the story up to date.

From locomotive hauled passenger, charter, mail and freight traffic to diesel multiple units (DMU), InterCity 125 High Speed Trains (HST), CrossCountry Voyager and the latest Inter-City Express Programme (IEP) bi-mode units, the book covers the ever-changing railway landscape in this part of Cornwall.

This new book provides a fascinating insight into the variety of trains and liveries that have passed through this stretch of Cornwall through the years. (MC)

Irish Keg Liners, Spoil

- Price: €98.37/€147.56
- Cat No: IRM1073-D/IRM1078-D/ IRM1080-WS
- Site: www.irishrailwaymodels.com ● Era: 7-11

NEW from Irish Railway Models (IRM) are these standard 42ft bogie flat wagons in Guinness Keg Liner, Spoil Carrier and Weedspray train guises for 'OO'.

Built at Coras Iompair Éireann's (CIE) Inchicore Works in the early 1970s, the prototypes have been synonymous with containerised freight services for decades as well as transportation of the distinctive Guinness beer kegs. In more recent times, examples have been repurposed for alternative uses including engineering and weedkilling duties.

For review we received examples of flat wagons 30072/30139 with caged beer kegs (Cat No. IRM1078-D), spoil carriers 30106/30131 (IRM-1073D) and the three-vehicle weedspray train's 30190/30286/30287 (IRM10180-WS).

Each pack utilises IRM's 42ft bogie flat wagons as the basis which features a diecast metal deck and underframe together with an impressive profusion of pipe runs, brake and underframe equipment, all of which are equally visible through the deck from above. A pair of neatly moulded Sambre et Meuse bogies certainly look the part, especially with their rotating axle hubs, although the separately moulded brake shoe detail looks a touch basic by comparison and is not in line with the wheels, as supplied. That said, they look fine from normal viewing angles and the wheels can, of course, be adjusted for 21mm gauge. Couplings are small tension locks in NEM pockets on a sprung

Below: IRM 42ft bogie flat wagons with spoil containers.

coupling cam arrangement, while a pair of close coupling bars is also included to replace these if you wish. Buffers are sprung plastic items.

As for the wagons' differing payloads, the beer keg liners are supplied with five individually numbered factory-fitted plastic keg cages with moulded keg loads per flat wagon. The brown cages locate securely to the flat wagon with spigots on the underside of the cages and the silver keg mouldings are easily removable – ideal for stacking in a yard scene and are also available separately too. Five different twin-packs have been produced, featuring individually numbered wagons and cages.

The spoil wagons feature two bright yellow 20ft low-sided open spoil containers per flat wagon. Each has debris deflectors at the outer ends while the central deflector section is a clip fit between the two inner ends, securing each container together. As with the keg cages, they feature spigots underneath which locate in

corresponding holes on the flat wagon's deck. Again, five different packs have been produced, each with individually numbered wagons and containers.

For the *piece-de-resistance*, IRM has also produced the modern three-vehicle Weedspray train. Two wagons feature a pair of weedspray tank loads comprising plastic barrels on diecast bases, while the third is formed of a tank and a CIE 20ft container. Each tank is bright yellow, while the container is painted brown and carries chemical warning labels. Ladders and walkways are plastic, while the overall combination of metal bases and the diecast flat wagons results in plenty of weight and good running characteristics.

Below: IRM 42ft bogie Guinness Keg Liner flats with key loads.

Right: The weedspray triple pack uses the same 42ft underframes and will make a colourful addition to an Irish outline layout.



Some parts are self-coloured plastic and would benefit from a little weathering, as per the prototypes, while neatly printed overhead live wire flashes, logos and CIE branding result in a superb, striking three-vehicle train.

Decoration is very good on each of the releases, with an evenly-applied brown paint finish to the flat wagons, together with red handbrake wheels, lamp irons, blue bogie springs (departmental examples) and crisply printed small details, while the colourful payloads are equally striking from the neatly painted keg loads to the low-sided spoil containers and eye-catching vegetation control train.

For the finishing touch, a small parts pack is also included which contains close-coupling bars, spare rotating axle hubs, vacuum pipes and container security

Carriers and Weedkillers

Right: The weedspray triple pack includes one vehicle with a 20ft container and 20ft tank - the others have twin tanks.



Right: Rotating axleboxes are fitted to each wagon - a neat touch.



barriers for customer fitment. For modellers of Irish outline operations momentum has been gathering with a raft of recent releases and these latest additions are sure to prove popular. (MC)

ALL SCALES

Gaugemaster RETRACTABLE HOBBY KNIFE

● Price: £5

● Cat No: GM578

● Site: www.gaugemaster.com

New to Gaugemaster's extensive range of modelling tools and accessories is this handy retractable hobby knife. Finished in bright yellow textured plastic with blue rubberised grip, it features a two-position lockable modelling knife which also fully retracts for safe storage. You simply apply gentle pressure to the sliding locking mechanism until it locks into the desired position. Ideal for a range of modelling applications, the knife measures 128mm fully retracted, extends to 170mm and is supplied with two spare #11 blades. (MC)

ALL SCALES

ROKET GLUE TIPS

● Price: £5.26

● Cat No: AC20

● Site: www.deluxematerials.com

New from Deluxe Materials is this six-pack of fine glue tips. Intended for use with compatible containers in the Rokat range of adhesives, the fine plastic tips are designed to be attached over the container nozzle, enabling a finer application of glue to modelling projects. Manufactured from a flexible plastic material, the tips can be further stretched to enable an even more refined application to be achieved – they can also be shortened by snipping off the ends. Ideal for those moments when a precision glue application is required. (MC)



ALL SCALES

ROKET UV GLUE

● Price: £13

● Cat No: AD89

● Site: www.deluxematerials.com

Deluxe Materials has added a new larger 20g container of Rokat UV glue (HM157) to its range of cyanoacrylate adhesives. Suitable for plastics, wood, metal and more, the glue's special formulation delays the curing process until a suitable UV light (not included) is applied, which allows parts to be moved around until you wish to finally secure the bond. Curing time is as short as one second and the finished bond can be painted. Supplied in a small 20g screw top bottle, it is available now. (MC)



ADD AN ENGINEER! IN 'OO'

● Price: £5.50 (figures)/
£9.99 (plinth)

● Cat No: Various

● Contact: 01843 724225



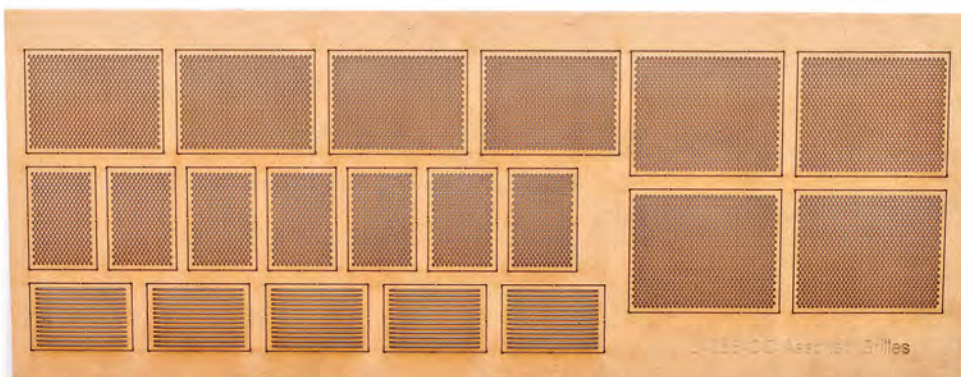
I SAMBARD KINGDOM BRUNEL, Sir Nigel Gresley and Fred Dibnah are the subjects of a series of new 4mm scale statues recently added to Mike Pett's Supercast range of white metal figures and accessories. As well as the figures, a weighty cast white metal plinth is available separately measuring 32mm high x 24.5 wide (at the base) and features space to the front for a self-adhesive name to be fixed in

place, our sample bearing that of Fred Dibnah in gold lettering on a black background. Each figure is neatly crafted and effectively cast life size, with Fred Dibnah (23mm), Sir Nigel Gresley (25mm) and Isambard Kingdom Brunel (27mm) also featuring a subtle bronze paint finish. An extended locating pin ensures each statue stands securely on the plinth. Perfect for a town square or station approach scene. (MC)

'OO' GAUGE

Laser-engraved grilles from SMS

● Price: £4.39 ● Cat No: LX286-OO ● Site: www.scalemodelscenery.co.uk ● Era: 8-11



Scale Model Scenery's range of 4mm scale detailing and modelling accessories is bolstered with the addition of a pack of assorted laser-engraved grilles. Formed from 0.4mm laser board, the pack contains five louvred 10mm x 15mm grilles together with seven 10mm x 15mm hex pattern grilles and four each of 22mm x 18mm and 20mm x 15mm hex pattern grilles. Each laser engraved grille is held in place on the fret with tiny tabs which simply need cutting through with a sharp blade. Suitable for a wide range of applications including modern-era walking routes, drain covers, extraction grilles and the like. (MC)

'OO' GAUGE

Office desks and chairs

● Price: £5.49
● Cat No: LX284-OO
● Site: www.scalemodelscenery.co.uk
● Era: 8-11

New from Scale Model Scenery is this set of 4mm scale office desks and chairs. Each pack contains sufficient 0.8mm laser board and MDF core parts to create six office desks with privacy panels and 12 swivel chairs, with the option to include one or two sets of drawers per desk. Assembly is straightforward, with easy to follow instructions included to build up the 21mm x 10mm desks, 5.5mm x 9mm drawers and 5mm x 10.5mm chairs. Just add PVA glue and paint. (MC)



'OO' GAUGE

Modelu chimney pots

Modelu has expanded its range of 3D-printed accessories with a new collection of

architectural detailing parts. Amongst the new releases are a series of chimney pots, designed to add the final addition to buildings in a range of scales from 2mm to 16mm. For review

we received a selection of 1:76 (4mm) scale chimney pots including louvred (Cat No. 2961-076), round coronet top (2964-076) and round hooded chimney pots (2967-076).

Each design is finely printed in grey plastic material and supplied on a sprue. Care is required when removing the chimney pots from the sprue's 3-D print feeds so as not to accidentally cut the mounting 'lip' beneath each pot. Detail is well observed and very good throughout, especially the round coronet top examples. If you are looking to add variety to a town or country scene, these new chimney pots will add that final flourish to a ready-built, kit or scratchbuilt structure. (MC)





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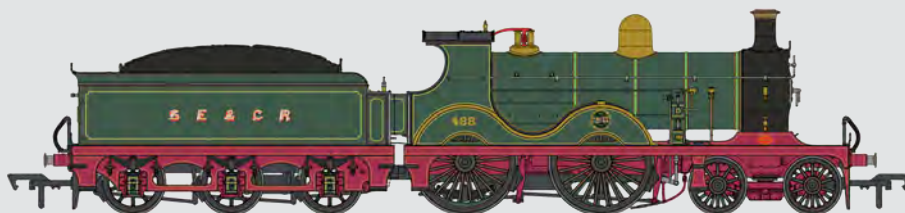


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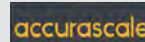


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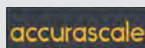
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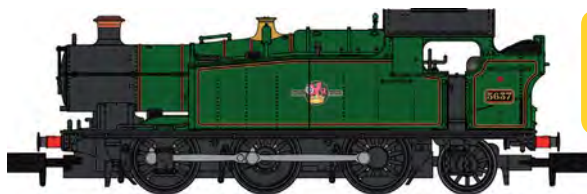
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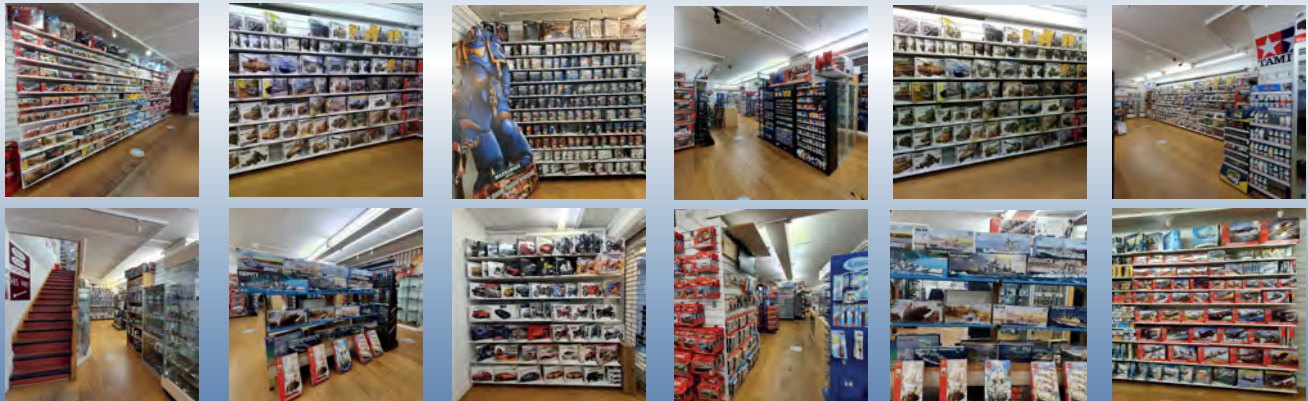
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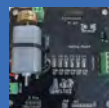
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The LNER articulated 'Quad-Art' coaches stood out from the crowd – and the arrival of a new 3D printed resin kit from Isinglass Models was too tempting to resist.

MIKE WILD knuckles down to build a four-coach set for 'OO' gauge with a handful of modifications along the way.

THE LNER's articulated carriages have always fascinated me, both the main line corridor stock and its utilitarian suburban coaches. The 'Quad-Arts' were high on my hit list of models to build and when Isinglass Models launched its new 'OO' gauge kit for the stock, it was an opportunity too good to miss.

Two types are currently available from Isinglass which model the diagram 476 Composite 'Quad-

Art' and the diagram 467 all third 'Quad-Art' to allow a full eight coach formation to be assembled. The kit comprises 3D printed resin components for the bodies - two sides, two ends, roof and floor - plus a set of 3D printed bogies and a full set of interior seating and partitions.

To complete the coaches, additional parts are needed to assemble LNER turnbuckle underframes, and you have to source wheels and provide

detail parts such as door handles and grab handles for each vehicle. We used three sources for these with parts being drawn from Dart Castings, Wizard Models and H&A Models (see table), although at the time of the build we were unable to get a set of vacuum brake supports so these have been omitted from the completed set of carriages for the time being – they will be added later.

The quality and fit of the



Isinglass 3D printed parts is superb and after cleaning up of printing pips the bodies go together very simply and quickly. The single piece 3D printed bogies are also quite remarkable and once painted really look the part.

In modelling terms, the 'Quad-Art' vehicles are something of a minefield. The first were introduced in 1921 with further batches built in 1923-1924 and another in 1925-1928. There were detail differences between each batch and during their long careers there were a number of modifications to the designs including upgrading from gas to electric lighting, removal of the toplight windows in the passenger compartments, removal of the carriage end steps and more.

In building this kit I've aimed as closely as possible to represent a diagram 467 all-Third set in the BR era. The main changes that I've made are removal of the toplight window frames to give full depth openings either side of the compartment doors and removal of the end steps (a tricky process which I wish I had compromised on). In addition, I've added battery boxes for lighting together with dynamos. Research also shows that the fastidious would want to

introduce the destination box in the guard's compartment side.

The finished set models the now preserved all-Third 'Quad-Art' from the North Norfolk Railway in its BR career. This set was built in 1924 to diagram 467 and was originally set 74 with vehicle numbers 48661-48664 when built by the LNER. In 1943 the vehicle numbers were changed to 86384-86387 and these have been used for the BR period model with E prefix and suffix letters for the Eastern Region. Creating the numbers required careful cutting up of a sheet of Fox Transfers BR Eastern Region carriage numbers to create the right series for the 'Quad-Art'.

While we have made a couple of small compromises on the details, the result is a fully built set of 'Quad-Arts' which, even though they have been challenging at times when it comes to the details, really look the part. In fact, the components supplied by Isinglass Models are first rate and the only real complication in this kit's construction has been assembling the underframes to fit the stock using the etched brass parts due to the need to vary their length to suit the individual sections of the four-car set.

Would I build another one? Having continued my research I realise

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
LNER Gresley 'Quad-Art' carriage kit	www.isinglassmodels.co.uk	Quad Third
Alan Gibson 14mm coach disc wheel x10	www.hamodels.net	4005
Pin point shouldered top hat bearings	www.hamodels.net	4mm shouldered
LNER carriage underframe sets x4	www.wizardmodels.net	UCE1
LNER 60ft truss rod underframe	www.dartcastings.co.uk	2808
LNER 51ft truss rod underframes x3	www.dartcastings.co.uk	2809
LNER carriage door grab handles x2	www.dartcastings.co.uk	2816
Vacuum pipes	www.dartcastings.co.uk	2950
Oval oleo buffers	www.dartcastings.co.uk	2352
0.5mm brass rod	www.albionhobbies.co.uk	BW05
1.5mm plastic angle (Evergreen)	www.hattons.co.uk	291
0.25 clear plastic sheet (Evergreen)	www.hattons.co.uk	9006
8BA x 1/2in cheese head brass bolts	www.ba-bolts.co.uk	n/a
8BA brass nuts	www.ba-bolts.co.uk	n/a
8BA brass washers	www.ba-bolts.co.uk	n/a
Eastern Region carriage numbers	www.fox-transfers.co.uk	FRH4012
Railmatch BR maroon spray paint	www.howesmodels.co.uk	1306
Railmatch Roof Dirt spray paint	www.howesmodels.co.uk	1403
Railmatch BR bauxite spray paint	www.howesmodels.co.uk	1235
Satin Black spray paint	www.halfords.com	468835
Grey primer spray paint	www.halfords.com	473116
Lifecolor Frame Dirt acrylic	www.airbrushes.com	UA719
Lifecolor Dirty Grease Effect acrylic	www.airbrushes.com	UA262

that I really need a Composite 'Quad-Art' set to go with this all-Third set to complete an authentic eight-coach suburban train, so that's definitely on my hit list to run with a Gresley 'N2' 0-6-2T or early diesels such as a 'Baby Deltic' as

shown in the opening image here.

The following step by step guide shows how we built an LNER 'Quad-Art' set for 'OO' gauge and you can see a video of it running on Topley Dale on keymodelworld.com during October. [1B1bnn](http://www.youtube.com/watch?v=1B1bnn)

The LNER 'Quad-Arts' saw most of their careers in the hands of Gresley 'N2' 0-6-2Ts on the Great Northern line suburban workings, but in their final years they were also hauled by the 'Baby Deltic' Bo-Bo diesels. The finished 'Quad-Art' departs Topley Dale in the hands of one of the unreliable English Electric diesels.

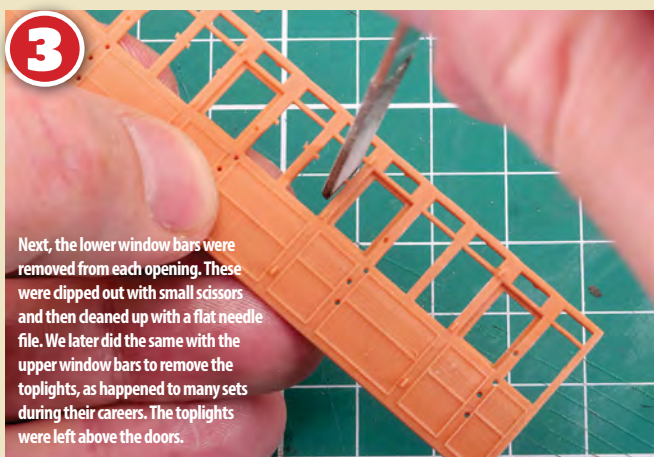


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1 The Isinglass Models kit contains all the body parts, underframe, bogies and benches in this version, but there are options to omit some of those. All parts are 3D printed from high quality resin and offer a superb standard of finish for this method of manufacture.



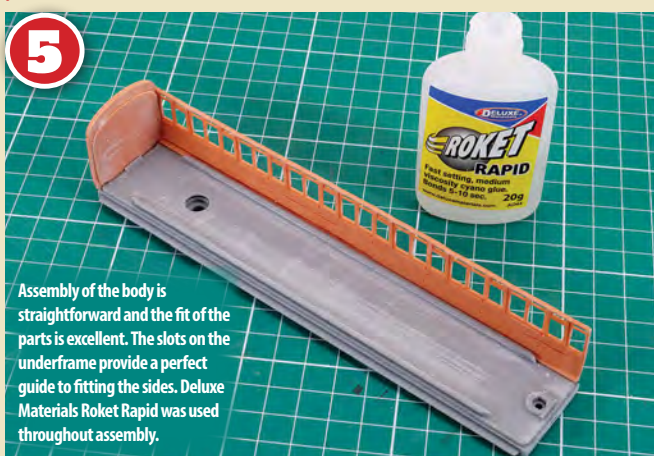
2 The first step in the process is to separate the bodysides from each other and then clean up the remaining printing pips. Be careful when cutting the printed resin as it can fracture if you are too rough with it.



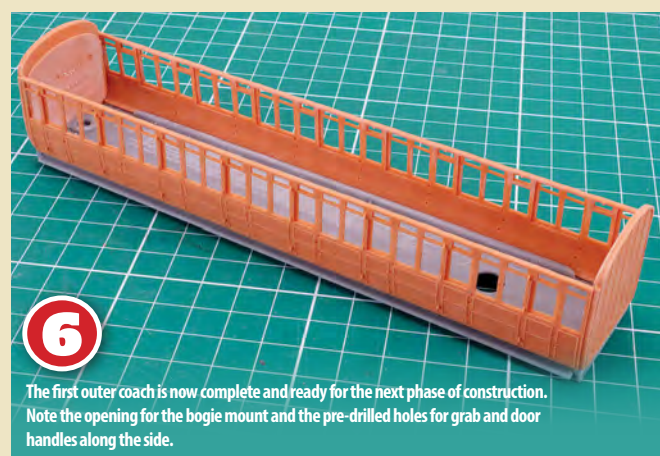
Next, the lower window bars were removed from each opening. These were dipped out with small scissors and then cleaned up with a flat needle file. We later did the same with the upper window bars to remove the toplights, as happened to many sets during their careers. The toplights were left above the doors.



4 The carriage body ends have Isinglass copyright markings printed onto them. We sanded these back flat for a neat fit of the seating units later in the build.



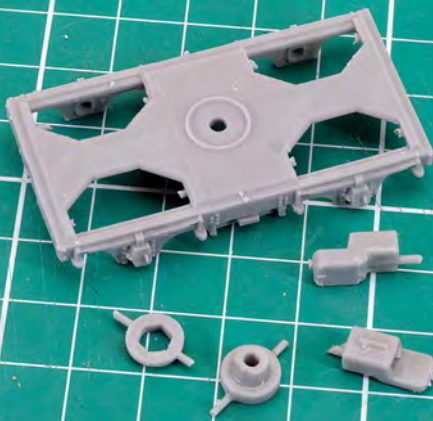
5 Assembly of the body is straightforward and the fit of the parts is excellent. The slots on the underframe provide a perfect guide to fitting the sides. Deluxe Materials Rocket Rapid was used throughout assembly.



6 The first outer coach is now complete and ready for the next phase of construction. Note the opening for the bogie mount and the pre-drilled holes for grab and door handles along the side.

7

3D printed bogies were provided with our kit. Each one includes optional parts for NEM coupling pockets which need to be removed from each opening in the bogie. The openings were then cleaned up with a square needle file to prepare each one for painting.



8

Alan Gibson 14mm plain coach disc wheels were used for the kit which were dipped into the same manufacturer's pinpoint bearings supplied by H&A Models. Be careful when fitting the wheelsets, as excess pressure could damage the printed bogies.



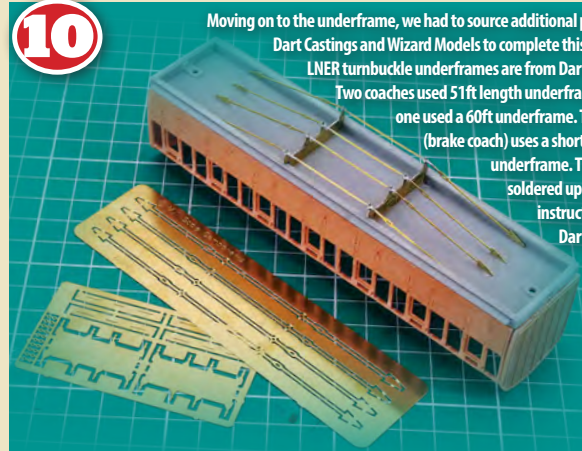
9

Each roof requires vents fitting. The kit included LNER Torpedo vents which we fitted along the centre line using the drawings provided with the kit for reference. 1.5mm holes allow a neat fit of the vents which were secured in place with Roket Rapid. After fitting of the roof vents we painted the roofs with Railmatch Roof Dirt spray paint.



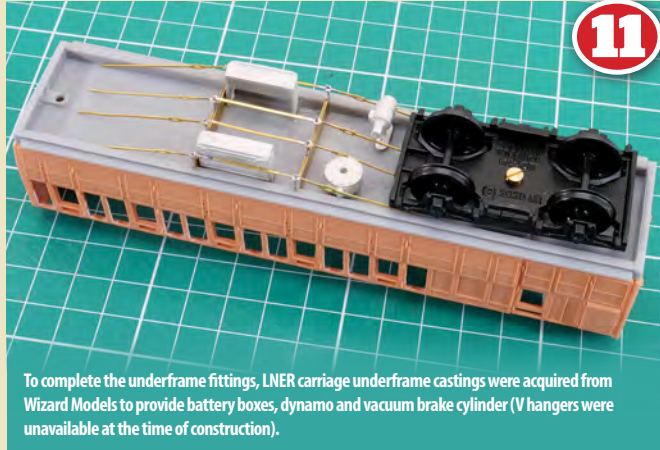
10

Moving on to the underframe, we had to source additional parts from Dart Castings and Wizard Models to complete this area. The LNER turnbuckle underframes are from Dart Castings. Two coaches used 51ft length underframes while one used a 60ft underframe. The fourth (brake coach) uses a shortened 51ft underframe. These were soldered up as per the instructions from Dart Castings.



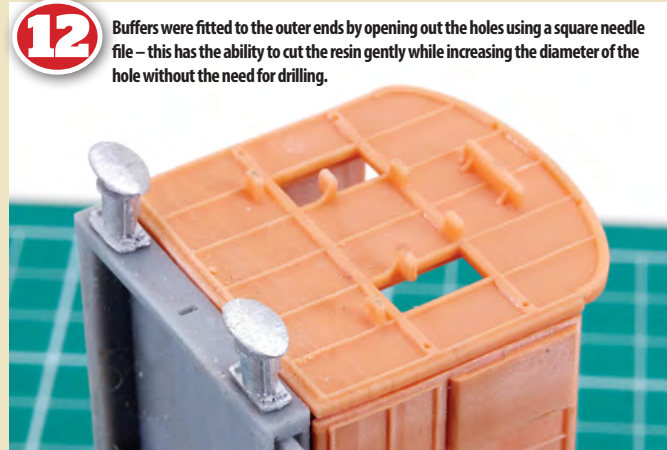
11

To complete the underframe fittings, LNER carriage underframe castings were acquired from Wizard Models to provide battery boxes, dynamo and vacuum brake cylinder (V hangers were unavailable at the time of construction).



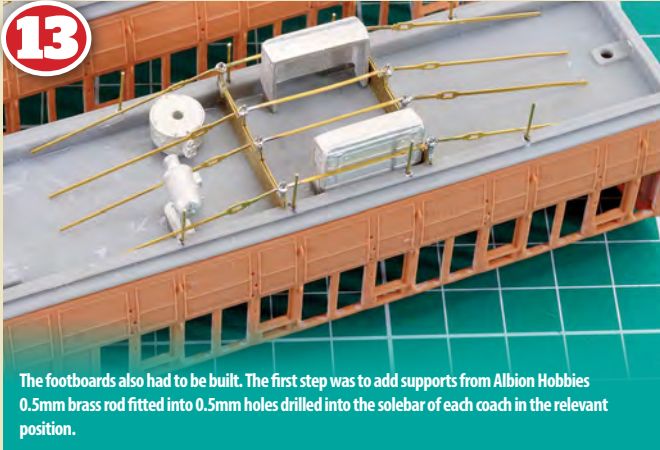
12

Buffers were fitted to the outer ends by opening out the holes using a square needle file – this has the ability to cut the resin gently while increasing the diameter of the hole without the need for drilling.



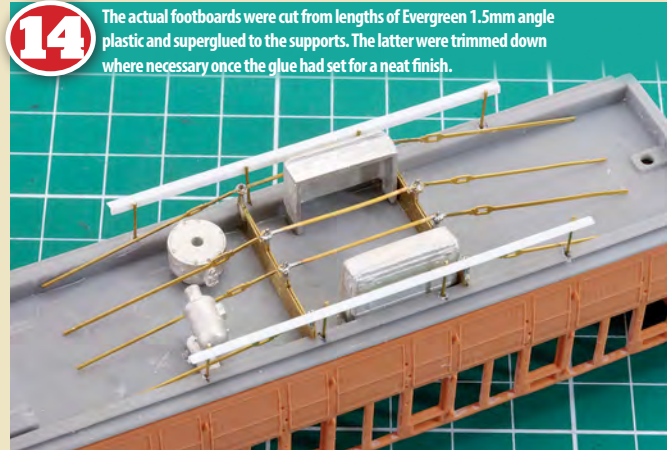
13

The footboards also had to be built. The first step was to add supports from Albion Hobbies 0.5mm brass rod fitted into 0.5mm holes drilled into the solebar of each coach in the relevant position.

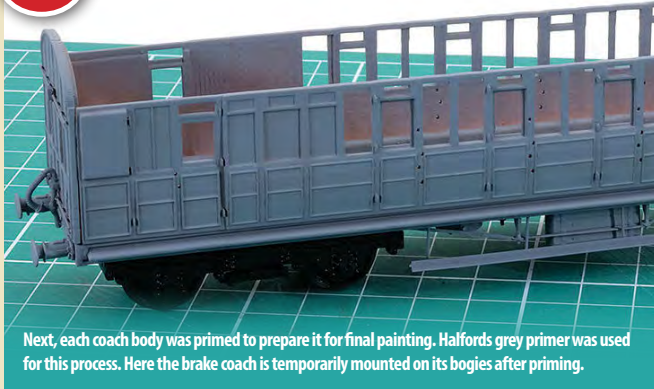


14

The actual footboards were cut from lengths of Evergreen 1.5mm angle plastic and superglued to the supports. The latter were trimmed down where necessary once the glue had set for a neat finish.

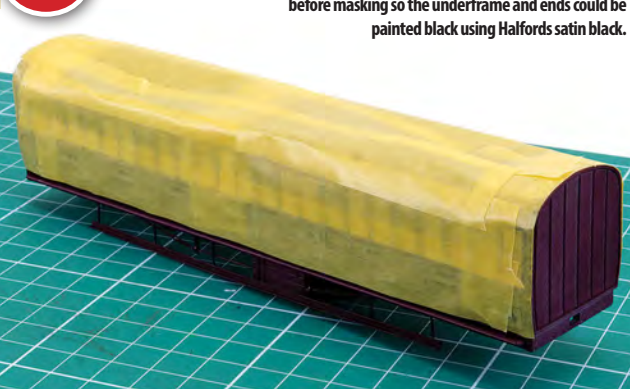


15



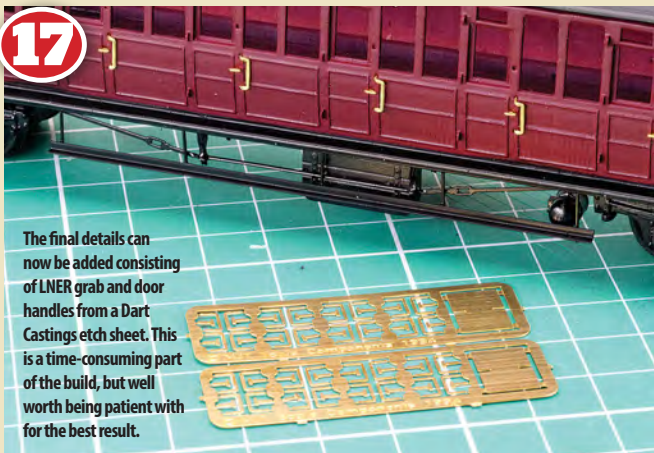
Next, each coach body was primed to prepare it for final painting. Halfords grey primer was used for this process. Here the brake coach is temporarily mounted on its bogies after priming.

16



The body was then painted with Railmatch BR maroon from an aerosol can which was left to harden overnight before masking so the underframe and ends could be painted black using Halfords satin black.

17



The final details can now be added consisting of LNER grab and door handles from a Dart Castings etch sheet. This is a time-consuming part of the build, but well worth being patient with for the best result.

18



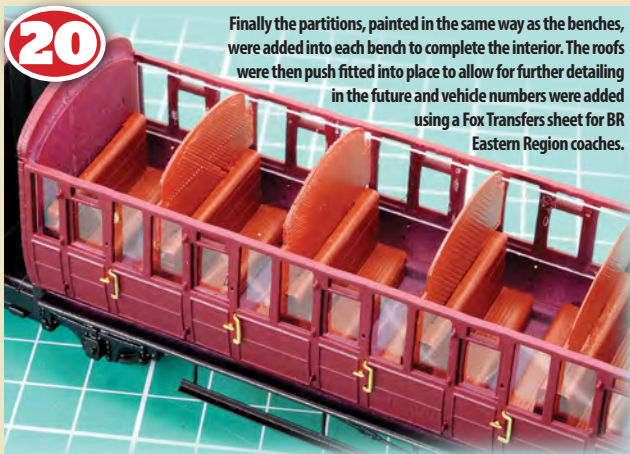
Glazing was added from Evergreen 0.25mm thick clear plastic. Strips of glazing 13mm deep were cut and fixed inside the openings with Gorilla Multi-Purpose glue.

19

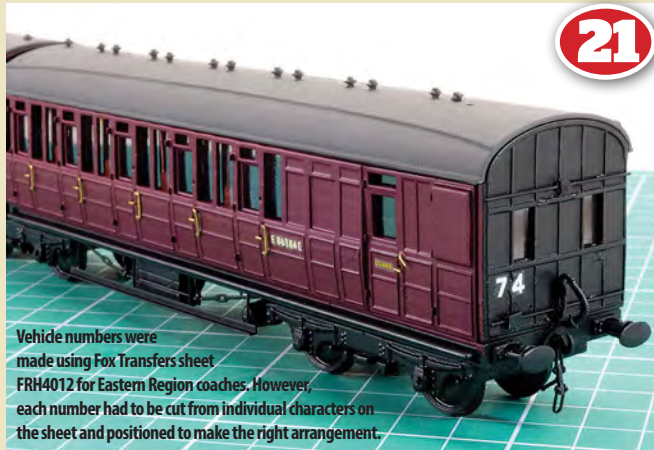


The seats for our kit were cleaned up, primed and then painted with BR bauxite from Railmatch before being glued in place in each carriage. Take care to align the seats so the slot in the top is positioned opposite each window bar.

20



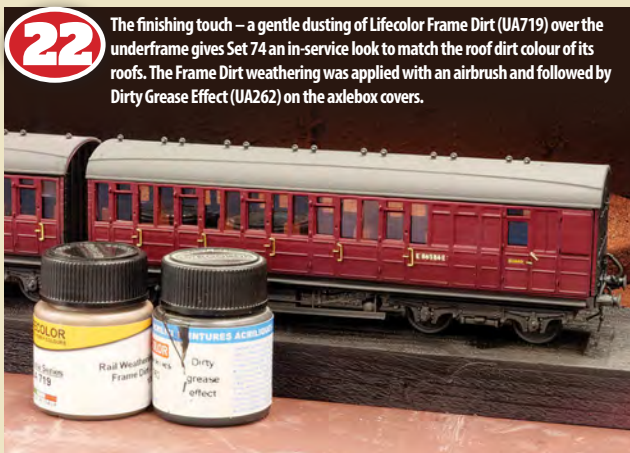
Finally the partitions, painted in the same way as the benches, were added into each bench to complete the interior. The roofs were then push fitted into place to allow for further detailing in the future and vehicle numbers were added using a Fox Transfers sheet for BR Eastern Region coaches.



21

Vehicle numbers were made using Fox Transfers sheet FRH4012 for Eastern Region coaches. However, each number had to be cut from individual characters on the sheet and positioned to make the right arrangement.

22



The finishing touch – a gentle dusting of Lifecolor Frame Dirt (UA719) over the underframe gives Set 74 an in-service look to match the roof dirt colour of its roofs. The Frame Dirt weathering was applied with an airbrush and followed by Dirty Grease Effect (UA262) on the axlebox covers.



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KINWARDINE WHARF

*Evoking the appeal of narrow gauge railways in an industrial setting, **CHARLES INSLEY'S** superb 'OO9' gauge layout captures the essence of a quintessentially West Midlands scene.*

PHOTOGRAPHY, MIKE BISSET





Right: A Bagnall 'Wing Tank' trundles a wagon along the quayside at Kinwardine Wharf.



A LONGSIDE narrow gauge railways, and modelling in 'OO9' gauge in particular, another of my interests is canals. I've long been fascinated by canals since a narrow boat holiday with friends after my A-levels, but between 2000 and 2004 I also had a professional interest in the canals of Northamptonshire as a historian, writing for the Victoria County History of Northamptonshire. It was inevitable, I suppose, that my next layout after Maesog (HM134) would have a canal on it. To add to the mix, over a number of years my dad and I had exhibited many of our layouts at the Stourbridge model railway show, which took place in the wonderful bonded warehouse building on the Stourbridge arm of the Birmingham Canal Navigations. A model based on this building was to become the centrepiece of the new layout.

I wanted to continue the Welsh borders theme I'd developed with Maesog, so I decided to model the other end of the railway line, where the Vaenol Tramway (in theory) met the Shropshire Union Canal, and so Kinwardine Wharf was born. I also wanted to model something more urban than Maesog, and the eventual plan that emerged for Kinwardine had the railway tucked between the canal and the town.

Construction of the layout deviated somewhat from layouts I'd built before and since and makes extensive use of 5mm foam-cored sheet. There are two 20in x 30in boards with a well-braced frame made from 50mm x 25mm planed timber, with the top consisting of four layers of 5mm foamboard. The canal is the datum level and is the bottom two layers of foam board. The rest of the layout sits on the next two sheets. This has the advantage of being a light structure, ideal for exhibition use, but over the 16 years of the layout's existence I've noticed some issues of the foamboard warping at the edges. I suspect this may have been due to glue trapped between the layers not curing properly - the layout was built before I discovered that you should put some holes in the foamboard sheets if laminating them. >>



Left: A Bagnall 2-4-0T, scratchbuilt on a Minitrains chassis, gently eases away from the platform at Kinwardine Wharf as an 0-4-0ST shuffles wagons from the wharf.

SIMPLE PLAN

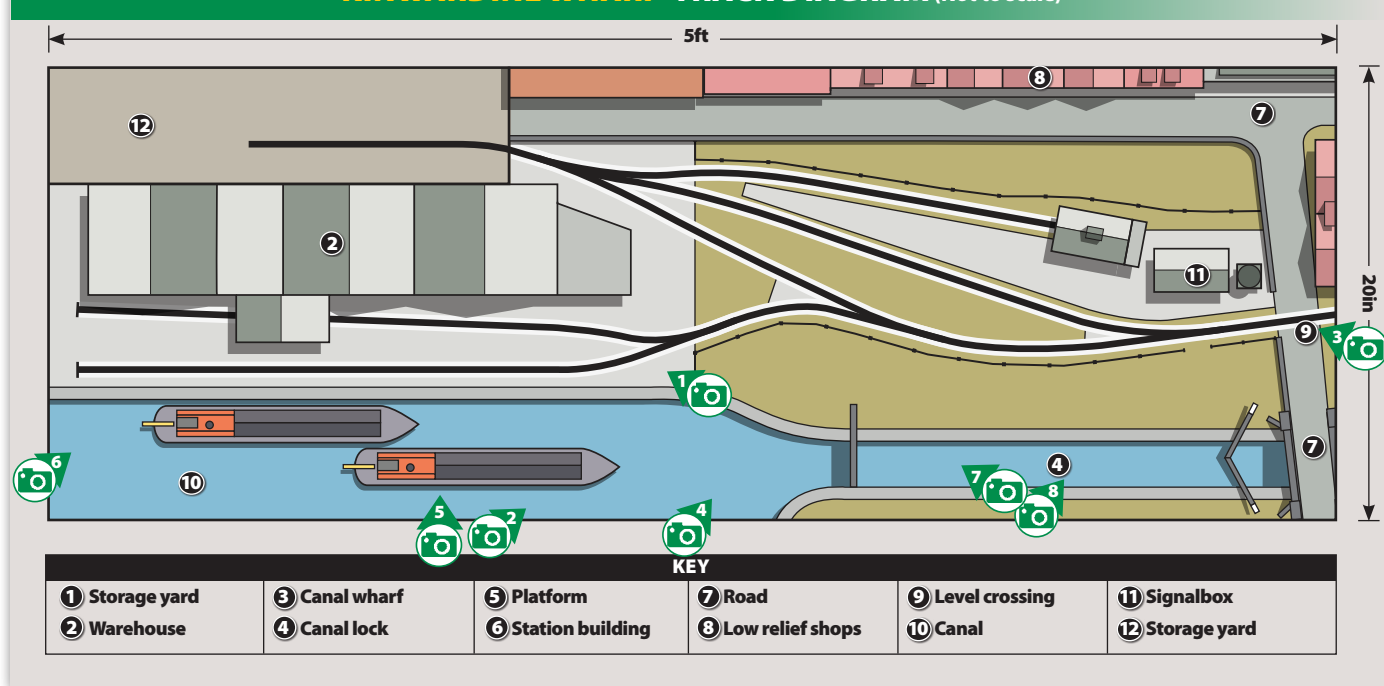
The trackplan is simple but provides plenty of operational potential. There is a passing loop and a bay in the station which terminates in an engine shed, while two sidings form a kickback in front of the warehouse building, which in turn masks the storage yard area. Trackwork is Peco's excellent 'OO9' gauge product. Points are operated by wire in tube, connected to double pole, double throw switches which provide mechanical and electrical switching of the points. The track was then ballasted with the finest ballast I could find, using thinned PVA adhesive with a little washing-up liquid to reduce surface tension.

After the track had been painted and weathered, ready-to-plant clumps of grass and weeds bought from Greenscene were then added, especially at the end of the sidings to give the suggestion of a railway which, if not on the verge of collapse, had certainly seen better days. The trackwork along the quay in front of the warehouse is inset into stone setts from the Wills Scenic range. I did find I had to significantly chamfer the edges of the plastic sheets where they butted up to the track to reduce their height to below that of the rail tops. Were I doing this again, I would have made the track along the quay from rail soldered to copper-clad sleepers which would have allowed me to add check rails and made the area between the tracks look neater.

The 'off stage' storage yard is a series of cassettes made from 18mm x 18mm aluminium angle on plywood bases. These are standard across all my layouts (all six of them) and vary in length from four inches (just enough for a railcar) to 20in (enough for a Beyer-Garratt and three long bogie coaches – but that's another story). Alignment and current transfer is provided by small Bulldog clips that hold the cassettes in place and connect them to small pieces of the same aluminium angle which are in »

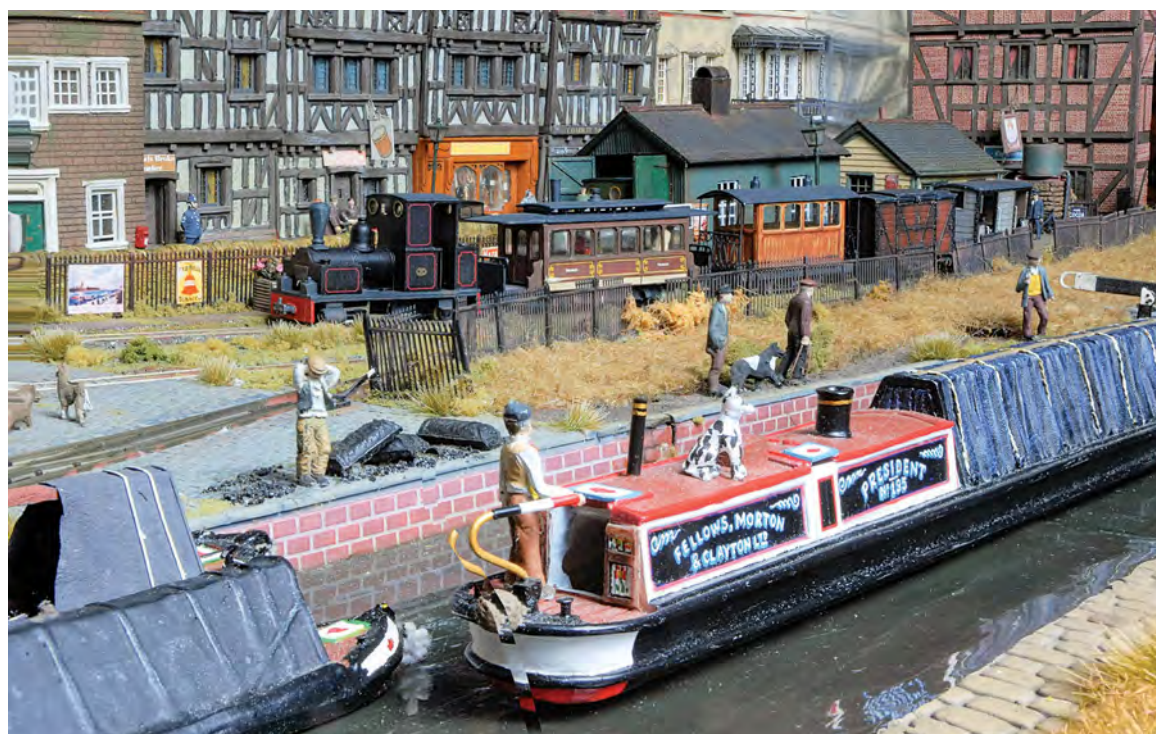


KINWARDINE WHARF TRACK DIAGRAM (Not to scale)





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Above:
A Fletcher-
Jennings 0-4-2ST
clanks to a halt in the
station. The model
is a modified and
detailed Bachmann
USA Skarloey.

Left: FMC
steamer
'President' waits to
enter the lock as an
0-4-2T waits to leave
the station.

turn connected to the track. At exhibitions, there is a hinged drop-down shelf behind the layout, on which the cassettes and trains can be stored when not being used. This allows me to have six or seven different trains made up ready to use on the layout and involving a minimum of stock handling. Again, this is a system I've employed on all my exhibition layouts bar one.

URBAN BACKDROP

Unlike Maesog, which has a very rural feel, Kinwardine is a predominantly urban layout. The buildings are a mixture of scratchbuilt, by my late father, and kit-built. The warehouse is a substantial building built of a foam-core sheet shell, with Slaters English-bond brick sheet laid over the top. It is fully detailed inside and lit. The canal office next to the warehouse was also built by my father from Wills plastic sheet and fittings (windows, doors).

Of the remaining buildings, much of the row of shops that, in effect, form the backscene of the layout, was built from Langley 'Masterbuild' vacuum-formed shells, with etched and white metal fittings. The rest of the back row of buildings is scratchbuilt, as is the pub on the right-hand edge of the layout. The station building is a Wills kit, while the engine shed is a modified Wills 'tin tabernacle'. This has had its rather ecclesiastical windows replaced with plain designs from the Wills range, and has been raised up to sit on a brick plinth five courses deep. The various drystone walls on the layout are from the Hornby Skaledale range.

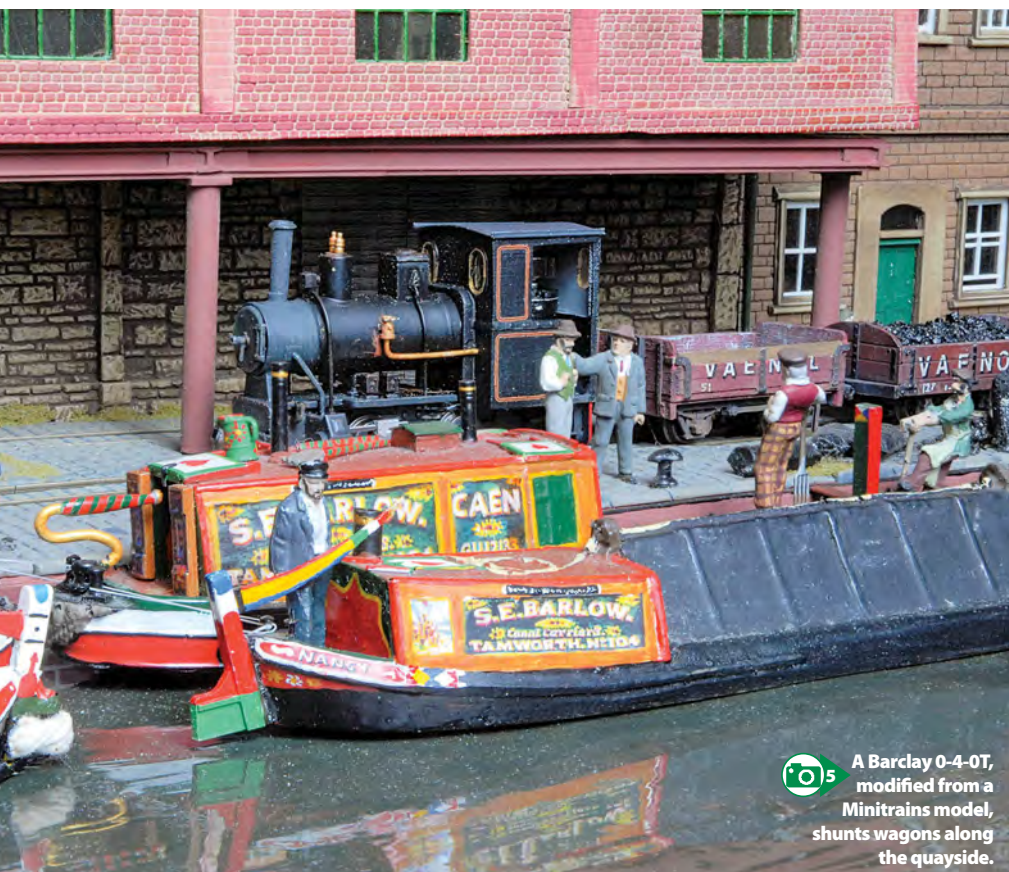
The main feature of the layout, other than the railway itself is, of course, the canal. The canal part of the layout features the

wharf and a narrow lock (the 'Shroppie' was a narrow canal with locks 7ft wide). The water in the canal is many layers of yacht varnish over a coat of mucky green-brown paint. The lock gates are from a Craftline kit, a mixture of balsa, stripwood and white metal fittings. The lock sides are Wills plastic sheet (plain bond brick).

The other feature of the canal part of the layout is the narrowboats. These are a mixture of Langley kits, some cheap resin castings I picked up at the Loughborough show one year and a Hornby Skaledale steamer. All have been detailed and painted to represent real boats and the liveries are those that might have been seen in the West Midlands in the 1920s and 1930s. One of my little bugbears is that many modellers who include canals on their layouts are prepared to make the railway scene as accurate as possible, but happily overlook the canal. Indeed, the period of the layout is most closely set by the boats - the Skaledale steamer I repainted to represent the now preserved Fellows, Morton and Clayton steamer *President*, in its black and white livery, while there is a FMC 'pair' (motor and butty) moored up in the green and red livery which superseded the black and white in the mid-1920s.

OPERATION

In terms of running the layout, I take the same approach as Maesog. There is no set sequence as such. I will tend to have six or seven trains made up and will run them in turn. At the very least, because the layout is a terminus, the locomotive needs to be run around its train. It may also need to call at the coaling stage (a grand term for a not very grand structure) by the engine »



A Barclay 0-4-0T, modified from a Minitrains model, shunts wagons along the quayside.





 A Bagnall 0-4-0ST, a Narrow Planet kit on a Minitrains chassis, shunts the wharf. The bonded store dominates this part of the layout and hides the storage yard behind.



shed, and for water at the water tower.

Since the norm on most British narrow gauge railways was to run mixed trains, most of the trains I run will require shunting. The canal wharf gives a focus to much of the shunting, with goods being transhipped from canal to rail. Coal, for instance, is brought in and unloaded from the Barlow's pair and then transhipped into railway wagons. I generally find it takes well over an hour to run through a complete sequence of trains at an exhibition.

I am completely addicted to the building of trains – locomotives and rolling stock – and really have far more than I need or can use at an exhibition! The recent blossoming of ready-to-run 'OO9' has been great, but the vast majority of my stock is still kit or scratchbuilt. A number of my more recent models are built using 3D-printed bodies which, beyond the available ready-to-run stock, provide an accessible way into 'OO9'. The layout has attended a lot of shows in its 16 years, including the Warley Show at the NEC in Birmingham and York, and has invites well into the future. It is due to be at the *Hornby Magazine* Great Electric Train Show in Manchester in March 2021. If you're there, come along for a natter.

I've been a member of the 'OO9' Society for 36 years and can recommend it wholeheartedly to anyone interested in the scale. [Hornby](#)



Above: A Manning-Wardle 0-4-0ST brings a goods train into the loop. The locomotive is a much modified Tomix 'N' gauge Percy.



Below: A Kitson steam tram simmers in the station watched intently by local school children.



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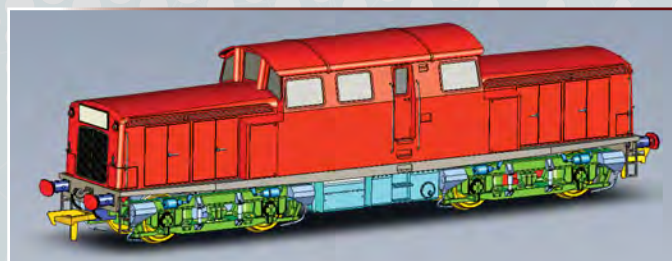
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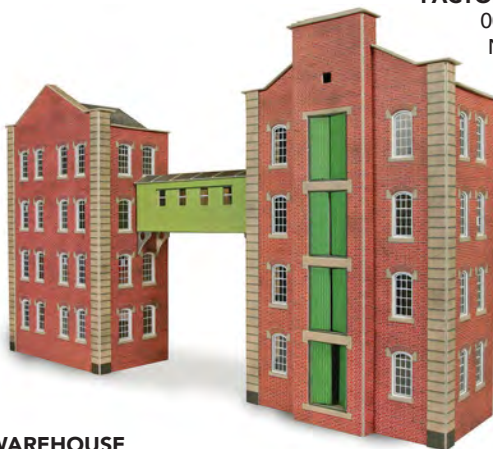
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GRESLEY'S 'Quad-Art' COACHES

*Articulated coaches are often provided for the modern railway as a way of saving weight, improving capacity or for cost-effectiveness, but the idea is not new and first appeared in the UK almost a century ago. **EVAN GREEN-HUGHES** takes a look at the famous 'Quad-Arts', which were amongst the most successful articulated vehicles ever to have operated in this country.*



IF YOU TAKE A LOOK AT SOME of the new multiple unit trains being delivered to the Greater Anglia franchise at the moment you may notice something rather unusual. The new Class 745 and 755 fleet, which are built by Stadler, share the common theme of having adjacent coaches mounted on a common bogie, with the vehicles being articulated to one another, rather than coupled in the conventional way. This isn't the first time that this design feature has appeared in modern times, the ill-fated APT trainsets were articulated and almost all modern trams utilise this feature. Articulation is also a prominent feature of high-speed train design and is used extensively in trains such as those operated by Eurostar.

GRESLEY'S NEW BROOM

When Nigel Gresley was promoted to head the Great Northern Railway's (GNR) carriage department in 1905 he found that the railway possessed a motley collection of vehicles, many of vintage four and six-wheel design which were no longer really suitable for the traffic of



the day, being rough riding and lacking in passenger comfort. He soon put together a set of design features, including bow-ended coaches and improved interiors but he also proposed using the novel feature of having adjacent coaches articulated to each other.

To try this idea out he took two East Coast Joint Stock six-wheelers and had them

mounted on a common 8ft wheelbase bogie, with this combination taking to the tracks in January 1907. There then followed a series of conversions of Great Northern six-wheelers and eight-wheelers, with the result that by 1915 there were 99 sets of 'twins', 13 three-car sets, 18 four-car sets and one five-car set, all using the articulated principle. »

Above: The Great Eastern section also operated five-car articulated sets known as 'Quint-Arts'. On May 2 1960 'N7' 0-6-2T 69671 enters Hackney Downs with the 11.46 Liverpool Street-Chingford service.

[Hugh Ballantyne/Railphotoprints.uk](http://HughBallantyne/Railphotoprints.uk)

Below: Gresley's 'Quad-Art' coaches revolutionised commuter transport on the Great Northern line with their shorter length accommodating a higher volume of passengers compared to standard coaches. They were also lighter. In 1937 'N2' 0-6-2T 4757 climbs Holloway bank with a Moorgate-Hatfield working.

[Colling Turner/Rail Archive Stephenson](http://CollingTurner/RailArchiveStephenson)



With the idea of articulation proving to be satisfactory a proposal was put before the GNR board that two rakes of four-wheeled suburban stock should be replaced by trains made up of twin-articulated coaches. These duly appeared in 1911, having been built at Doncaster, with each set being only 330ft long, yet accommodating 623 passengers, and importantly, bearing in mind the limited power of the locomotives of the day, weighing in at only 147tons 4cwt. An interesting feature of these coaches was that the thickness of the partitions between compartments and the padding of the seats and seat backs was kept to the minimum to save space and weight. During 1913, three more sets were completed, along with some spare vehicle bodies. These sets proved the principle that articulation could provide more seats per train, while at the same time saving on build costs, and making the trains easier for the operating department to work.

After the ravages of the 1914-1918 First World War the railways set about renewing their run-down stock, and included in this programme was the rebuilding of the five eight-coach sets of 'twins' into ten eight-coach sets of 'Quads', which was achieved by providing 40 new coach bodies and also by remounting the vehicles into sets of four, providing four coach articulated sets, or 'Quad-Arts'.

As rebuilt these sets were very successful and lasted until 1954 on London suburban work, although they were sometimes also pressed into service on excursions to places such as Skegness, which must have been something of an endurance test!

From 1920 onwards the GNR began to re-equip its London area services with new eight-coach trains, made up of two 'Quad-Arts' each and there were several variations of design, mainly involving details such as guard's arrangements and door detail. By this time the heavier pattern of Gresley bogie was being used, as there had been issues with the lighter type fitted to the earlier vehicles, particularly regarding fractures.

'N2/4' 0-6-2T 69572 climbs from Copenhagen tunnel with a rake of 'Quad-Arts' on a Moorgate to Hatfield service in 1951. These coaches were well suited to the short platform lengths of the 'Widened Lines' to Moorgate.
[Frank Hebron/Rail Archive Stephenson.](#)



In 1923 ten more articulated twins were built to the Great Northern design and these were found on the usual commuter routes and also worked to destinations as far afield as Cambridge. Similar twins were later provided for stopping services to Hitchin and Baldock, for Marylebone suburban services and for use in the Nottinghamshire and Lincolnshire areas.

After the Grouping of 1923 construction of 'Quad-Art' articulated sets continued under the London and North Eastern Railway (LNER) with a series of all Third Class sets being built to a slightly revised design, which was to become a standard for future construction.

A new single bolster bogie was designed which was lighter than the previous type, but stronger and this enabled a four-coach set to be constructed for an overall weight of only 83 tons. Some of these sets were built by contractors, while others were built at Doncaster Works and amongst those contributing to the build programme were the Midland Carriage and Wagon Co, which built four sets in 1927. Eventually there were 97 sets in service.

COMMUTER REVOLUTION

The 'Quad-Arts' proved to be very successful, particularly on the GN route out of London, where trains often originated from Moorgate on the Metropolitan 'Widened Lines' and which was a section of railway which had short platforms. They carried millions of passengers each year in an efficient, if not comfortable, manner and their work remained relatively undisturbed until 1940 when some were displaced by electrification on the route to Finchley and Barnet. This resulted in four sets being transferred to Marylebone services, while during the Second World War one set was transferred to Hull. Some vehicles were damaged during air raids and this resulted in some reformations as good sets were made up out of what was left.

Often omitted from the 'Quad-Art' story are the seven sets that were built for Great Eastern services by York Works in 1929. These differed from the Doncaster vehicles in that two vehicles from each set, the Brake Third and the Third, used standard 51ft underframes which allowed enhanced facilities, but



On May 13 1939 Ivatt/Gresley 'J6' 0-6-0 3590 leaves Potters Bar with a down local service formed of a pair of 'Quad-Arts'.
George C. Lander/Railphotoprints.uk.



these were regarded as secondary rakes rather than as purely suburban stock. Services out of Liverpool Street also 'benefitted' from 29 'Quint-Art' sets, which comprised five coaches and which were largely built by outside contractors.

The main fleet of 'Quad-Arts' continued in service until 1959 when a large number of Diesel Multiple Units were drafted in to cover suburban services, many of these displaced from East Anglia by closures and service withdrawals. Some 'Quad-Art' sets were taken out of service completely but others were refurbished, being given plastic laminate interior wall coverings and retained as cover for other types of coach. Others were retained in service for peak workings and were particularly appreciated by commuters who knew that they stood a better chance of a seat on these trains than in the semi-open saloons of the DMUs.

However, by 1964, it was apparent that the sets remaining were in very poor condition and as a result a number of standard BR Mk 1 suburban coaches were brought in to replace them. The last 'Quad-Art' was taken out of GN service

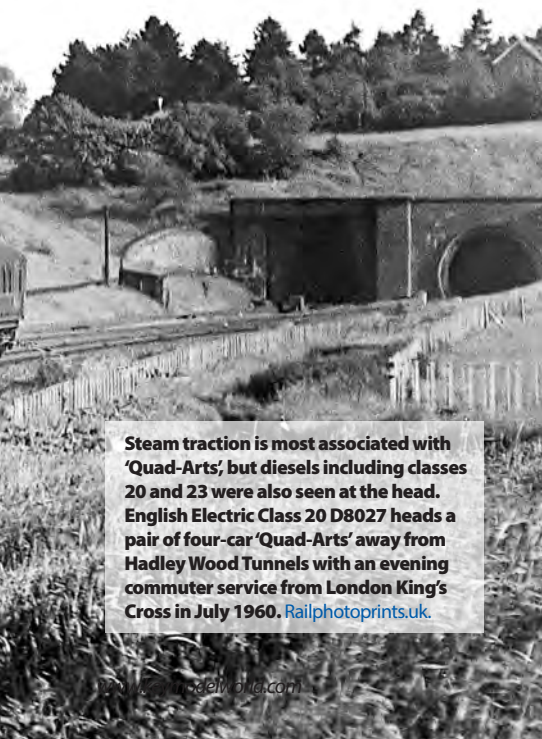
on April 1 1966 but this was not quite it as three sets were then transferred to Sheffield where they were used to work summer special services until the end of the season. By this time the GE section 'Quads' had already gone, having been displaced by electric traction in 1960.

UNIQUE SURVIVOR

While that should have been the end of the story, we are fortunate that one set managed to survive. Set 74 was sent to A King and Co of Wymondham for scrapping in 1966 but was temporarily stored at Ashwelthorpe on the Wymondham-Fornsett line which was by then just being used as a stock siding. A preservation attempt was launched and was successful and the set was then transferred to Sheringham on what was to become the North Norfolk Railway. There its condition was good enough for it to be used extensively during the line's early years as passenger stock and it remained on those duties until 1979, when it had to be taken out of service due to the poor condition of many of its doors.

Set 74 languished for many years in storage but in 2001 a comprehensive survey of its condition was undertaken which revealed that full restoration would come with a £500,000 price tag. Although fundraising began immediately and was successful, it was the contribution of £341,000 from the National Lottery which eventually enabled the full restoration of this unique set to proceed. A purpose-built storage shed was also provided as part of the scheme. The set is now in full public service, in its original teak livery, and enables us to experience just what it was like for commuters almost a century ago.

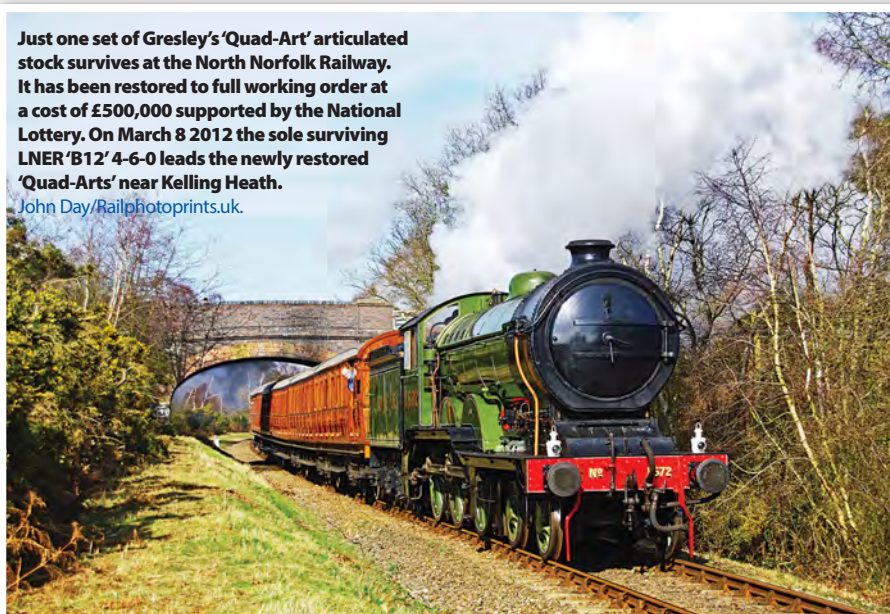
Nigel Gresley's use of articulation was a novel answer to the problem of moving huge numbers of commuters in an efficient way. The 'Quad-Arts' were neither comfortable nor prestigious but were a part of everyday life for more than 40 years. Many of the lessons that were learned from their construction have formed the foundation for the principles behind many of the modern trains that are being built today and for that reason if no other we should remember their place in the story of our railway history. [More](#)



Steam traction is most associated with 'Quad-Arts', but diesels including classes 20 and 23 were also seen at the head. English Electric Class 20 D8027 heads a pair of four-car 'Quad-Arts' away from Hadley Wood Tunnels with an evening commuter service from London King's Cross in July 1960. [Railphotoprints.uk.](#)

Just one set of Gresley's 'Quad-Art' articulated stock survives at the North Norfolk Railway. It has been restored to full working order at a cost of £500,000 supported by the National Lottery. On March 8 2012 the sole surviving LNER 'B12' 4-6-0 leads the newly restored 'Quad-Arts' near Kelling Heath.

[John Day/Railphotoprints.uk.](#)



STAFF PROJECTS

Quarry CREATION

The scenery on Topley Dale's diversionary route is off the starting blocks as **MIKE WILD** builds an American outline plastic kit as the basis of a new quarry scene.

The Walthers New River Mining Company plastic building kit provided just the right kind of backdrop that I wanted for the quarry scene. It does need an extension to the conveyer route, but otherwise it is as designed by Walthers and awaiting weathering and detail finishing in this view.

TOOLS

- » Craft knife
- » Cutting mat
- » Deluxe Materials Plastic Magic
- » Sanding boards





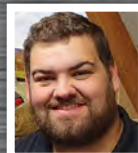
MIKE WILD

The 'Quad-Arts' are complete and Mike his next projects include a Class 66 sound installation and a new depot for the 'O' gauge test track.



MARK CHIVERS

Mark has really got the taste for laser-cut kits, having recently completed Railway Laser Lines' Wagon Repair Depot for 'OO'. What will he build next?



RICHARD WATSON

Richard has completed the timberwork for his 'O' gauge garden layout, but the itch for a 'OO' project is strong too. A new layout could be on the cards.

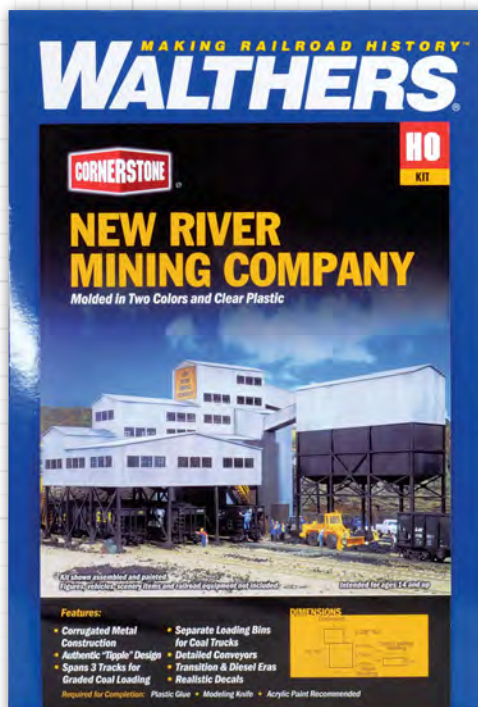
SOMETIMES it takes me a little while to get projects on the move – and the quarry scene is a perfect example of that. I've been wanting to get started on the quarry for a long time as it is an important part of the Peak District setting in which Topley Dale is based. Think Great Rocks and Peak Forest and you will get the idea of what I'm working towards with the layout, though my trackplan will feature drastically shorter sidings than any real quarry loading point due to the limitations of the layout.

Nevertheless, even with its restricted siding length I should be able to create an attractive industrial setting which will be the perfect home for a rake of Hatton's ICI bogie hoppers when they aren't in use together with the growing collection of industrial locomotives on the roster.

Regular viewers of our *Hornby Magazine Show* on YouTube and visitors to KeyModelWorld might already have seen the first steps in this project which revolved around building a new section of

baseboard, creating the junction from the main line into the quarry and wiring all that track up for operation. That was completed in July and you can read an online only Staff Projects piece at keymodelworld.com/staff-projects explaining the process. Alternatively, check out youtube.com/hornbymag where our feature video from July 3 highlights the progress around the quarry baseboard and track.

Moving on from those first stages, I had acquired the buildings that I wanted to use for the quarry a long time ago – in fact they had been sat next to my office desk waiting to be built. I wanted a big building for the scene and for me the obvious choice was Walther's range of American outline plastic kits. They are made to 'HO' scale, but due to the large nature of American rolling stock and the buildings they create, the finished structures look perfectly at home on a British layout with careful kit selection. In the past we've used Walther's buildings for other layouts, including the station building on Grosvenor Square and the cement works on West Coast Cement, so I knew what to expect.



The New River Mining Company kit comprises a main rail loading building which will span three tracks, a separate tower for loading road vehicles and a conveyor route from one side.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
New River Mining Company plastic kit	Walther's	933-3017

The best bit about a Walther's kit is the fit of the parts – they are excellent. As plastic kits go, they are amongst the best – and within an hour of opening the box I had the basics of the main building complete offering

a six storey structure which would give the impact that I wanted. Contrary to the instructions, I didn't add the windows to the walls first as I wanted to spray paint the structure, so these were omitted for fitting after the full building had been completed and painted. This is a little more awkward to do due to restricted access to the upper levels, but worth the extra few minutes and twisting of my hand in exchange for a quick base painting process.

The rest of the build followed the instructions laid out by Walther's, but if you would like to see more of the intricacies of building the New River Mining Company buildings – and how we weathered them to look like a quarry structure – check out the free feature at keymodelworld.com/staff-projects which will be available from October 9.

Now that the main building is complete, I'm moving on to develop the scenery around it. You can watch how we went about doing that in the Great Electric Train Show special of the *Hornby Magazine Show* which goes live on youtube.com/hornbymag on Friday October 9 at 8pm. See you there! tflama



SHOW GUIDE

Welcome to the *Hornby Magazine* Show Guide. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. Due to the recent Covid-19 outbreak many model railway exhibitions have been cancelled or postponed as detailed in our listings. 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.

OCTOBER

CANCELLED	
3	HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts:	Hillingdon Railway Modellers
CANCELLED	
3/4	DORKING MODEL RAILWAY EXHIBITION
Hosts:	Dorking and District Model Railway Club
CANCELLED	
3/4	FAREHAM RAILX 2020
Hosts:	Fareham and District Model Railway Club
CANCELLED	
3/4	FOLKESTONE MODEL RAILWAY EXHIBITION
Hosts:	Folkestone Model Railway Club
CANCELLED	
3/4	WIGAN MODEL RAILWAY EXHIBITION
Hosts:	Wigan Finescale Railway Modellers
CANCELLED	
4	GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAY
Hosts:	Gainsborough Model Railway Society
CANCELLED	
10	HEYWOOD MODEL RAILWAY GROUP OPEN DAY
Hosts:	Heywood Model Railway Group
CANCELLED	
10	HORSHAM MODEL RAILWAY EXHIBITION
Hosts:	Horsham Model Railway Club
CANCELLED	
10/11	CHRISTCHURCH MODEL RAILWAY CLUB EXHIBITION
Hosts:	Christchurch Model Railway Club
CANCELLED	
10/11	FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts:	Farnham and District Model Railway Club
POSTPONED	
10/11	GREAT ELECTRIC TRAIN SHOW 2020
Hosts:	<i>Hornby Magazine</i>
CANCELLED	
10/11	SHILDON MODEL RAILWAY CLUB EXHIBITION
Hosts:	Shildon Model Railway Club
CANCELLED	
15-18	MIDLANDS MODEL ENGINEERING EXHIBITION
Hosts:	Meridienne Exhibitions
CANCELLED	
17	DIDCOT MODEL RAILWAY EXHIBITION
Hosts:	Abingdon and District Model Railway Club
CANCELLED	
17	WOMBOURNE AUTUMN MODEL RAILWAY EXHIBITION
Hosts:	Midarc
CANCELLED	
17/18	CARDIFF MODEL RAILWAY EXHIBITION
Hosts:	Cardiff 4mm Club/North Gwent Railway Modellers/Cardiff Model Engineering Society
CANCELLED	
17/18	UCKFIELD MODEL RAILWAY EXHIBITION
Hosts:	Uckfield Model Railway Club
CANCELLED	
17/18	WARRINGTON MODEL RAILWAY CLUB EXHIBITION
Hosts:	Warrington Model Railway Club

GET MORE ONLINE!

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

CANCELLED	
18	LIPHOOK AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts:	Liphook and District Model Railway Club
CANCELLED	
24/25	MODERN IMAGE O GAUGE EXHIBITION
Hosts:	Modern Image O Gauge
CANCELLED	
24/25	RAIL-EXTANTON 2020
Hosts:	Somerset Railway Modellers Club
CANCELLED	
31	NEWHAVEN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts:	Newhaven and District Model Railway Club
CANCELLED	
31	STEPHENSON MODEL RAILWAY GROUP RAINHILL EXHIBITION
Hosts:	Stephenson Model Railway Group
CANCELLED	
31/1	SPALDING MODEL RAILWAY EXHIBITION
Hosts:	Spalding Model Railway Club
CANCELLED	
31/1	WIGHTRAIL 2020 MODEL RAILWAY EXHIBITION
Hosts:	Wight Model Railway Group
CANCELLED	
7	WYCRAIL 2020 MODEL RAILWAY EXHIBITION
Hosts:	High Wycombe and District Model Railway Society
CANCELLED	
7/8	GRAVESEND MODEL RAILWAY SHOW
Hosts:	Gravesend Railway Enthusiasts Society
CANCELLED	
14	HEYWOOD MODEL RAILWAY GROUP OPEN DAY
Hosts:	Heywood Model Railway Group
CANCELLED	
14/15	PENDLE FOREST MODEL RAILWAY SOCIETY EXHIBITION
Hosts:	Pendle Forest Model Railway Society
CANCELLED	
14/15	TOLWORTH SHOWTRAIN 2020
Hosts:	Hampton Court Model Railway Society
CANCELLED	
14/15	TYNESIDE 2020 MODEL RAILWAY EXHIBITION
Hosts:	Newcastle and District Model Railway Society
CANCELLED	
21	PORTSMOUTH MODEL RAILWAY EXHIBITION
Hosts:	South Hants Model Railway Club
POSTPONED	
28/29	WARLEY NATIONAL MODEL RAILWAY EXHIBITION
Hosts:	Warley Model Railway Club

NEW! VIRTUAL EVENT HIGHLIGHTS - OCTOBER/NOVEMBER 2020

October 9-11 2020 - Great Electric Train Show Virtual Show
 Visit www.youtube.com/hornbymag and www.keymodelworld.com to join our first virtual show weekend including exclusive access to premium content on KeyModelWorld.

October 24/25 2020 - Modern Image O Gauge (MIOG) Virtual Show
 Visit www.facebook.com/modernimageogauge/ and www.youtube.com to join the MIOG event

October 31 2020 - Gauge O Guild Virtual Show
 Visit www.gaugeoguild.com to take part in its virtual exhibition.

October 31/November 1 2020 - Spalding Model Railway Club Virtual Show
 Visit www.spaldingmodelrailwayclub.org.uk to enjoy its virtual exhibition.

November 28/29 2020 - Warley Model Railway Club Virtual Show
 Visit www.youtube.com and search for the Warley Model Railway Club.

DECEMBER

CANCELLED	
5	SANDOWN RAILWAY ENTHUSIASTS' CLUB WINTER MODEL SHOW
Hosts:	Sandown Railway Enthusiasts' Club
DECISION AWAITED	
5/6	MERE MODEL RAILWAY EXHIBITION
Hosts:	Mere and District Railway Modellers
CANCELLED	
6	GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAY
Hosts:	Gainsborough Model Railway Society
DECISION AWAITED	
12	HEYWOOD MRG OPEN DAY
Hosts:	Heywood Model Railway Group
Location:	Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB
Times:	10am-4pm
Prices:	Free (donation to club appreciated)
Website:	www.hmrg.co.uk
Features:	Layouts, refreshments and parking.
CANCELLED	
12	HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts:	Hillingdon Railway Modellers
CANCELLED	
27/28	GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS
Hosts:	Gainsborough Model Railway Society

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. If you have a show to add or update for 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.



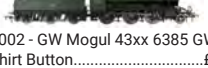
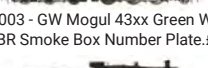
www.cheltenhammodelcentre.com



Latest Releases



New OO Gauge Moguls Due September

 R3854 - LMS Princess Royal Class 4-6-2 6212 'Duchess of Kent' LMS Red.....£170.99  R3855 - LMS Princess Royal Class 46211 'Queen Maud' BR Green Late Crest.....£170.99  R3902 - Class 66 66725 'Sunderland' GBRf.....£67.49  R6940 - GW AA15 20T Toad Brake Van Cheltenham High Street GWR Grey.....£19.79  R6935 - LMS D1919 20T Brake Van LMS Bauxite No.730386.....£20.69  R6936 - BR (Ex LMS) D2068 20T Brake Van BR Departmental Green DM731833.....£20.69	 4S-043-001 - GW Mogul 43xx 6336 Great Western Green.....£135.95  4S-043-002 - GW Mogul 43xx 6385 GWR Green Shirt Button.....£135.95  4S-043-003 - GW Mogul 43xx Green With GWR & BR Smoke Box Number Plate.....£135.95  4S-043-004 - GW Mogul 43xx 7324 BR Black Early Crest.....£135.95  4S-043-005 - GW Mogul 43xx 6364 BR Lined Green Early Crest.....£135.95  4S-043-006 - GW Mogul 43xx 7310 BR Lined Green Late Crest.....£135.95
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O Gauge Pannier Tanks In Stock



7S-007-008 - GW 57XX 0-6-0 Pannier Tank 6739 BR Black Early Crest.....£199.75



N Gauge 8Fs Due November



372-160 - LNER O6 2-8-0 3506 LNER Black.....£144.46



372-161 - Stanier 8F 2-8-0 8035 LMS Black.....£144.46



372-162 - LMS Stanier 8F 48608 BR Black Early Emblem.....£144.46



372-163DS - LMS Stanier 8F 48773 BR Black Late Crest **Sound Fitted**.....£220.96



OO-9 Bug Box Coaches



GR-550 - Ffestiniog Bug Box 1st Class Coach No.2 Purple & Brown.....£26.00



GR-555 - Ffestiniog Bug Box 3rd Class Coach Purple & Brown.....£26.00

GR-560 - Ffestiniog Bug Box Observation Coach No.1 Purple & Brown.....£26.00



New OO Gauge 12 Ton Tank Wagons Now Available



OR76TK2001 - 12 Ton Tank Wagon Mobil No.64.....£18.50



OR76TK2002 - 12 Ton Tank Wagon Carless Petrol No.10.....£18.50



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Compiled between 17th August & 17th September 2020

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Latest News



Dapol & Heljan O Gauge Bargains

We've discounted a huge range of locomotives, DMUs and coaches in O gauge. Limited quantities are available - so explore the range today!

www.hattons.co.uk/tmah98



Hattons OO Genesis Coaches

We've shared livery artwork for all of our 4 & 6 wheel coaches as well as a selection of full 3D livery renders. Take an in-depth look on our site now!

www.hattons.co.uk/tmah104



Heljan OO Class 86/0

Heljan have shown painted samples for their range of newly tooled Class 86/0 locomotives, due into stock at the tail end of 2020.

www.hattons.co.uk/tmah105



Oxford Diecast Announcements

Oxford Diecast have revealed their range of new items for the Sep 2020 to Jan 2021 period, consisting of some new toolings & a wealth of new liveries.

www.hattons.co.uk/tmah106



Dapol N Class A3 & A4 4-6-2s

Dapol have announced new batches of their popular LNER Class A3 & A4 4-6-2 locomotives in a selection of LNER and British Railways liveries.

www.hattons.co.uk/tmah107



Hornby OO LNER Thompson A2s

Hornby have revealed livery renders for their forthcoming newly tooled Thompson A2/2 and A2/3 locomotives in OO.

www.hattons.co.uk/tmah93

Top 5 Best Sellers



Hornby

R1214Loco - £69



Hornby

R3725 - £126



Hornby

R1214Coaches - £36



Hornby

R7243 - £9.99



Golden Valley Hobbies

GV2020 - £49.50



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dapol

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00

GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

hattons.co.uk/dapolmanor



00

British Rail Class 59

Stage: Painted Samples

Due: Q1 2021

Price: from £131.71

hattons.co.uk/dapol59



00

GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Q3 - Q4 2020

Price: from £135.96

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Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

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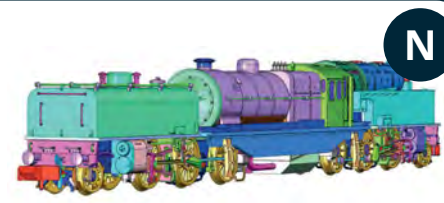
Genesis 4 & 6 Wheel Coaches

Stage: Artwork & 3D Renders

Due: from Q2 2021

Price: from £30

hattons.co.uk/genesis



N

LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

Price: £199

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HELJAN

See all forthcoming Heljan items:
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009

Lynton & Barnstaple 2-4-2T

Stage: Painted Samples

Due: Q3 2020

Price: £203.96

hattons.co.uk/landb242t



00

British Rail Class 25/3

Stage: Painted Sample

Due: Q4 2020

Price: from £152.96

hattons.co.uk/hel253



00

British Rail Class 86/0

Stage: Painted Samples

Due: Late 2020

Price: from £161.46

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00

Standard 2MT 2-6-0

Stage: Prototype Shown

Due: Jan 2021

Price: £162

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00

British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

hattons.co.uk/hornby91



00

LNER Thompson A2/2 & A2/3

Stage: Engineering Samples

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2



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OO Gauge (1:76 Scale)

Steam locos



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (Hat).....£99



H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat).....£99



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



R3759 Class 3031 'Dean Single' 4-2-2 3031 'Achilles' in GWR green - Railroad range (Hor).....£81



R3619 Class 4073 'Castle' 4-6-0 5013 'Abergavenny Castle' in BR green late crest (Hor).....£144
R3462 Class 42xx 2-6-0T 4287 BR Black early emblem (Hor) (RRP £105.99).....**BARGAIN**.....£96



R3719 Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green (Hor)£126



R3725 Class 5101 'Large Prairie' 2-6-2T 4160 in BR lined green late crest (Hor) **NEW**.....£126



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor).....£153
R3721X Class 61xx 'Large Prairie' 2-6-2T 6110 GWR green - Digital fitted (Hor).....£144



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



R3723 Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem (Hor).....£126
R3723X Class 61xx 'Large Prairie' 2-6-2T 6145 in BR black early emblem - Digital fitted (Hor).....£144



R3552 Class 6800 'Grange' 4-6-0 6860 'Aberporth Grange' in GWR green shirtbutton emblem (Hor).....£132



R3558 Class 7P 'Royal Scot' 4-6-0 46165 'The Ranger' in BR green late crest (Hor).....£144



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



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 'City of Edinburgh' in LMS post-war lined black (Hor).....£164.50



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



R3855X Class 8P Princess Royal 4-6-2 46211 'Queen Maud' in BR green late crest - DCC fitted (Hor) **NEW**.....£189



R3854 Class 8P Princess Royal 4-6-2 6212 'Duchess of Kent' in LMS crimson lake (Hor) **NEW**.....£171
R3854X Class 8P Princess Royal 4-6-2 6212 'Duchess of Kent' in LMS crimson lake - DCC fitted (Hor) **NEW**.....£189



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest (Hor).....£144



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor).....£94



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



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



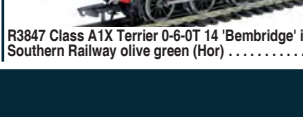
R3846 Class A1 Terrier 0-6-0T 735 in LSWR green (Hor).....£85.50



R3849X Class A1X Terrier 0-6-0T 13 'Carisbrooke' in SR malachite green British Railways lettering - DCC fitted (Hor).....£103.50



R3848 Class A1X Terrier 0-6-0T 13 'Carisbrooke' in SR malachite green British Railways lettering.....£85.50



R3847 Class A1X Terrier 0-6-0T 14 'Bembridge' in Southern Railway olive green (Hor).....£85.50



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



R3627 Class A3 4-6-2 60103 'Flying Scotsman' in BR express passenger blue (Hor).....£162



R3544 Class B12/3 4-6-0 8527 in LNER apple green (Hor).....£145



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



R1214 loco Class B17 4-6-0 61672 'West Ham United' in BR green early emblem - Railroad Range - split from set (Hor) **BARGAIN**.....£69



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £74.99).....**BARGAIN**.....£69



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



R3418 Class K1 2-6-0 62006 in BR black BRITISH RAILWAYS lettering (Hor).....£103



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



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



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor).....£117

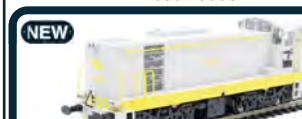


H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat).....£99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat).....£99
H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat).....£99

Diesel locos



MM0121 Class 121 B121 in CIE original grey (Mur) **NEW**£149.50



1723 Class 17 'Clayton' D8534 in BR blue (Hel).....£118.96
40-014-002 Class 29 D6129 in BR blue (Dap).....£129.16



3442 Class 33/0 33008 'Eastleigh' in BR 1980s green full yellow ends (Hel) **NEW**.....£126.65



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



3529 Class 35 'Hymek' 7001 in BR blue - weathered (Hel).....£118.96



40-003-014 Class 52 'Western' D1008 'Western Harrier' in BR maroon yellow bufferbeams - DCC sound fitted (Dap).....£248.66
40-003-015 Class 52 'Western' D1034 'Western Dragon' in BR maroon small yellow panels (Dap).....£129.16



40-003-013S Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels - DCC sound fitted (Dap).....£248.66
40-003-018 Class 52 'Western' D1041 'Western Prince' BR blue (Dap).....£129.16



R3901 Class 60 60021 in Colas Rail (Hor) **NEW**.....£162



R3885 Class 60 60062 'Stainless Pioneer' in DB red (Hor) **NEW**£162



R3884 Class 60 60100 'Midland Railway - Butterley' in DB red (Hor) **NEW**£162



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



H4-66-008 Class 66 66033 in Euro Cargo Rail EWS branding (Hat).....£150



H4-66-005 Class 66 66088 in EWS DB branding (Hat).....£150



UK P&P £4 per order

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H4-66-007 Class 66 66118 in DB Schenker (Hat) . . . £150



H4-66-012 Class 66 66301 in DRS plain "Kingmoor TMD" (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



H4-66-014 Class 66 66502 Freightliner "Basford Hall Centenary 2001" (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



H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" (Hat) . . £150



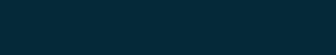
H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) . . £150



H4-66-026 Class 66 66740 in GBRF Europorte "Sarah" (Hat) . . £150



H4-66-033 Class 66 66743 in GBRF/Royal Scotsman (Hat) . £150



H4-66-034 Class 66 66746 in GBRF/Royal Scotsman (Hat) . . £150

H4-66-027 Class 66 66756 GBRF Europorte "Royal Corps of Signals" (Hat) . £150

H4-66-028 Class 66 66762 in GBRF Europorte (Hat) . £150

H4-66-035 Class 66 66780 in GBRF/Cemex "The Cemex Express" (Hat) . . . £150



H4-66-032 Class 66 66783 in Biffa red GBRF branding "The Flying Dustman" (Hat) . . . £150



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



H4-66-018 Class 66 66957 in Freightliner "Stephenson Locomotive Society 1909 - 2009" (Hat) . . . £150



R3902 Class 66 66725 "Sunderland" in GBRF (Hor) **NEW** . £74.99



R3916 Class 66 66733 "Cambridge PSB" in GBRF (Hor) . . . £74.99



R3923 Class 66 66687 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) **NEW** . £74.95



R3923 Class 66 66687 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) . £74.95



R3923 Class 66 66687 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) . £74.95



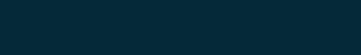
R3923 Class 66 66687 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) . £74.95



R3923 Class 66 66687 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) . £74.95



R3923 Class 66 66687 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) . £74.95



R3923 Class 66 66687 Freightliner/ONE pink "AS ONE, WE CAN" (Hor) . £74.95

DMUs



4D-009-HAT04 Class 121 single car DMU "Bubblecar" 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) . . . **BARGAIN** . . . £99



4D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) . . . **BARGAIN** . . . £99



4D-009-008 Class 121 single car DMU "Bubblecar" 55032 in Midline West Midlands (Dap) (RRP £145) **BARGAIN** . £79



4D-009-HAT03 Class 121 single car DMU "Bubblecar" 960111 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** . £99



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN** £99



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



R3773 Class 156 2-car "Super Sprinter" DMU 156401 in Provincial (Hor) . £112.50



4D-011-008 Streamlined Railcar W8W in BR crimson and cream (Dap) . £126.40



R3699 Class 2-HIL 2 car EMU in BR green (Hor) . . . £126



R4580 Class 373 divisible centre saloons coach pack in new (post-2014) Eurostar (Hor) . . . £48



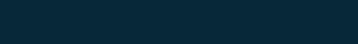
38-802 45 ton Ransomes and Rapier crane in BR black early emblem (Bac) . . . £212.46



38-803 45 ton Ransomes and Rapier crane in BR red (Bac) £230



38-801 45 ton Ransomes and Rapier crane in GWR grey (Bac) £212.46



R1269 "Stay at Home" - Hornby trainset hamper (Hor) . . . £180

Coaches



R40010 ex-Mk1 BSO Landore Breakdown Unit ADB 975082 in BR RTC blue and red (Hor) . . . £31.50



R1167 Coaches LNER Teak Coaches (unboxed) - Pack of 3 (Hor) . . . £39



R4944 Mk2F SO first open 5946 in Virgin Trains red and black (Hor) **NEW** . . . £31.50



R4944 Mk2F SO first open 5946 in Virgin Trains red and black (Hor) **NEW** . £31.50



R4943 Mk2F SO standard open 5945 in Virgin Trains red and black (Hor) **NEW** . . . £31.50



R4887 Pack of three centre coaches for Class 800 IEP Hitachi Test Train (Hor) £179.99



R1214 coaches Pair of Mk 1 coaches in BR crimson and cream - Railroad Range - split from R1214 set (Hor) **BARGAIN** . . . £36



BOC03 100 ton BOC tank BOC Gases red stripe and Gloucester bogies - 0010 (Hel) . £75



R6977 8 ton lime wagon John Delaney No. 130 (Hor) **NEW** . . . £13.50



R6942 BR D1/507 20 ton brake van DB954812 in BR departmental olive Railfreight Distribution branding (Hor) **NEW** . . . £20



R6961 BR, HAA wagon graffiti, 355855 - Era 8 (Hor) **NEW** £21



5019 Cargowagon bogie ferry van in unbranded silver and blue - 2797 694 - weathered graffiti (Hel) **NEW** . £42.46

R6962 DB Cargo (UK), CDA Hopper, 375010 - Era 11 (Hor) £22.50

R8941 ex-GWR AA15 Toad 20 ton brake van W68604 BR grey (Hor) **NEW** £20

R6915B ex-LSWR 24 ton brake van S55063 in BR grey (Hor) **NEW** . . . £22.50

R6425 FFA Freightliner flat two 30' containers - Railroad Range (Hor) . . . £15

R6940 GWR AA15 Toad 20 ton brake van 68611 in GWR grey (Hor) **NEW** . £20

R6935 LMS D1919 20 ton brake van 730386 in LMS bauxite (Hor) **NEW** . . . £21

R6911B LSWR 20 ton brake van 10124 in LSWR brown red ends (Hor) **NEW** . . . £22.50

4F-020-023 Pair of 8 ton cattle wagons 13821 and 13826 GWR grey (Dap) £19.26

5020 Pair of Cargowagon bogie ferry vans in Railadventure two-tone grey "Barrier Wagon" (Hel) **NEW** . . . £67.96

Track Maintenance vehicles



38-802 45 ton Ransomes and Rapier crane in BR black early emblem (Bac) . . . £212.46



38-803 45 ton Ransomes and Rapier crane in BR red (Bac) £230



38-801 45 ton Ransomes and Rapier crane in GWR grey (Bac) £212.46



R1269 "Stay at Home" - Hornby trainset hamper (Hor) . . . £180



R167 "Flying Scotsman" starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) . . . £157



30-285 The Midlander Express train set (Bac) . . . £178.46



Train sets - analogue



Train sets - digital



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



R3656 Class 87 87019 "Sir Winston Churchill" in Virgin Trains red and black (Hor) . . . £153



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) . £144



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

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

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

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

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

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

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People - civil



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat) £118
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126
R6938 SR D1543 24 ton brake van SR65052 in SR brown (Hor) **NEW** £22.50



R6967 TEA 100 ton bogie tank wagon VTC 85951 in VTC grey graffiti - weathered (Hor) **NEW** £27



4F-043-010 YCV 'Turbot' bogie ballast wagon DB978003 in Civil Engineers Dutch (Dap) **NEW** £22.53



4F-043-009 YCV 'Turbot' bogie ballast wagon DB978105 in EWS maroon (Dap) **NEW** £22.53
4F-043-007 YCV 'Turbot' bogie ballast wagon DB978279 EWS maroon (Dap) **NEW** £22.53
4F-043-008 YCV 'Turbot' bogie ballast wagon DB978372 EWS maroon (Dap) **NEW** £22.53
4F-043-012 YCV 'Turbot' bogie ballast wagon DB978411 in Civil Engineers Dutch (Dap) **NEW** £22.53
4F-043-011 YCV 'Turbot' bogie ballast wagon DB978444 in Civil Engineers Dutch (Dap) **NEW** £22.53

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £44

Digital controllers



R8213 DCC Select unit (boxed) (Hor) £98



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £85

Digital control accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) (RRP £7.35) **BARGAIN** £3

Point motors

R8243 Surface Mounted point motor (Hor) £8.50

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Model railway spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2.30
SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2.20
19KADEE NEM362 Kadec coupling - Long (110.76mm) - Pack of four (Kad) £5.50
18KADEE NEM362 Kadec coupling - Medium (86.3mm) - Pack of four (Kad) £5.50

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) (Hor) £14.50
R8218 14.1 mm coach wheels (pack of 10) (Hor) £14.50

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210



R083 Pack of 6 Buffer Stop (Hor) £11
R083 Single (Hor) £2

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap) £55.50
4L-001-008 Signal - motorised, GWR left hand junction bracket signal - single arm (Dap) **REDUCED** £50.96
4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap) **REDUCED** £55.21
4L-001-007 Signal - motorised, GWR right hand junction bracket signal - single arm (Dap) **REDUCED** £50.96

Buildings - general

PO261 Pair of red brick terraced houses - card kit (Met) £9.50

Bridges, Tunnels & Walls

A2981 Wooden log fence - 67cm (Woo) **NEW** £11
A2984 Wooden picket fence gates - 67cm (Woo) **NEW** £11
A2982 Wooden rail fence gates - 67cm (Woo) **NEW** £11



R7249 Scammell Mechanical Horse Van Trailer, Centenary Year Ltd Ed - 1957 (Hor) £14.99
76VOL08REC Volvo FH Boniface Recovery Truck Manichells (Oxt) £20.50



76VOL4011 Volvo FH4 GXL Fridge Trailer Gibbs of Fraserburgh (Oxt) **NEW** £22
76T4006 VW T4 Van AA (Oxt) **NEW** £6

Farming and construction



R7247 Fordson tractor, Centenary Year Ltd Ed - 1957 (Hor) £9.99

Military ground vehicles

76LRL009 Land Rover Lightweight Royal Navy (Oxt) **NEW** £6

009 Narrow Gauge

Steam locos

Track - Code 80 Streamline

SL-E492 Left hand point electrofrog (Pec) £9.50
SL-E491 Right hand point electrofrog (Pec) £9.50

N Gauge

Steam locos



2S-010-006D Class 49xx 'Hall' 4-6-0 5999 "Wollaton Hall" in BR green late crest - Digital fitted (Dap) £149.88

Diesel locos

2D-001-006D Class 33/0 33008 "Eastleigh" in BR green small yellow panels - Digital fitted (Dap) £138.24
2D-018-007D Class 35 "Hymek" D7003 BR green no yellow panels - DCC fitted (Dap) £123.90
2D-007-010 Class 66/6 66623 "Bill Boslover" in Freightliner blue (Dap) £89.80

HSTs



2D-019-202 Class 43 HST pair of power cars 43041 and 43166 in Intercity swallow (Dap) £127.50



2D-019-201 Class 43 HST pair of power cars 43131 and 43128 in Intercity executive (Dap) £127.50

DMUs



2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71

Coaches



2P-005-123 Mk3 TFO first open 41121 in Intercity Executive (Dap) £22.06



2P-005-135 Mk3 TSO second open 42272 in Intercity Executive (Dap) £22.06

Wagons



NR-P428 7-Plank Wagon - Gellyceidrim Collieries Co Ltd (Pec) **NEW** £9

Containers and loads



2F-028-105 Pair of 45 foot curtain sided containers - "P & O Ferry" - 008460-2 and 008037-7 - weathered (Dap) **NEW** £14

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-5 Setrack right hand point insulfrog (Pec) £8.50



ST-300 Starter Track Set (Pec) £49

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £3.20
SL-300F Pack of 30 (Pec) £33
SL-3387F Finescale curved double radius left hand point electrofrog (Pec) £12
SL-3387F Finescale left hand small point electrofrog (Pec) £9.50
SL-3388F Finescale right hand large point electrofrog (Pec) £12

O Gauge (1:43 Scale)

Steam locos

7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem (Dap) £191.25



4313 Class 43xx Mogul 2-6-0 5306 in BR unlined green late crest (Hel) (RRP £779) **BARGAIN** £560
7S-007-005 Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted (Dap) £199.75
7S-006-002 Class 48xx 0-4-2T 4871 GWR unlined green shirbutton logo (Dap) £191.25



7S-006-002S Class 48xx 0-4-2T 4871 in GWR unlined green shirbutton logo - DCC Sound Fitted (Dap) £340
7S-007-006 Class 57xx 0-6-0PT pannier 6739 BR black early emblem (Dap) £199.75
7S-007-008 Class 57xx 0-6-0PT pannier 6739 in BR black early emblem - Digital fitted (Dap) **NEW** £225.25



7S-007-011 Class 57xx 0-6-0PT pannier 7714 in BR black late crest - as preserved (Dap) **NEW** £199.75
7S-007-012 Class 57xx 0-6-0PT pannier 7714 in BR black late crest - as preserved - Digital fitted (Dap) **NEW** £225.25



7S-007-012 Class 57xx 0-6-0PT pannier 8763 in BR lined black early emblem (Dap) **NEW** £199.75
7S-007-012D Class 57xx 0-6-0PT pannier 8763 in BR lined black early emblem - Digital fitted (Dap) **NEW** £225.25



7S-007-010 Class 57xx 0-6-0PT pannier 8784 in GWR green (Dap) **NEW** £199.75
7S-007-010D Class 57xx 0-6-0PT pannier 8784 in GWR green - Digital fitted (Dap) **NEW** £225.25
7S-007-007 Class 57xx 0-6-0PT pannier 9669 BR black late crest (Dap) £199.75
7S-007-007D Class 57xx 0-6-0PT pannier 9669 in BR black late crest - Digital fitted (Dap) **NEW** £225.25



7S-007-009 Class 57xx 0-6-0PT pannier in Great Northern and Southern Railway ochre - as in "The Railway Children" (Dap) **NEW** £199.75
7S-007-009D Class 57xx 0-6-0PT pannier in Great Northern and Southern Railway ochre - as in "The Railway Children" - Digital fitted (Dap) **NEW** £225.25
7S-006-050 Class 58xx 0-4-2T 5811 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
6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) (RRP £699) **BARGAIN** £495



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) (RRP £699) **BARGAIN** £495



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) (RRP £699) **BARGAIN** £495
6123 Class 61xx 'Large Prairie' 2-6-2T in BR lined green late crest - unnumbered (Hel) (RRP £699) **BARGAIN** £495
6120 Class 61xx 'Large Prairie' 2-6-2T in GWR green Great Western lettering - unnumbered (Hel) (RRP £699) **BARGAIN** £495
7S-010-016 Class A1 'Terrier' 0-6-0T 672 'Fenchurch' LBSCR marsh brown (Dap) £191.25

Hattons

MODEL RAILWAYS

Prices valid until 11/11/20

All prices correct
when going to press.
Errors excepted.



7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem (Dap) £191.25
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-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (Hel) **NEW** £750



H7-A4-005 Class A4 4-6-2 4464 'Bittern' in LNER Garter blue streamlined corridor tender - 'Record Breaker' (Hel) **NEW** £750



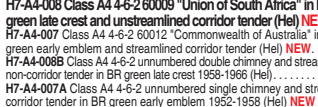
H7-A4-004 Class A4 4-6-2 4489 'Dominion of Canada' in LNER Garter blue steel numbers/letters and unstreamlined corridor tender (Hel) **NEW** £750



H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - 'Record Breaker' (Hel) **NEW** £750



H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (Hel) **NEW** £750



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (Hel) **NEW** £750



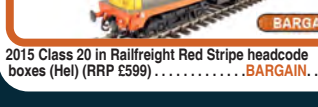
H7-A4-007 Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (Hel) **NEW** £750



H7-A4-006A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in BR green early emblem 1952-1958 (Hel) **NEW** £750



H7-A4-007B Class A4 4-6-2 unnumbered single chimney and streamlined non-corridor tender in BR green early emblem 1952-1957 (Hel) **NEW** £750



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (Dap) £148.75

Diesel locos

7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) £191.25

7D-008-013 Class 08 shunter 08717 in BR blue (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



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) (RRP £599) **BARGAIN** £427



2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) £446.25



3395 Class 33/0 in BR green full yellow ends - unnumbered (Hel) (RRP £549) **BARGAIN** £415



3588 Class 35 'Hymek' in BR blue - unnumbered (Hel) £421



3585 Class 35 'Hymek' in BR green no yellow ends - unnumbered (Hel) £421



3704 Class 37/0 in BR green full yellow ends and split headcode boxes - unnumbered (Hel) **NEW** £509.15



3702 Class 37/0 in BR green no yellow panels and split headcode boxes - unnumbered (Hel) **NEW** £509.15



3700 Class 37/0 in BR green small yellow panels and split headcode boxes - unnumbered (Hel) **NEW** £509.15



3744 Class 37/4 in Regional Railways - unnumbered (Hel) (RRP £599) **BARGAIN** £450



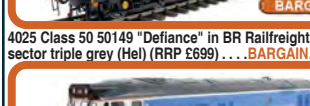
4203 Class 42 Warship D815 'Druid' in BR maroon full yellow ends (Hel) (RRP £699) **BARGAIN** £480



4026 Class 50 50008 'Thunderer' in BR departmental Laira blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) (RRP £699) **BARGAIN** £525



4025 Class 50 50149 'Defiance' in BR Railfreight general sector triple grey (Hel) (RRP £699) **BARGAIN** £525



4022 Class 50 in original Network Southeast - unnumbered (Hel) (RRP £699) **BARGAIN** £525



5503 Class 55 'Deltic' in BR green small yellow panels - unnumbered (Hel) £509.15

Train sets - analogue

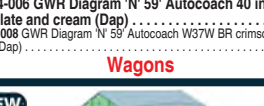


GM7000102 'The Didcot Survivor' - premium O gauge starter train set (Gau) **REDUCED** £552.50

Coaches



7P-004-004 GWR 59' auto coach 40 in GWR chocolate and cream (Dap) £170



7P-004-006 GWR Diagram 'N' 59' Autocoach 40 in GWR chocolate and cream (Dap) £170



7P-004-008 GWR Diagram 'N' 59' Autocoach W37W BR crimson and cream (Dap) £170

Wagons



7F-018-011 4-wheel Salt van - Mangers Salt - 148 (Dap) **NEW** £42.46



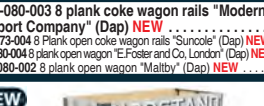
7F-018-011W 4-wheel Salt van - Mangers Salt - 148 - Weathered (Dap) **NEW** £42.46



LHT-F-071-005 7 plank open coke wagon rails 'Cory Brothers, Cardiff' (Dap) **NEW** £38.88



LHT-F-073-003 7 plank open coke wagon rails 'Cransley' (Dap) **NEW** £38.88



LHT-F-073-007 7 plank open wagon 'Dean Forest Coal Company' (Dap) **NEW** £38.88



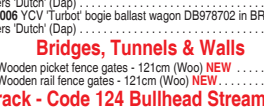
LHT-F-071-001 7 plank open wagon in BR grey (Dap) **NEW** £38.88



LHT-F-080-003 8 plank coke wagon rails 'Modern Transport Company' (Dap) **NEW** £38.88



LHT-F-073-004 8 plank open coke wagon rails 'Suncoke' (Dap) **NEW** £38.88



LHT-F-080-002 8 plank open wagon 'Maltby' (Dap) **NEW** £38.88



LHT-F-080-001 8 plank open wagon 'Norstand, Grimsby' (Dap) **NEW** £38.88



7F-043-004 YCV 'Turbot' bogie ballast wagon DB978337 in BR Civil Engineers 'Dutch' (Dap) £59.50



7F-043-001 YCV 'Turbot' bogie ballast wagon DB978363 in EWS maroon (Dap) £59.50



7F-043-002 YCV 'Turbot' bogie ballast wagon DB978366 EWS maroon (Dap) £59.50



7F-043-005 YCV 'Turbot' bogie ballast wagon DB978407 in BR Civil Engineers 'Dutch' (Dap) £59.50

Bridges, Tunnels & Walls

A3004 Wooden picket fence gates - 121cm (Woo) **NEW** £15

A3002 Wooden rail fence gates - 121cm (Woo) **NEW** £15

Track - Code 124 Bullhead Streamline

SL-700BH 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £7

SL-700BH Box of 12 (Pec) £79

Track - Code 143 Flat Bottom Streamline

SL-700FB 1 Yard O Gauge Flexible Nickel Silver Track (Flatbottom) (Pec) £7

SL-700FB Box of 12 (Pec) £80

Cars



VA14203 Lotus Esprit Series 1 - Colin Chapman's car - Silver Diamond Metallic. (Cor) **NEW** £27

Any or Multiple Scales **Analogue controllers**



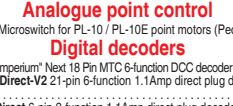
COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



D Double/Twin track power controller (Gau) £86



Q Quadruple 4 circuit power controller (Gau) £191.25



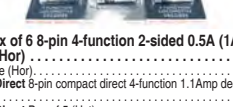
PL-15 Twin Microswitch for PL-10 / PL-10E point motors (Pec) £8



Imperium2 Imperium Next 18 Pin MTC 6-function DCC decoder (Dap) £19.98



DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50



DCR-8PIN-Direct 8-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17



DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16



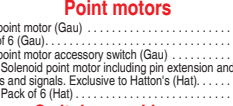
DCR-8PIN-HarnessMini Box of 5 (Hat) £72



DCR-8PIN-HarnessMini Box of 10 (Hat) £128



DCR-8PIN-HarnessMini Box of 5 (Hat) £128



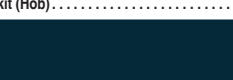
DCR-8PIN-HarnessMini Box of 10 (Hat) £128



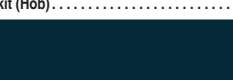
DCR-8PIN-HarnessMini Box of 5 (Hat) £128



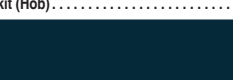
DCR-8PIN-HarnessMini Box of 10 (Hat) £128



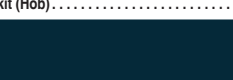
DCR-8PIN-HarnessMini Box of 5 (Hat) £128



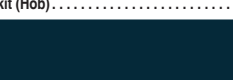
DCR-8PIN-HarnessMini Box of 10 (Hat) £128



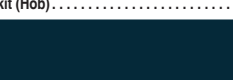
DCR-8PIN-HarnessMini Box of 5 (Hat) £128



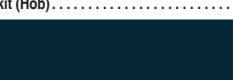
DCR-8PIN-HarnessMini Box of 10 (Hat) £128



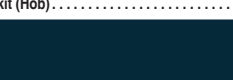
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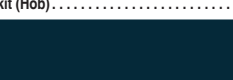
DCR-8PIN-HarnessMini Box of 10 (Hat) £128



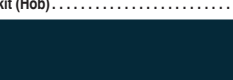
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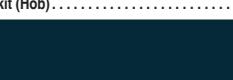
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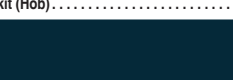
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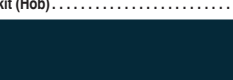
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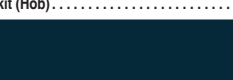
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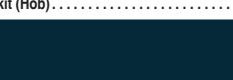
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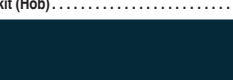
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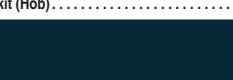
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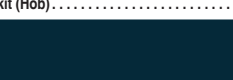
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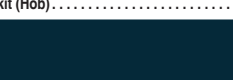
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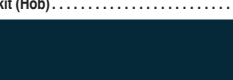
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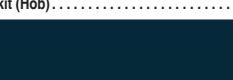
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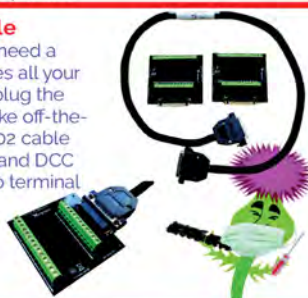
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R3880 - BR, Class 31, 'Floreat Salopia' - Era 8 - £161.99



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What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



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

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
Twin Tracks

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



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

BEST FOR
Four Tracks

PANEL MOUNTED CONTROLLERS

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



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

BEST FOR
Control Panels

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



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

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
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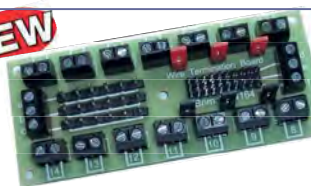


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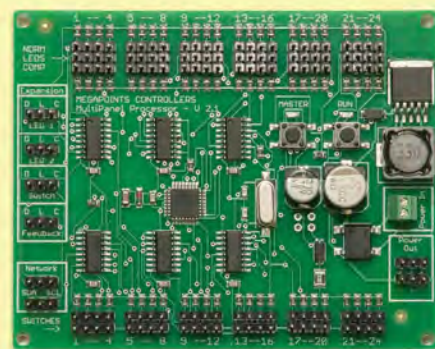
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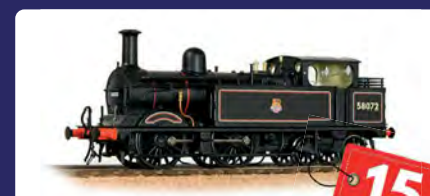
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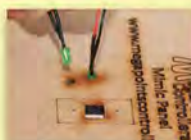
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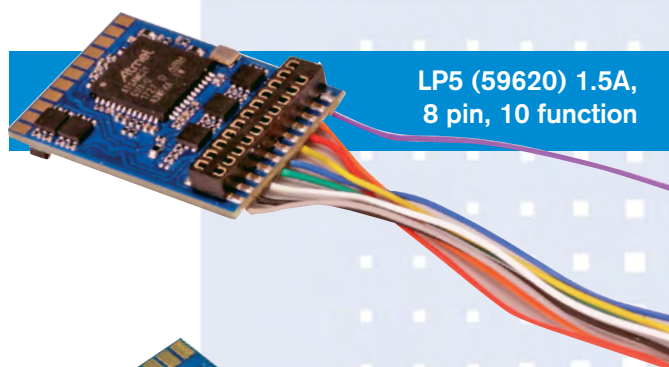


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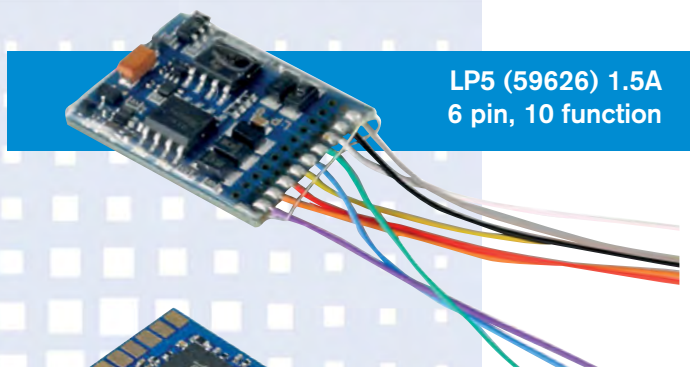


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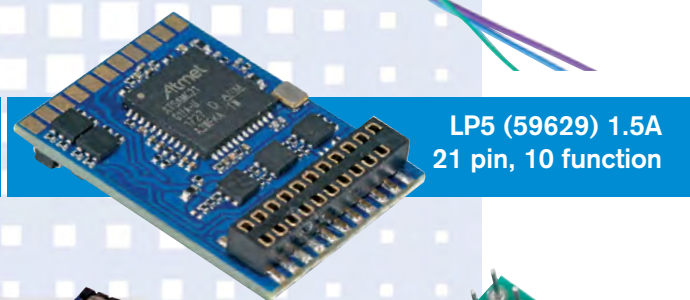
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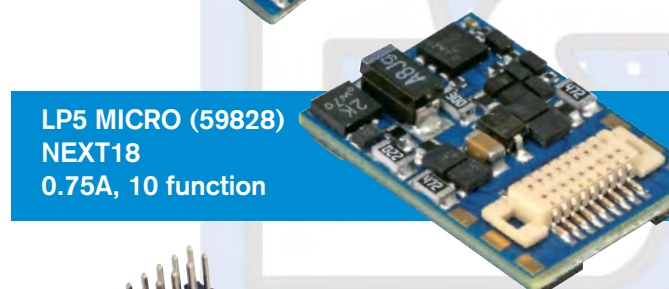
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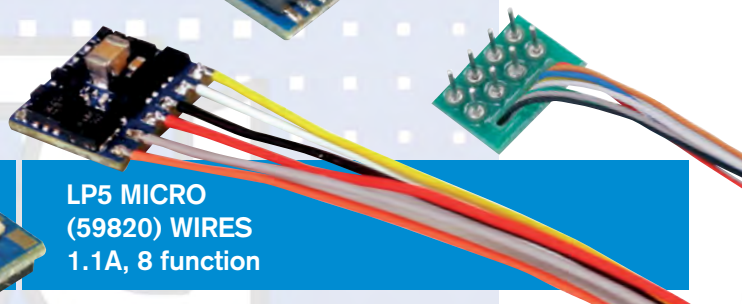
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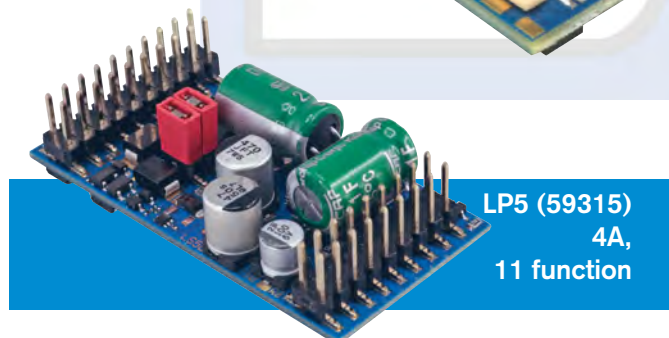
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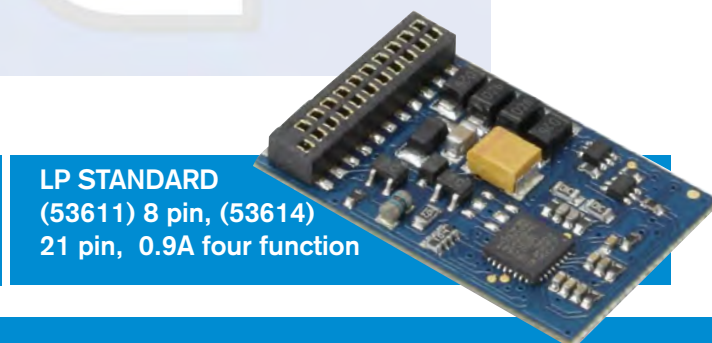
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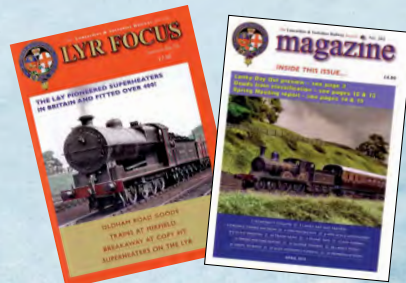
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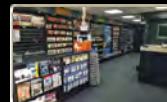
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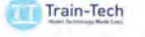
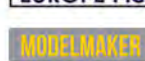
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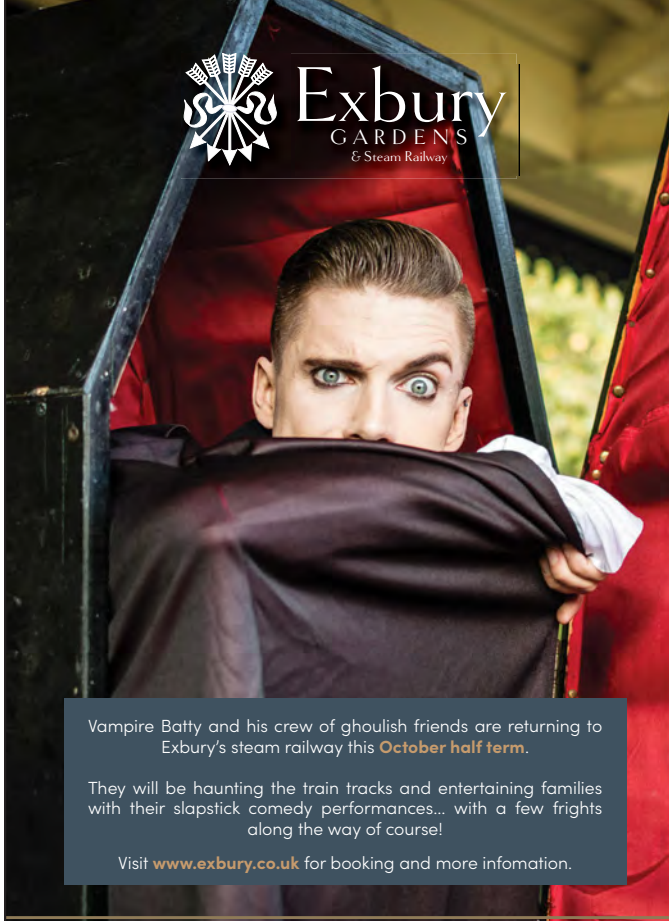
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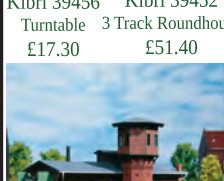
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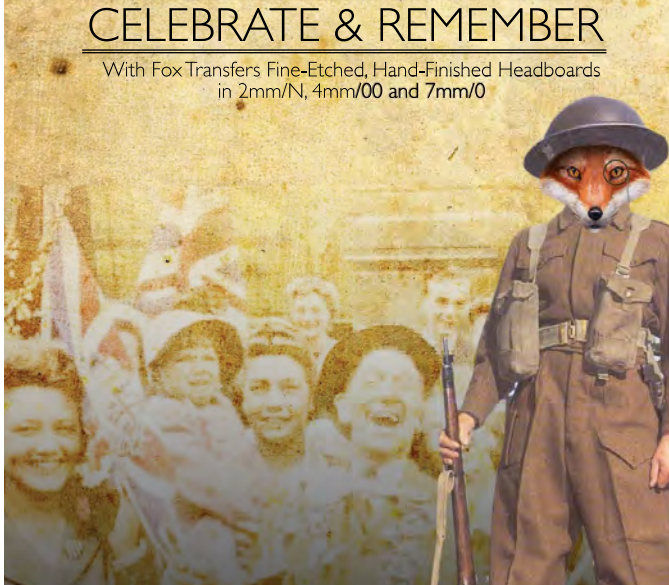
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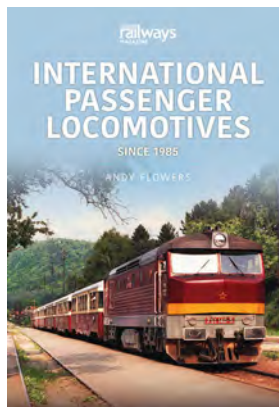


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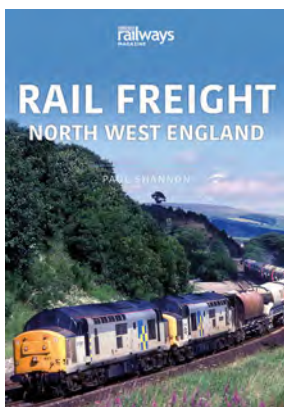


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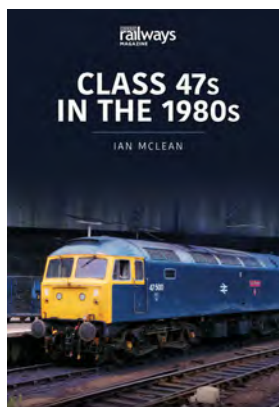


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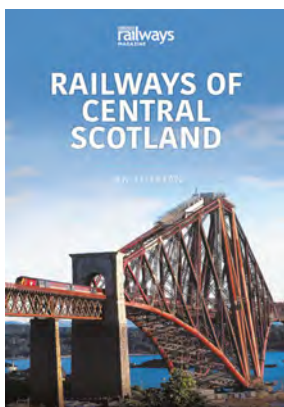


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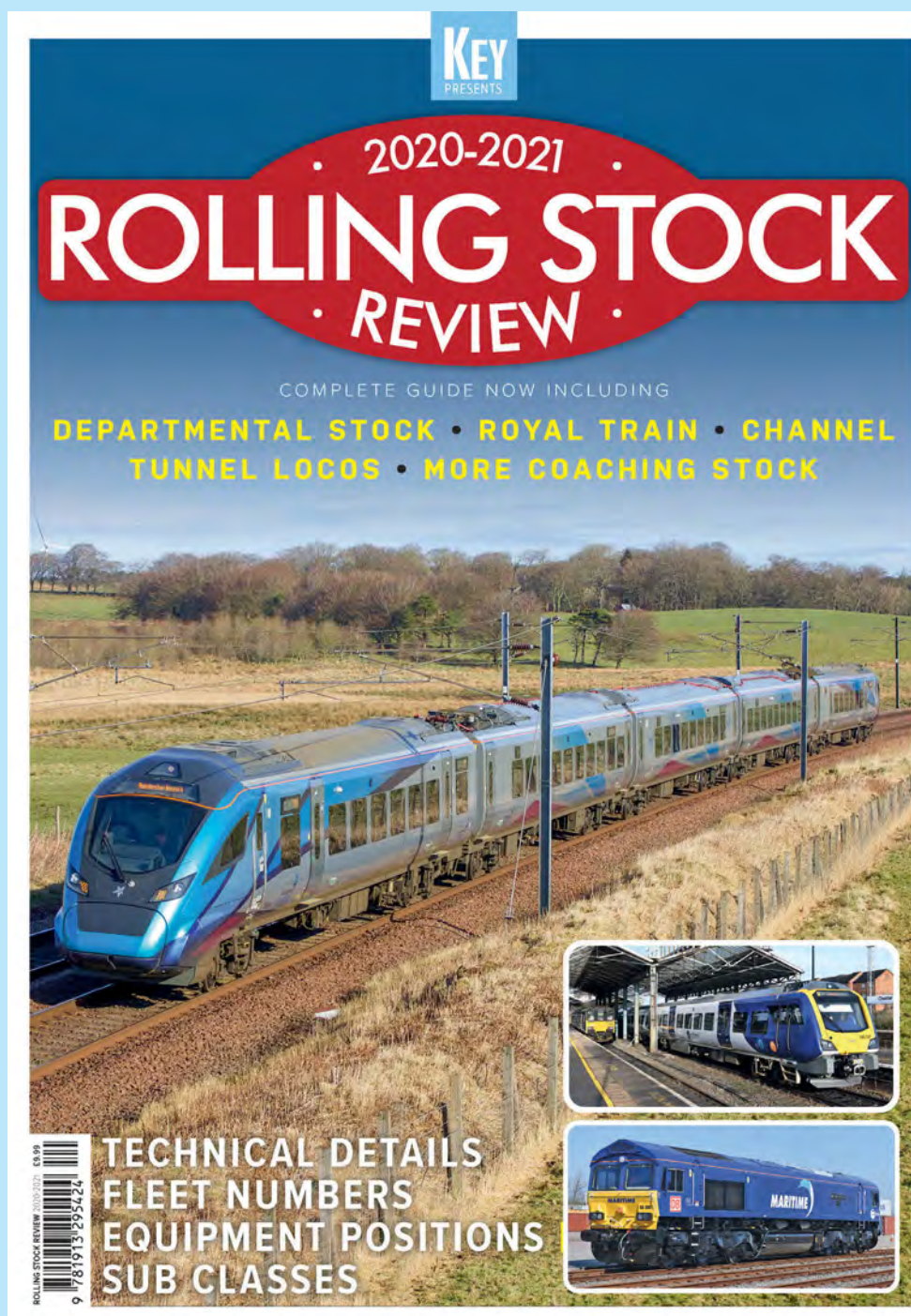
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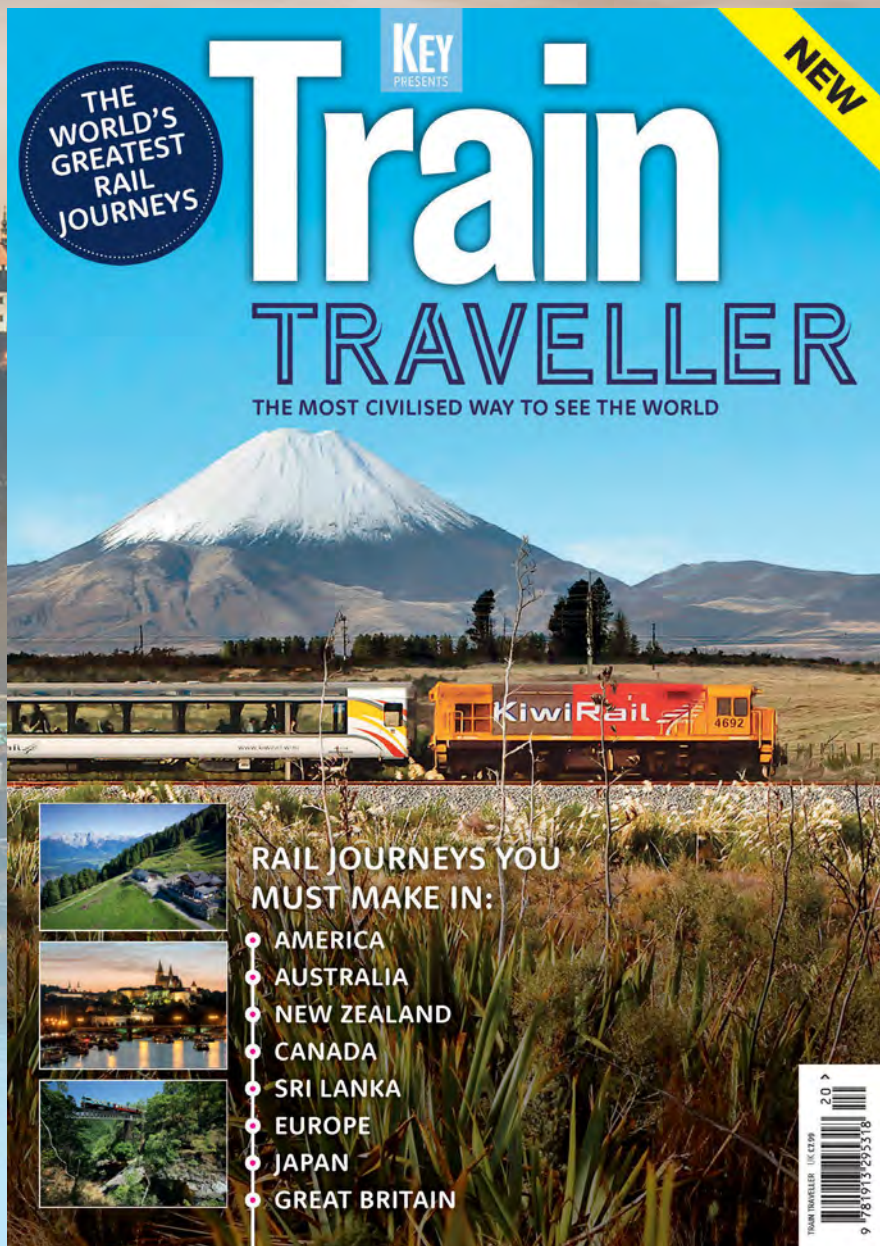
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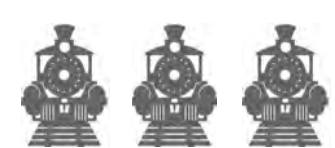
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