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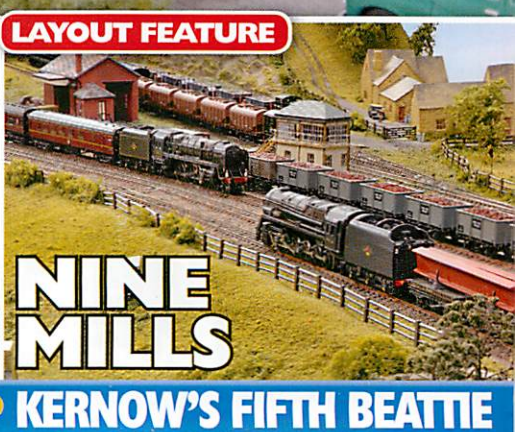
Issue 57 March 2012 £3.60

magazine

Market Weighton

An East Yorkshire junction in transition

PLUS
MODEL RAIL
SCOTLAND
PREVIEW



REVIEWS
HORNBY LAUNCH
'BRIGHTON BELLE'

Back to
BASICS
BASEBOARDS

LAYOUT FEATURE
NINE
MILLS

• HELJAN RAILBUS UPDATE • KERNOW'S FIFTH BEATTIE

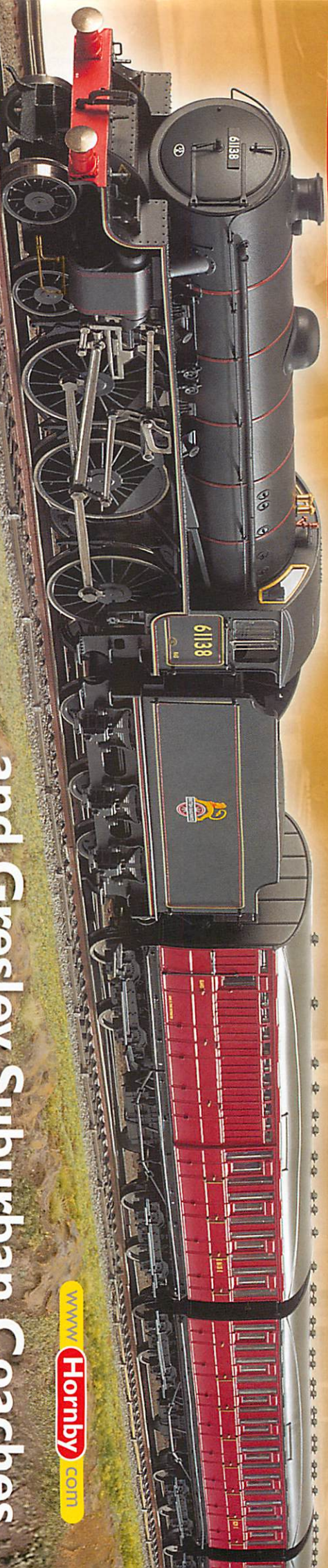
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Thompson B1 Class Antelope Locomotives...

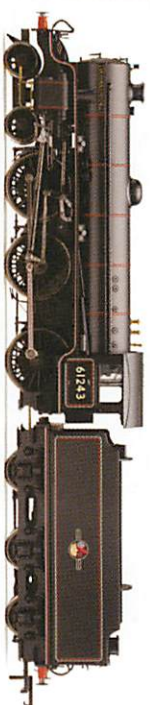
...and Gresley Suburban Coaches

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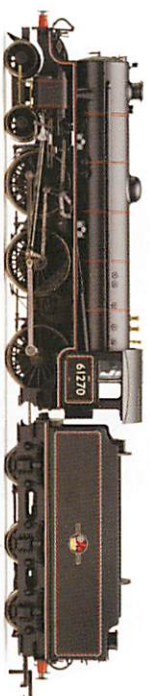
R 2991X BR 4-6-0 Thompson B1 Antelope Class - Early BR



R 3000X BR 4-6-0 'Sir Harold Mitchell' Thompson B1 Antelope Class - Late BR



NEW R 3114 BR 4-6-0 Thompson B1 Antelope Class - Late BR

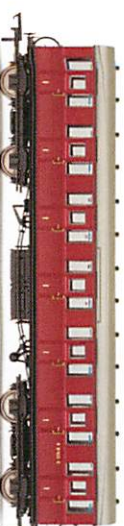


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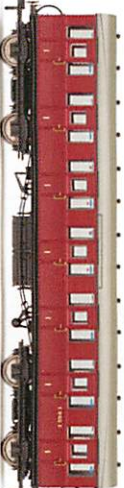
R 2998/X LNER 4-6-0 'Roadster' Thompson B1 Antelope Class



R 4519 BR Gresley Non-ventilated Suburban 1st Class Coach



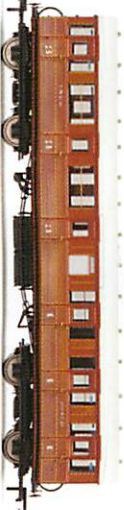
R 4521 BR Gresley Non-ventilated Suburban Composite Coach



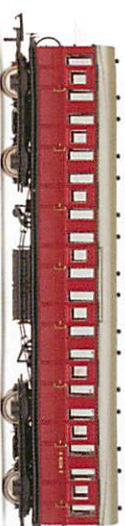
R 4515 LNER Gresley Non-ventilated Suburban 1st Class Coach



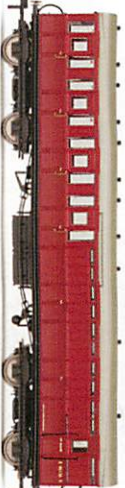
R 4517 LNER Gresley Non-ventilated Suburban Composite Coach



R 4520 BR Gresley Non-ventilated Suburban 3rd Class Coach



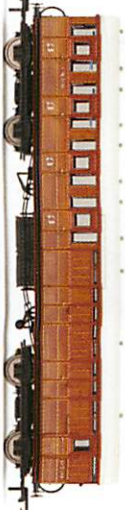
R 4522 BR Gresley Non-ventilated Suburban 3rd Class Brake Coach



R 4516 LNER Gresley Non-ventilated Suburban 3rd Class Coach



R 4518 LNER Gresley Non-ventilated Suburban 3rd Class Brake Coach



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March 2012

magazine

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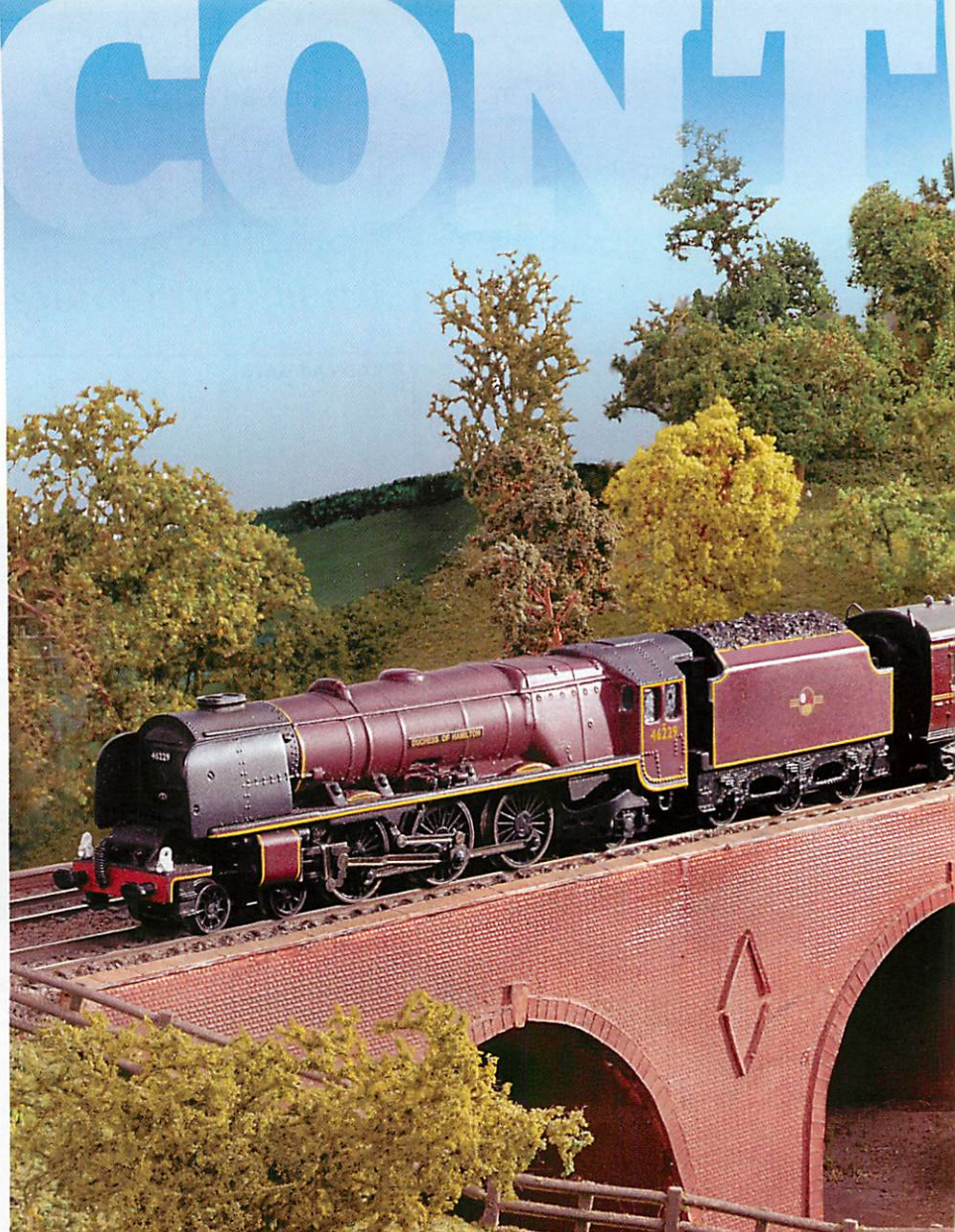
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ISSN 1753-2469



Cover guide...

MARKET WEIGHTON

16 Neil Ripley reveals how this much loved steam era 'OO' gauge layout has been resurrected, and is now looking for a new home.



REVIEWS

75 Hornby impresses with its 'OO' Brighton Belle, Bachmann's Desiro lives up to expectations - plus the rest of the month's reviews.

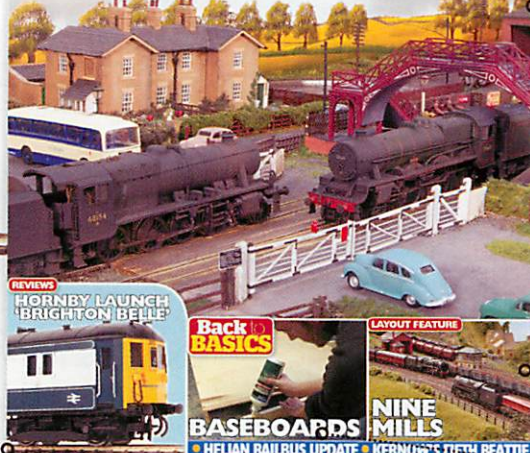
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Issue 57 March 2012 £3.60 magazine

Market Weighton

An East Yorkshire junction in transition



PLUS MODEL RAIL SCOTLAND PREVIEW

REVIEW: HORNBY LAUNCH 'BRIGHTON BELLE' • BACK BASICS • LAYOUT FEATURE • BASEBOARDS • NINE MILLS • HELJAN RAILBUS UPDATE • KERNOW'S FIFTH REATIE

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7 EDITORIAL

Building a model railway is only half of the story. Mike Wild casts his views on the development of layouts with particular focus on Bolsover and Seven Lane Pit.

8 UPDATE

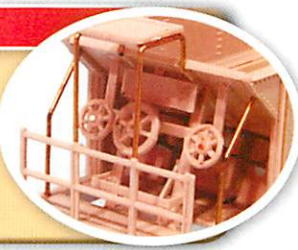
New models from Kernow and Modelzone - plus the rest of the month's news including updates on Heljan's latest projects and a preview to Model Rail Scotland.

34 IMPROVING BACHMANN'S LIGHTWEIGHT

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38 In search of something different, Phil Parker tackles Cambrian Model's giant 'Whale' engineers' wagon in 4mm scale and is impressed by the results.



42 THE BIG ROLLING STOCK SURVEY

Trevor Jones examines the range of ready-to-run models in 'OO' gauge and assesses which gaps are left for the manufacturers to fill.

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54 WEATHERING CARRIAGES

In the first of a two-part feature, Tim Shackleton shows how a little weathering can transform the appearance of ready-to-run coaching stock.

58 ST STEPHENS ROAD

For the latest Hornby Magazine Yearbook, an all new layout was built to showcase the range of Western Region models available. Mike Wild reveals the story behind this all-new model railway on the eve of its appearance at Model Rail Scotland in February.

88 REALITY CHECK

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Hornby Magazine staff and contributors reveal their latest modelling efforts.

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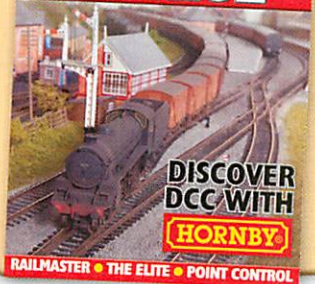
As railways developed, bridges became bigger and more advanced, as Evan Green-Hughes discovers in the second part of his feature.

110 SHOW GUIDE

Hornby Magazine's guide to forthcoming exhibitions and events.



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FREE INSIDE

Free with this issue is a special supplement featuring Hornby's DCC equipment.

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This year Model Rail Scotland is bigger than ever before. We preview the event and reveal what's in store.

NINE MILLS

From its origins as a motive power depot, Worthing Model Railway Club's spectacular 'N' gauge layout shows the sheer spectacle of the smaller scale to brilliant effect, as Dave Forshaw, Gordon Forrester and Dave Kent explain.

28 Back to BASICS

Continuing this new series, Mike Wild looks at how to build the foundation of a model railway - the baseboards - using Project 12 as the basis.

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R2785	Br Class 9F Evening Star	£69.99	£53.65
R2802a	CSO Civil Duties DOCS	£231.75	£177.68
R2806	The Last Single Whistle Limited Edition	£115.00	£75.00
R2809	1st North Western Class 142	£83.25	£63.83
R2812	First GWR Hst & Dummy	£175.49	£134.31
R2822	GWR Castle Earl Class Walsley S/E	£77.95	£77.95
R2829	St 19 GWR Hst & Dummy	£100.99	£64.99
R2835	Br L/C 'Owen Glendower' Britannia	£131.75	£101.00
R2843	St Schools 'Duchess'	£128.49	£88.90
R2844	Schools 'St Lawrence'	£110.55	£77.95
R2845	Br L/C Schools Winchester	£131.75	£101.00
R2846	Br L/C Winchester Doc	£115.95	£88.90
R2848	Tintagel Castle	£99.99	£77.95
R2849	4-6-0 GWR EMBE Beverstone Castle	£119.99	£101.20
R2872	Br Green 0-6-0 0108 D3721 Shunter	£65.16	£55.16
R2878	Br GWR P/O 040 Locomotive	£25.75	£19.75
R2879	Br GWR P/O 040 Locomotive	£47.25	£36.23
R2880	Br Class 9F Locomotive 92221	£69.99	£53.65
R2881	Lms Lined Black 5 5112	£69.99	£53.65
R2882	S & D 060 37 Locomotive 24	£29.49	£22.60
R2898a	Br Schools 'St Pauls'	£289.99	£219.99
R2899	Class 50 'The Hundred of Hoo'	£131.75	£101.00
R2900a	Class 50 'The Hundred of Hoo'	£131.75	£101.00
R2901a	Class 50 'The Hundred of Hoo'	£131.75	£101.00
R2902a	Eves Class 08	£204.99	£153.33
R2903a	Br L/C Class 08 'D3105'	£199.99	£153.33
R2904 Br	L/C Class 08 (Pete Waterman)	£116.99	£91.10

R2905 Br	King Arthur Sr Meliagrance	£134.49	£103.11
R2912/3x	Lner BR Thompson L1 DCCOB	£130.25	£99.86
R2914 Br	L/C Thompson L1	£ 89.99	£ 84.33
R2915/6/7/8/9	28w/38w/2818/20/3803/2891	£131.75	£101.00
R2920/1/2	Lner Class B17/1	£119.75	£ 91.81
R2923	Sr (Malachite) M7 '242'	£109.99	£ 76.99
R2924	Sr (Exliss) M7 '51'	£109.99	£ 76.99
R2925	Br L/C Clan Macgregor 'T2005'	£144.99	£111.16
R2926	Br L/C Unirealt 'Blandford Forum'	£119.50	£99.99
R2927	Railfreight Class 56 'Oystermouth'	£ 62.75	£ 49.99
R2931	London Midland 153 (153 365)	£ 86.99	£ 66.70
R2932	Arma Trans Wales 153	£ 86.99	£ 66.70
R2934	Eves Class 08	£ 83.25	£ 63.83
R2936	Lms Patriot Illustrious	£ 64.49	£ 49.45
R2937	Br L/C County Of Cornwall	£ 64.49	£ 49.45
R2938	Br Class 40	£ 47.25	£ 36.23

Construction and DEVELOPMENT

WHEN WE see model railways on display at exhibitions it is easy to take them at face value. The teams behind them have obviously invested many hours of work to achieve their goals and it's the same here at *Hornby Magazine*.

However, what many are surprised to hear, at least when discussing our own layouts, is that we don't consider any of them to be finished projects. In fact, they are quite the opposite!

At the recent Leamington and Warwick Model Railway Exhibition I had the opportunity to discuss the layout with rather more show visitors than normal first hand. The reason for this – development! We'd made significant changes to Bolsover since its last outing at the Spalding Model Railway Exhibition in November 2011 including building a completely new fiddle yard, but all this required an overhaul of how we operated the layout as a team. The final decision was to place two operators in the central operating well and one at the goods yard end of the layout to control the inner main line.

This made a huge difference to us as it gave us the chance to explain why Bolsover isn't a perfect layout in every respect. Between the team we were quizzed over the apparent lack of crews in locomotives, discussed the computer control system, talked about the missing cables from the colliery winding tower, about the scenery and how we had achieved the 'look' of the layout. This was interesting because it raised a few burning issues which I have had with the layout myself.

Even established layouts require maintenance and revival and that's exactly what the East Riding Finescale Group did with their model of Market Weighton when it return to their care. An EE Type 3 enters the station and passes a Thompson 'B1' 4-6-0. *Mike Wild.*

The point to all this is that even though Bolsover is now 12 months old it is constantly being improved in one area or another. At present this has mainly concentrated on the control system and adding digital sound decoders to as much of the main fleet as funds will allow. However, there is a job list as long as my arm detailing ideas, aspirations and firm plans for the model.

By the time Bolsover heads out to its next show – Hornby Magazine LIVE! in Hartlepool on July 7/8 – I hope I'll be able to tick more items off the 'to do' list.

These 'to do' lists are a perennial part of model railways. There is always another detail to add, a new piece of rolling stock to weather, a new item to add to a train formation and that is what makes this hobby so enthralling. That, for many of us, is our goal – to continually improve our models and recapture a small part of railway history whether in our homes or on the exhibition circuit.

Happy modelling!

Mike Wild

Mike Wild
Editor, *Hornby Magazine*



Heljan receives livery samples for RAILBUS AND DP2

LIVERIED samples of the Waggon und Maschinenbau four-wheel railbus and English Electric prototype DP2 have now been received by Heljan ahead of the impending release of these two highly anticipated models.

The railbus is now expected to arrive with Heljan in mid February and as Hornby Magazine closed for press the manufacturer was anticipating that UK retailers would receive stocks of all four versions by the end of the month.

Scheduled for release using the new railbus tooling is E79960 in

BR green with speed whiskers (Cat No. 8700), E79962 in BR green with speed whiskers (8701), E79963 in BR green with small yellow warning panels (8702) and M79964 in BR green with large yellow warning panels



FAMOUS TRAINS PROJECT MOVES FORWARD



Two new Metro-Vick Co-Bo diesels, made by Heljan and purchased through Hatton's, have been gifted to the Derby charity Famous Trains model railway, which is gaining momentum once more.

Recent developments have seen Derby City Council agree the project in principle and

provide a small funding grant. The council has also agreed to let Famous Trains upgrade the model railway building in Markeaton Park.

Famous Trains' building experts have completed drawings of how the building will look after refurbishment, and a detailed work specification is ready for

contractors to quote for the building upgrade work. The charity's trustees are applying for various capital grants from funders, a process that will take many months to conclude. The charity's chairman, railway journalist Colin Boocock, is confident that physical work on the building should begin

before the end of this year, with a view to opening to the public in 2013.

The two Co-Bos will be used as a pair on Manchester to London St. Pancras expresses on Famous Trains' layout of Chinley.

● For more information, visit www.famoustrains.org.uk.

Heljan has received the first colour samples of the bodysell for English Electric prototype DP2. These are the first images of the painted shells.



(8703). The retail price for the Waggon und Maschinenbau railbus is £114.95.

Also due to arrive before the end of February is the second series of Class 23 'Baby Deltic' models. This will cover D5901 in BR green as used by the Derby RTC (Cat No. 2304), D5902 in BR green with small yellow warning panels (2305), D5904 in BR green with full yellow ends (2306) and D5909 in BR blue with full yellow ends and a weathered finish (2307). The retail price for these models £119.95 for the pristine versions and £129.95 for the weathered BR blue release.

Heljan's model of DP2 is also progressing and is currently expected to arrive in the UK at the end of March or early April. The model has now reached the colour sample stage, but this was yet to receive approval during late January.

New from Cambridge Custom Transfers

Cambridge Custom Transfers has introduced a range of new sheets which allow modellers in a range of scales to give wagons different numbers.

Sheet BLI 20 covers the BR Diagrams 1/597 and 1/598 SHARK ballast plough brake vans while Diagram 1/598 vans are covered by Sheet BLI 20b as this updated version, with roller bearings and painted Gulf Red, was only originally allocated to the London Midland Region. All known original allocations are covered. Five versions of the sheet are available - BLI 20a (Eastern Region); BLI 20b (London Midland Region); BLI 20c (North Eastern Region); BLI 20d (Scottish Region) and BLI 20e (Southern Region and Western Region).

The BR Trout ballast hoppers, as produced by Hornby, are now catered for in Sheet BLI 17, which offers yellow



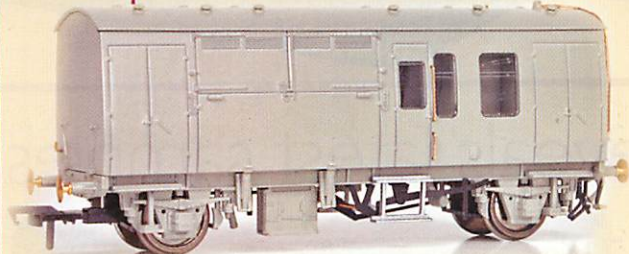
lettering for their original black livery and contains transfers for 33 wagons. Sheet BLI 18 is aimed for modellers of the ICI/WD 20T ammonia tank wagons (as produced by Airfix/Dapol/Hornby. CCT

says that using this new transfer sheet allows modellers to easily apply the distinctive livery, and four wagons can be covered by it.

Finally, Sheet BLI 19 allows modellers still using the ICI bogie chemical tank wagons made by Hornby Dublo and Tri-ang to be renumbered and detailed.

The costs for all of these sheets are £6 for 2mm, 3mm, 3.5mm and 4mm scales, £12 for 'S' scale, £18 for 'O' gauge and £24 for Gauge 1. Cheques should be made payable to C. J. Isherwood And Sent With Orders To Cambridge Custom Transfers, 206, Nuns Way, Cambridge, CB4 2NS.

TMC receives first sample of BR horsebox



TMC has received the first engineering prototype sample of its exclusive model of the BR Mk 1 horsebox from manufacturer Bachmann offering a first look at this four-wheel vehicle.

In total 115 BR Mk 1 horseboxes were built between 1957 and 1958. They had short lives with the last being withdrawn from horse traffic in the early 1970s. Some vehicles were converted for engineering use.

The model is due for release in the third quarter of 2012

and is to undergo a series of revisions before production commences. The horsebox will be released in both BR Southern Region green and BR Eastern Region maroon with four variations in the body to represent different vehicles within the fleet.

TMC's model will feature a fully detail underframe with brake rigging and clasp brakes in line with the wheels, waste discharge pipes, NEM coupling pockets with a close coupling mechanism and optional bufferbeam detailing parts.

Modelzone reincarnates LAB 20

Modelzone has commissioned Heljan to make a special version of its forthcoming Waggon & Maschinenbau railbus as British Rail Research's Lab 20. Although the prototype was a Wickham bodied railbus, the costs of making a tooling for a unique vehicle are prohibitive: Heljan's model offers the nearest ready to run equivalent.

The model represents Laboratory 20 in the last of the three Railway Technical Centre liveries it carried - red and blue. It will be available in the second quarter of the year at a cost of £134.99.

The real Laboratory 20 was built for the RTC Derby in 1959 as a track recording car, carrying probes and on board equipment. It was delivered in a chocolate and yellow livery, going into blue livery, before donning RTC red and blue.

Although similar to the standard Wickham railbus there were differences such as a more robust underframe, buffers and a slightly differing window configuration compared with the standard Wickham body. Lab 20 went into preservation and is currently based on the Lavender Line at Isfield in East Sussex.



FIFTH 'BEATTIE' AND CHINA CLAY BUILDINGS

KERNOW Model Rail Centre is expecting a new version of its well received 'OO' gauge '0298' 2-4-0WT to land at the end of February - and the Camborne model shop has commissioned Bachmann to produce models of china clay dries and chimney so typical of Cornwall.

The little locomotive, which is manufactured by Dapol, will appear as 3314 in Southern Railway black with Bulleid 'sunshine' lettering. It will cost £94.99 plus postage. This version is limited to 500 pieces, and KMRC

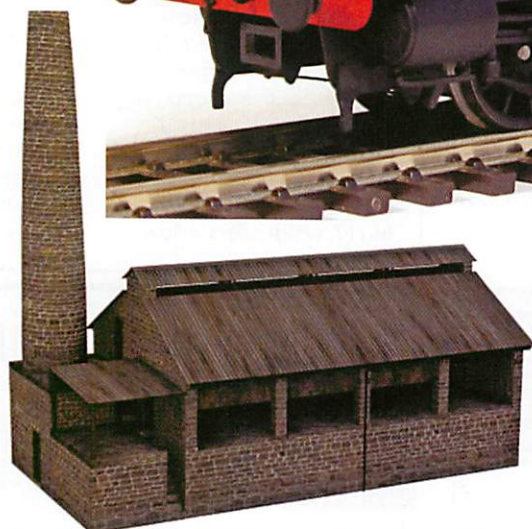
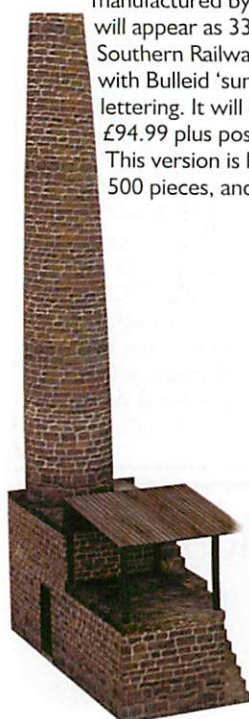
says that it expects it to sell as quickly as its previous version in Southern Railway livery.

The china clay dries and chimney, meanwhile, are expected to be released mid-2012, and are based on those found at

Wenfordbridge and many other locations in Cornwall. The dries will cost £73.95, and the furnace and chimney £43.95. Each is

limited to just 500 pieces.

For more information visit www.kernowmodelrailcentre.com or call 01209 714099.



GARDEN SERVICES

A new service helping modellers build garden railways has been launched by a company called Railways in the Garden. Established by longstanding railway modellers and landscapers, Railways in the Garden says it offers a complete design and build service, with free quotes and advice.

A range of other services is offered including maintenance and landscaping. For more information, call 07778 450084 or e-mail enquiries@railwaysinthegarden.com

Bachmann reveals latest samples

BACHMANN has revealed the latest progress with its brand new tooling for the English Electric Class 20 for 'N' gauge and the Southern Railway Pillbox brakevan for 'OO' gauge.

The Class 20 will feature a twin flywheel mechanism, directional lighting, an etched roof fan grille. The tooling caters for both early disc headcode and four character headcode versions.

Three models are due for release initially covering BR green with indicator disc (Cat No. 371-030), BR blue with headcode boxes (371-031) and BR blue with indicator discs (371-032). A release date had not been specified for the Class 20 as *Hornby Magazine* closed



for press.

The new 'OO' gauge Southern Railway Pillbox brakevan is also making progress and the new tooling will allow for detail differences through modifications to the vehicles during their long working life. It will be available with both left hand and right hand duckets and either standard or two+ planked sides. Two styles of sandbox have also been catered

for together moulded underframe detail for single or equal brake mechanisms.

Five versions are planned covering Southern Railway brown with a white roof and red ends, BR grey, BR bauxite, Southern Region brown with a grey roof and red ends and BR departmental olive green. Release is expected during 2012, but a specific date has not been set.

Pendon marks Maddar Valley's Golden Jubilee

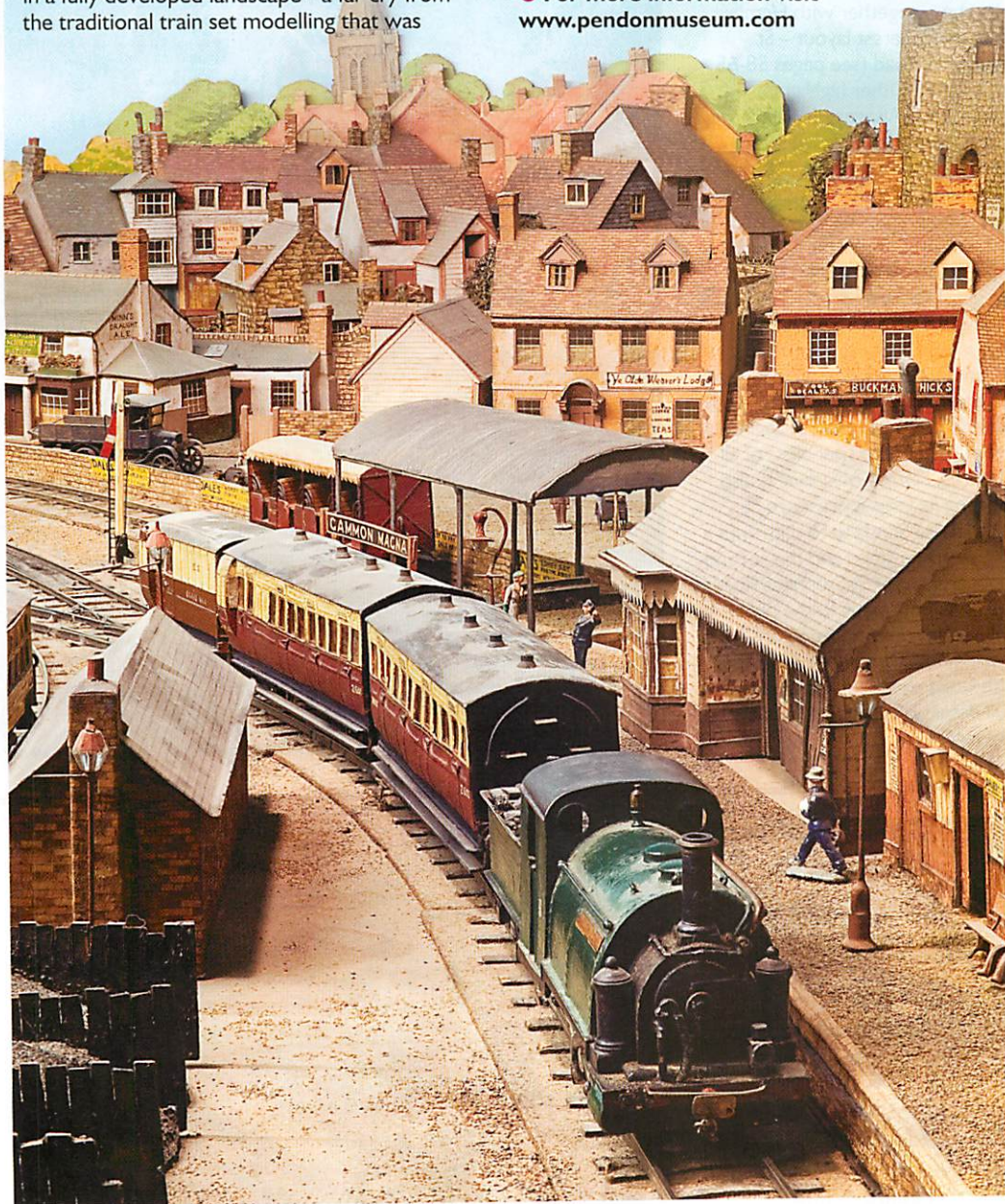
Pendon Museum is marking the 50th anniversary of the epoch making Maddar Valley Railway on March 3-4 with a special event which will see it in operation for one of just a few times this year.

In the 1930s John Ahern pioneered the concept of a model railway running through scenery in a fully developed landscape - a far cry from the traditional train set modelling that was

the norm then. Today the layout is regarded as an important historic relic of early railway modelling.

The rest of the museum will be open too, with its other layouts - including the stunning Dartmoor and Vale scenes in operation.

● For more information visit www.pendonmuseum.com



LNWR SOCIETY OPENS PORTFOLIO TO ALL MODELLERS

The LNWR Society is offering its popular photographic book *The Railway Photographs of P.W. Pilcher* at a new price of £7.75 for a limited period, and it should be of interest to modellers of the Great Western and Great Northern Railways as well as the London and North Western.

The 96 page cardbound A4 book contains a wide selection of informatively captioned photographs, of LNWR, GWR, GNR and other companies' locomotives and trains taken between the 1880s and the 1930s, many in the Shrewsbury area. Brought up in Lincolnshire, educated at Bath and Cambridge, Percy Pilcher was a teacher at Shrewsbury School until his retirement in 1935. The quality of his work, was generally regarded as being of an extremely high standard.

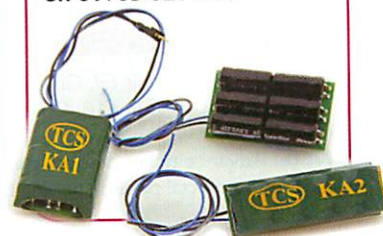
The £7.75 price includes UK postage, and orders with a cheque or postal order payable to the LNWR Society: LNWR Society PSO, 7 Walnut Grove, Winchester, Hampshire SO22 5HR

TCS launches... KEEP-ALIVE POWER MODULES

TCS is now supplying a range of backup power modules to enhance smooth operation on Digital Command Control (DCC) equipped layouts.

When attached to a compatible decoder, the Keep-Alive modules will assist with smooth running across dirty track for approximately 3-5 seconds. The KA1 (£23.96) measures 16.5mm x 26.7mm x 7.5mm and (depending on the locomotive and efficiency of the motor) will power a locomotive at speed step 10 for approximately 2 to 6 seconds. The KA2 measures 33mm x 11.6mm x 9mm will power a locomotive at speed step 10 for approximately 3 to 14 seconds and costs £23.10. Both types are available as 'wires-only' connections or with a fitted plug for an additional £4.28.

● For more information, contact DCC Supplies Ltd on 01905 621999.



WISHLIST 2012 POLL OPENS IN MARCH

The annual MREmag/RMWeb wishlist poll opens on March 19, with a number of changes to previous years in a bid to make it more accessible.

A dedicated team of nine modellers has overhauled the poll's content and amongst other changes is that steam

locomotives are now listed by order of wheel arrangement and with BR running numbers, BR Freight is now split into *Steam/Diesel Era* and *TOPs-coded* types for greater clarity, each item listed has had up to six lines of easily-digested text written about it and users can now vote

for what they would purchase.

By making it easier for modellers to vote for their favourite missing models, the organisers hope to provide major ready-to-run manufacturers with a clearer idea of which new models will be most viable.

MODEL RAIL SCOTLAND BIGGEST EX

MODEL RAIL Scotland is set to become the biggest model railway exhibition ever held in Scotland on the weekend of February 24-26 when the expanded show opens its doors.

The show is 50% bigger for 2012 with the event now spread across two halls of the Scottish Exhibition and Conference Centre in Glasgow. An impressive range of more than 60 layouts and over 70 traders has been gathered together for Model Rail Scotland in an event which also includes 31 society stands and eight demonstrations.

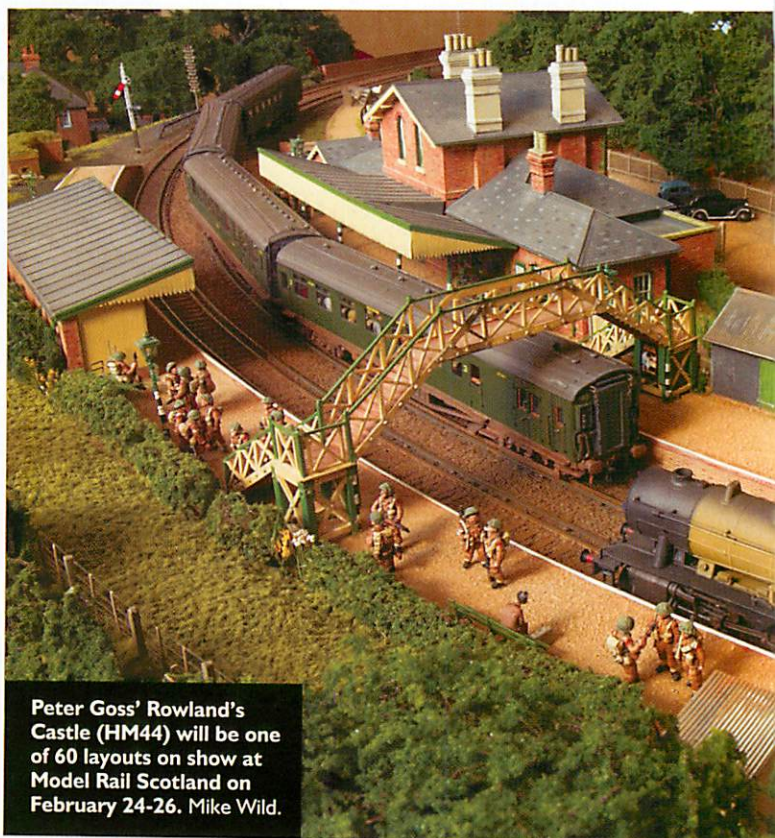
Organised by the Association of Model Railway Societies in Scotland the event will feature 27 guest layouts drawn from across the UK together with 33 Association member layouts.

Four *Hornby Magazine* featured layouts are taking part in the show with John Houlden's fabulous Gamston Bank (HM46), Peter Goss' stunning Rowland's Castle (HM44) and David Ford's

atmospheric Bash Street and Nether Thorpe (HM8) joining the show together with *Hornby Magazine*'s latest layout – St Stephens Road (see pages 58-65 this issue). Other highlights include the Alsager Model Railway Club's superb 'O' gauge layout Hassell Harbour Bridge, Mark Tatlow's delightful Port Chullin representing Scotland in the 1970s and Borchester Market – a long standard exhibition layout originally built by Frank Dyer.

The show sees strong support from manufacturers with Bachmann, Heljan and Hornby all attending the event together with a wide range of traders ranging from retailers to specialists of all natures. *Hornby Magazine* is also hosting its largest presence at Model Rail Scotland to date with a bigger trade stand and the second appearance for St Stephens Road.

The event opens to the public at 11am on Friday February 24. Visit www.modelrail-scotland.co.uk for the latest show information and full details of attending layouts and traders.



Peter Goss' Rowland's Castle (HM44) will be one of 60 layouts on show at Model Rail Scotland on February 24-26. Mike Wild.



John Houlden's Gamston Bank will be bringing the spirit of the East Coast Main Line in the 1950s to Scotland. Trevor Jones.

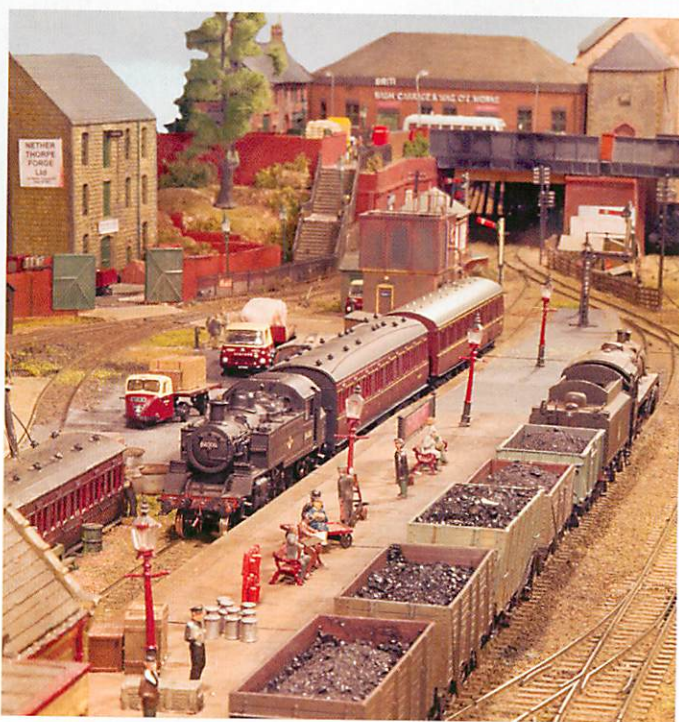
THE DETAILS

When:	February 24-26 2012
Where:	Scottish Exhibition and Conference Centre (SECC), Glasgow (G3 8YW)
Times:	Friday February 24 11am-6pm Saturday February 25 10am-6pm Sunday February 26 10am-5pm
Website:	www.modelrail-scotland.co.uk

PRICES

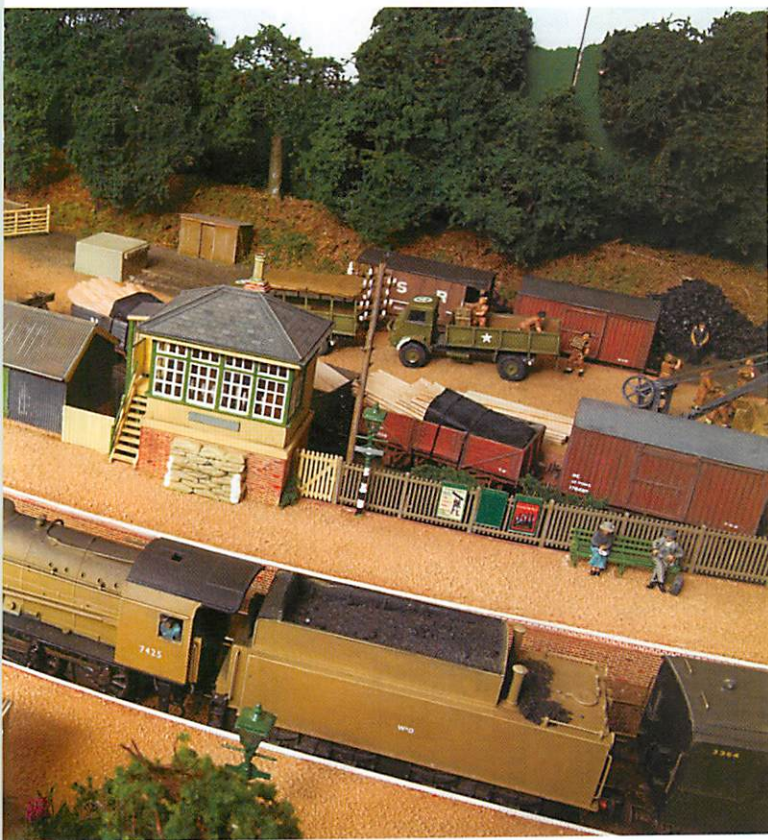
Advance:	Adult £9, Child £5, Family £24
Door:	Adult £10, Child £6, Family £25

Note: Advance ticket holders gain entry to the event 30 minutes before the official public opening times on each day of the show



David Ford's Bash Street and Nether Thorpe will bow out after Model Rail Scotland – its final show. Mike Wild.

GEARS UP FOR... EXHIBITION



LAYOUT	SCALE	EXHIBITOR
Gamston Bank	'OO'	John Houlden
Borchester Market	'OO'	Borchester Market Group
Keiper Colliery	'OO'	John Cook
New Mills	'OO'	
Chollerford	'OO'	Dave Millford
Rowland's Castle	'OO'	Peter Goss
Bash Street & Nether Thorpe	'OO'	David Ford
St Stephens Road	'OO'	Mike Wild/Hornby Magazine
Crimson Road	'OO'	Peter Griffiths
Harton Gill	'P4'	Graham Broad
Portchullin	'P4'	Mark Tatlow
New Hay	'EM'	Andy Cooper
Saxlingham	'EM'	Dave Tailby
Tan-yr-Allt/Dwffwr Uchaf	'OO9'	Stan Williams/Roger Christian
Schull	'OO'3'	Alan Gee
Hassell Harbour Bridge	'O'	Alsager Model Railway Club
Fisherrow Yard	'O'	Ian Futers
Drieich	'O'	Bill McReath
Tetfield-under-Bolt	'N'	Bob Rowlands
Imperial Yard	'N'	Pete Latham
Pempoul	1:50	Gordon and Maggie Gravett
La Baraque	'S'	Hans Louvet
Jacksonville Yard	'N'	Terry Tasker
Andersonville TX	'N'	David Black
Menasha	'HO'	Wakefield Railway Modellers Society
Choates Lane	'N'	N Gauge Society Stand
Ryburn Bridge	'N'	Peco
Gala Water	'N'	East Kilbride MRC
Anvilton	'N'	Ayr MRC
St Andrews & Gaudbridge	'N'	East Neuk MRC
Hewisbridge	'OO'	57 Study Group
Rosebank Junction	'OO'	Bonnybridge MRC
Dunwoody Halt	'OO'	Greenock MRC
East King Street	'OO'	Helensburgh MRC
Newcastleton	'OO'	Edinburgh and Lothians MRC
Sherrifston	'OO'	Moray MRC
Hyndford	'OO'	Clyde MRC
Paisley Central	'OO'	Bishopton MRC
Devilla Colliery	'OO'	Stirling and Clackmannan MRC
Almond Bridge	'OO'	Perth MRC
Kylestone	'OO'	Kyle MRC
Cardale	'OO'	Cumbernauld MRC
Caley Junction	'OO'	Aberdeen MRC
Bardowie	'OO'	Glasgow and West of Scotland MRC
Alburnie Park	'OO'	Glenrothes MRC
Edinburgh Southside	'OO'	Scottish Modellers
Grangemouth	'OO'	Falkirk MRC
Calderside	'P4'	West of Scotland 4mm Group
Coatsby	'O'	Inverness MRC
Trams of Yesteryear	4mm	Glasgow South Model Tram & Rail Group
Twin Rivers	'HO'	Elgin MRC
Phoenix Fruit Express	'HO'	Thistle MRC
Codgers Pass	'HO'	Clydeside MRC
Great Western Railroad	'On30'	Raven MRG
Forthal Schmalspurbahn	'HOe'	Thistle MRC
Larchlap to Candleford	'G'	G Scale Scotland

HOW TO GET THERE

Situated just off the M8 motorway, the SECC is within five minutes drive of the city centre and 15 minutes from Glasgow Airport. The SECC has its own railway station and bus terminal linking with Glasgow's excellent public transport system.

■ **By Road:** The SECC is just off junction 19 of the M8 motorway with on-site parking available for 3,000 vehicles.

■ **By Rail:** Glasgow Central Station is connected with many cities across the UK. The SECC has its own dedicated railway station allowing easy access from the city centre. Six trains an hour run from Glasgow Central Station Platform 15, with a journey time of 10 minutes.

■ **By Coach:** All national UK coach operators run services to Glasgow's Buchanan Bus Station from throughout the UK.

■ **By Air:** The SECC is 15 minutes away by direct motorway link.

■ **By taxi:** An average journey from the city centre will cost around £3.50.

TICKETS

■ To purchase tickets online visit the Model Rail Scotland website www.modelrail-scotland.co.uk or alternatively visit the Scottish Exhibition and Conference Centre web site www.secc.co.uk.

■ To purchase advance tickets by phone Tel: 0870 040 4000.

■ To purchase advance tickets by post: Enclose a stamped, self addressed envelope together with your remittance and forward to: AMRSS, PO Box 19564, Johnstone PA6 7YP.

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DCC71 Decoder Tester £13.95
DCC72 21 to 8 Pin Adaptor £3.95
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NEW - IN STOCK



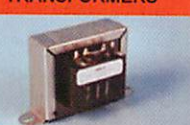
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U Single Track with Inertia £39.95
UF Single Track with Feedback £34.95
UD Twin Track Unit £49.95
HS Twin Track with Inertia £59.95
UD Twin Track with Feedback £52.95
UQ Four Track Unit £79.95

HANDHELD CONTROLLERS
W Single Track Unit £34.95
WS Single Track Unit with Simulator £54.95
HS Single Track Unit with Feedback £34.95
GM75 DIN Plug for Above Units £2.55

TRANSFORMERS



UNCASED TRANSFORMERS
T1 Output 2 x 16V AC 1.25A £19.95
T2 Output 1 x 18V AC 2.5A £19.95
T3 Output 1 x 24V AC 1.25A £19.95
T4 Output 2 x 12V AC 1.25A £19.95

CASED TRANSFORMERS
M1 Output 2 x 16V AC 1A £44.95
M2 Output 1 x 18V AC 2.5A £49.95
M3 Output 1 x 24V AC 1.25A £49.95
M4 Output 2 x 12V AC 1.25A £49.95
M5 Output 1 x 12V AC 5A £79.95
M6 Output 1 x 20V AC 5A £89.95
M12 Output 1 x 22V AC 5A £82.95

WALL MOUNTED TRANSFORMERS
WM1 Output 1 x 18V AC 1.1A £14.95

CUTOUTS
GM41 Thermal Cut Out 1A £3.75
GM42 Thermal Cut Out 2.5A £3.75

MODULES/UNCOUPLERS

EM1 N Gauge Uncoupler £7.95
EM13 N Brown Ballast (500g) £4.75
S51 Super Shuttle Unit £29.95
S52 Station Stop Unit £34.95
TLU OO/HO Uncoupler £9.95

POINT CONTROL



POINT CONTROL SYSTEM
PCU1 Cased Point Control Unit £104.95
PCU2 Slave Point Control Unit £49.95

CAPACITOR DISCHARGE UNIT

CDU Capacitor Discharge Unit £12.95

POINT MOTORS

PM-1 SEEP Point Motor with Switch £4.75
PM-2 SEEP Point Motor £4.50
PM-4 SEEP Latching Point Motor w/Switch £5.50

SWITCHES

GM510 Toggle Switch Non Latching £2.45
GM513 Push to Make Switch Black £2.65
GM514 Push to Make Switch Blue £2.65
GM515 Push to Make Switch Green £2.65
GM516 Push to Make Switch Red £2.65
GM517 Push to Make Switch White £2.65
GM518 Push to Make Switch Yellow £2.65

TRACK CLEANING

HF-1 High Frequency Track Cleaner £34.95
HF-2 High Frequency Double Track Cleaner £44.95
GM426 Standard Track Cleaning Rubber £2.75
GM427 Valve Track Cleaning Rubber £5.25
GM37 OO/HO Track Cleaning Pads (3) £5.25
GM39 N Track Cleaning Pads (3) £5.25

TRACK



GM18 N Gauge Rail Joiners (24) £2.15
GM19 OO Gauge Rail Joiners (24) £1.95
GM45 OO Re-Railer £5.25
GM46 N Re-Railer £2.95
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GM186 Track Pins (Hornby Style) £2.95
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GM91 OO Black Sleeper ST FlexiTrack (100) £175
GM92 N Black Sleeper NS FlexiTrack (100) £195
GM93 OO Black Sleeper NS FlexiTrack (24) £72.95
GM94 OO Brown Sleeper ST FlexiTrack (24) £72.95
GM95 OO Black Sleeper ST FlexiTrack (24) £45.95
GM96 N Black Sleeper NS FlexiTrack (24) £51.95
GM97 OO Brown Sleeper NS FlexiTrack (100) £255

GREY BALLAST & UNDERLAY



GM114 OO Granite Ballast (500g) £3.25
GM115 N Granite Ballast (500g) £3.25
GM117 OO Granite Ballast (200g) £2.05
GM118 N Granite Ballast (200g) £2.05
GM200 OO Ballasted Underlay (5m) £21.50
GM201 N Ballasted Underlay (5m) £21.50

NEW - DUE JANUARY

GM204
Point & Crossing
Ballasting Kit
£7.50
For use with
GM200 (OO/HO)

GM205
Point & Crossing
Ballasting Kit
£7.50
For use with
GM201 (N)

BROWN BALLAST & UNDERLAY

GM111 OO/HO Brown Ballast (500g) £3.25
GM113 N Brown Ballast (500g) £3.25
GM210 OO Ballasted Brown Underlay (5m) £21.50
GM211 N Ballasted Brown Underlay (5m) £21.50
GM214 OO Brown Point & Crossing Kit £7.50
GM215 N Brown Point & Crossing Kit £7.50

NEW - DUE JANUARY

GM111 OO/HO Brown Ballast (500g) £3.25
GM113 N Brown Ballast (500g) £3.25
GM210 OO Ballasted Brown Underlay (5m) £21.50
GM211 N Ballasted Brown Underlay (5m) £21.50
GM214 OO Brown Point & Crossing Kit £7.50
GM215 N Brown Point & Crossing Kit £7.50

ROAD & ROADWAY



GM43 OO/HO Adhesive Roadway (1m) £5.95
GM44 N Adhesive Roadway (1m) £5.75

HO/OO DIECAST



GM300 Mercedes L319 Van £2.90
GM302 Mercedes Sprinter Van £2.90
GM308 Alfa Romeo 156 GTAA £2.90
GM311 Dodge Viper £2.90
GM313 VW Mini-Bus £2.90
GM314 VW Beetle Original £2.90
GM315 Jaguar E Type £2.90
GM316 Jaguar Mark II £2.90
GM317 Porsche 356A £2.90
GM318 Range Rover Sport £2.90
GM319 Land Rover Discovery 3 £2.90

CORK PRODUCT

GM130 Cork Sheet 1/16" (3 x 2) £5.25
GM131 Cork Sheet 1/8" (3 x 2) £9.25
GM134 N Cork Railbed (5) £5.95

SCENIC STARTER PACK



GM194 Scenic Starter Kit £26.50

MOD-ROC & PLASTER

GM100 Mod-Roc (2.75m) £4.25
GM119 Fine Modelling Plaster (1kg) £5.25

GRASS MATS



GM20 Spring Grass Mat (100 x 75cm) £7.75
GM21 Summer Grass Mat (100 x 75cm) £7.75
GM22 Autumn Grass Mat (100 x 75cm) £7.75
GM23 Gavel Mat (100 x 75cm) £5.75
GM38 Spring Grass Mat (240 x 120cm) £32.95

FLOCKS & SCATTERS

GM101 Light Green Scatter £1.65
GM102 Mid Green Scatter £1.65
GM103 Dark Green Scatter £1.65
GM105 Spring Green Scatter £1.65
GM108 Red/Brown Scatter £1.65
GM109 Black Scatter £1.65
GM110 Earth Brown Scatter £1.65
GM116 Grey Tarmac Scatter £1.65
GM150 Light Green Fine Foliage £2.85
GM151 Dark Green Fine Foliage £2.85
GM152 Mid Green Fine Foliage £2.85
GM153 Light Brown Fine Foliage £2.85
GM154 Brown Fine Foliage £2.85
GM170 Spring Grass Flock £2.80
GM171 Summer Grass Flock £2.80
GM172 Moorland Grass Flock £2.80
GM173 Meadow Grass Flock £2.80
GM193 Puffer Bottle Scenic Applicator £4.25

ROUGH GRASS

GM190 Light Green Rough Grass £8.25
GM191 Dark Green Rough Grass £8.25
GM192 Beige Rough Grass £8.25

TREES



OO/HO SCALE BULK VALUE PACKS
GM120 Deciduous Trees (25) £18.95
GM121 Mixed Trees (25) £18.95
GM122 Fir Trees (25) £18.95
GM123 Small Fir Trees (50) £29.95
GM124 Deciduous Trees (25) £18.95
GM125 Fir Trees (25) £19.95
GM126 Park Trees (25) £18.95

OO/HO SCALE STANDARD TREES

GM180 Plum Trees (3) £6.75
GM181 Plum Trees in Blossom (3) £6.75
GM182 Fruit Trees (3) £6.75
GM183 Apple Trees (3) £6.75
GM184 Birch Trees (3) £6.75
GM185 Weeping Willow Trees (3) £6.75
GM186 Poplar Trees (3) £6.75
GM187 Pine Trees (3) £6.75
GM188 Beech Trees (2) £7.25

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SEAFOAM STARTER PACK
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LEAVES

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GM158 Dark Green Leaves £3.35

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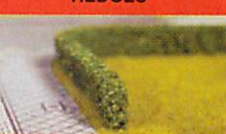
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FLOWERS



GM175 OO/HO Garden Flowers £8.95
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HEDGES



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FENCING

GM145 OO/HO Country Fencing Bulk Pack £8.95
GM146 OO/HO Garden Fencing Bulk Pack £8.95

BACKSCENES

LARGE SIZE - 2744 x 304mm (108" x 12")
GM701 Valley Backscene £7.75
GM702 Countryside Backscene £7.75
GM703 Open Field Backscene £7.75
GM704 Village Backscene £7.75
GM705 Cloudy Sky Backscene £7.75
GM706 Industrial Backscene £7.75
GM707 Houseboats Backscene £7.75
GM708 Town Backscene £7.75

SMALL SIZE - 1372 x 152mm (54" x 6")
GM751 Valley Backscene £4.75
GM752 Countryside Backscene £4.75
GM753 Open Field Backscene £4.75
GM754 Village Backscene £4.75
GM755 Cloudy Sky Backscene £4.75
GM756 Industrial Backscene £4.75
GM757 Houseboats Backscene £4.75
GM758 Town Backscene £4.75

BRICKWORK

GM30 Plain Grey Stone Walling £8.75
GM31 Stone Walling with Buttresses £8.75
GM32 Grey Stone Walling with Arches £8.75
GM197 Stone Tunnel Wall £7.25
GM198 Single Tunnel Mouth £14.25
GM199 Double Tunnel Mouth £19.50

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NEW
N Gauge Loco Wheel Cleaner with Soft Cleaning Action.
Will not damage traction tyres. DCC Friendly.
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GM49 Spare Cleaning Pads for GM47 £15.95

ACCESSORIES



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GM11 10m Wire £2.05
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WIRE 100m Reel £7.75
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GM13 Connecting Leads Pin Joiner (Pair) £3.25
GM14 Pin Connectors Hornby Style (6) £2.75
GM15 Ring Terminals (6) £1.75
GM16 Connecting Leads Gaugemaster (6) £1.50
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MAGNETS

GM86 Small Magnets (10) £5.25
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GM88 Large Magnets (10) £6.75
GM89 Reed Switches (10) & Magnets (5) £13.25

SWITCHES

GM501 DPDT Slide Switch £1.50
GM502 DPDT Slide Switch Centre Off £1.50
GM503 SPST Toggle Switch £2.15
GM504 DPDT Toggle Switch £2.35
GM505 DPDT Mini Toggle Switch Centre Off £2.95
GM506 DPDT Mini Toggle Switch £2.55
GM507 SPST Mini Toggle Switch £2.25
GM508 SPDT Mini Toggle Switch £2.45
GM509 SPDT Mini Toggle Switch Centre Off £2.45
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LIGHTING

12v GROW OF WHEAT BULBS
GM59 Yellow (5) £3.85
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GM71 Clear (5) £3.85
GM72 Green (5) £3.85
GM73 Orange (5) £3.85

LIGHT EMITTING DIODES

GM80 3mm Green (5) £1.95
GM81 3mm Red (5) £1.95
GM82 3mm Yellow (5) £1.95
GM83 5mm Green (5) £1.65
GM84 5mm Red (5) £1.65
GM85 5mm Yellow (5) £1.65
GM76 Resistors 1000 ohm (10) £1.35

TOOLS

GM500 A2 Cutting Mat £19.95
GM501 A3 Cutting Mat £10.95
GM502 A4 Cutting Mat £5.75
GM503 A5 Cutting Mat £3.45
GM504 Round Nose Pliers £7.35
GM505 Flat Nose Pliers £7.35
GM506 Side Cutters £7.35
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XU410T High Precision Shear	£10.95
XU420T Angled Precision Shear	£15.80
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AD-22 Cover Grip	£4.20
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AD-40 Speed Epoxy Syringe	£4.20
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BD-26 Scenic Shovelled Snow	£12.50
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BD-29 Scenic Snow	£14.55
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K20-048 Ground Buffer Stop Track (2)	£5.90
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K20-300 Crossing Left 186mm 15 Deg.	£8.00
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K40-900 Unitram Complete Starter Set	£311.30
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K40-901 V51 Crossing Expansion Set	£125.00
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K40-903 V53 Track Expansion Set	£82.00
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K24-815 Insulated Joiners (20)	£4.00
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STATISTICS

Owner:	East Riding Finescale Group
Scale:	4mm
Length:	40ft
Width:	21ft
Track:	Hand built
Control:	Analogue
Period:	1955-1965 BR Eastern and Midland Regions

Market

Mally Baker and friends built a spectacular and gigantic model of this after a remarkable resurrection, it is ready for a new sojourn on the



A Stanier 'Jubilee'

restarts from

Market Weighton as an '8F'

2-8-0 clanks slowly across
the level crossing with a
coal working.



Weighton

long closed but fondly remembered junction station in East Yorkshire in the 1990s and now, exhibition circuit - if it can find a new home. **NEIL RIPLEY** reveals all. *Photography, Mike Wild.* »



SITUATED in the shadows of the Western side of the Yorkshire Wolds, the small East Yorkshire market town of Market Weighton has long been an important centre.

Several important trade routes converged there, encouraging the development of the town. In time this was emulated by the railways which saw the development of the town's railway station from the terminus of a single route to York into a very busy junction at the focal point of a quartet of routes from York, Beverley, Driffield and Selby.

The town's impressive station with its overall roof, (like so many in the region the work of the prolific architect G T Andrews and often seen as excessive), saw its first passengers on October 3 1847 with the opening only three days behind the planned schedule of the line to York. This and the line Westwards to Selby opening the following year were the work of the York & North Midland Railway.

The proposed line through to Beverley giving access to Kingston Upon Hull and the docks was not completed in spite of many protests from local merchants and Market Weighton was the terminus of these two lines for the next 17 years. Absorption into the North Eastern Railway in 1854 ultimately led to the opening of a line through to Beverley in 1865. The last line, a link through to Driffield as a way of giving a more direct route through to the popular coastal resorts of Bridlington and Scarborough from the West Riding came in 1890.

The station's associated engine shed and

turntable, though remaining, saw little use but for the stabling of banking engines from this point.

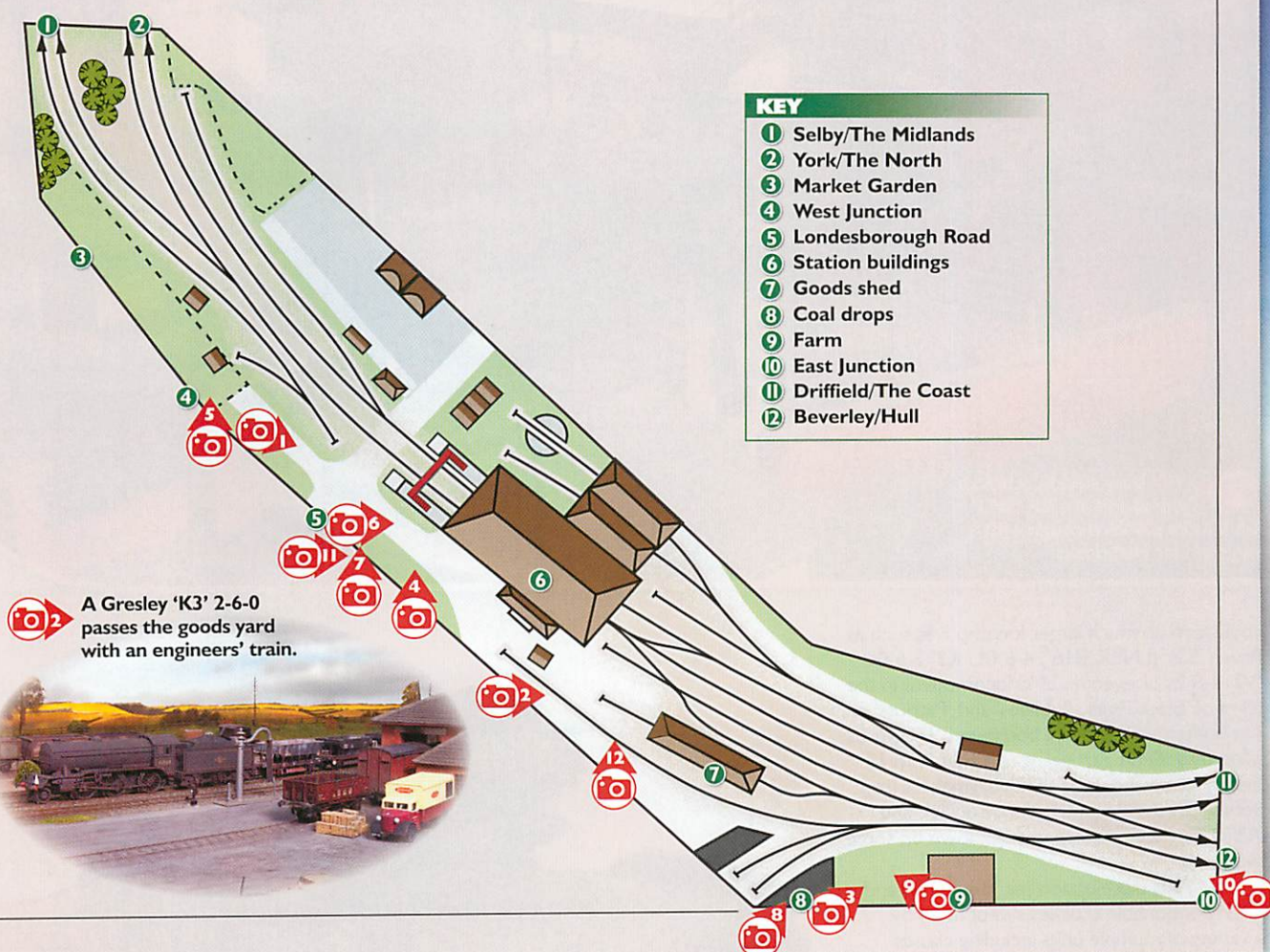
Market Weighton was a crossroads of the well patronised Hull-York and Selby-Driffield routes for the better part of a century. Traffic was dense with through freights from the docks on the former and weekend holiday traffic in season on the latter; while the town and local farms in the area kept the station and its sizable goods facilities well patronised. Notable freight commodities included an inflow of coal, fuel oil and agricultural machinery balanced against steady outflows of cattle, grain and vast amounts of carrots. All of these were handled by the regular pick-up goods services on each of the routes.

Varied power

The proximity to the major depots at Hull and York, the demands of the steeply graded routes and variety of longer distance workings traversing the lines could produce some interesting and unusual motive power. Though for much of the station's history and right up to their ousting by 1950s dieselisation the local passenger services were in the hands of 4-4-0s such as 'D20s' and latterly 'D49s'. The long distance and heavier workings such as the through freights and holiday workings to the coast from the Midlands and West Yorkshire »



MARKET WEIGHTON TRACK DIAGRAM (Not to scale)





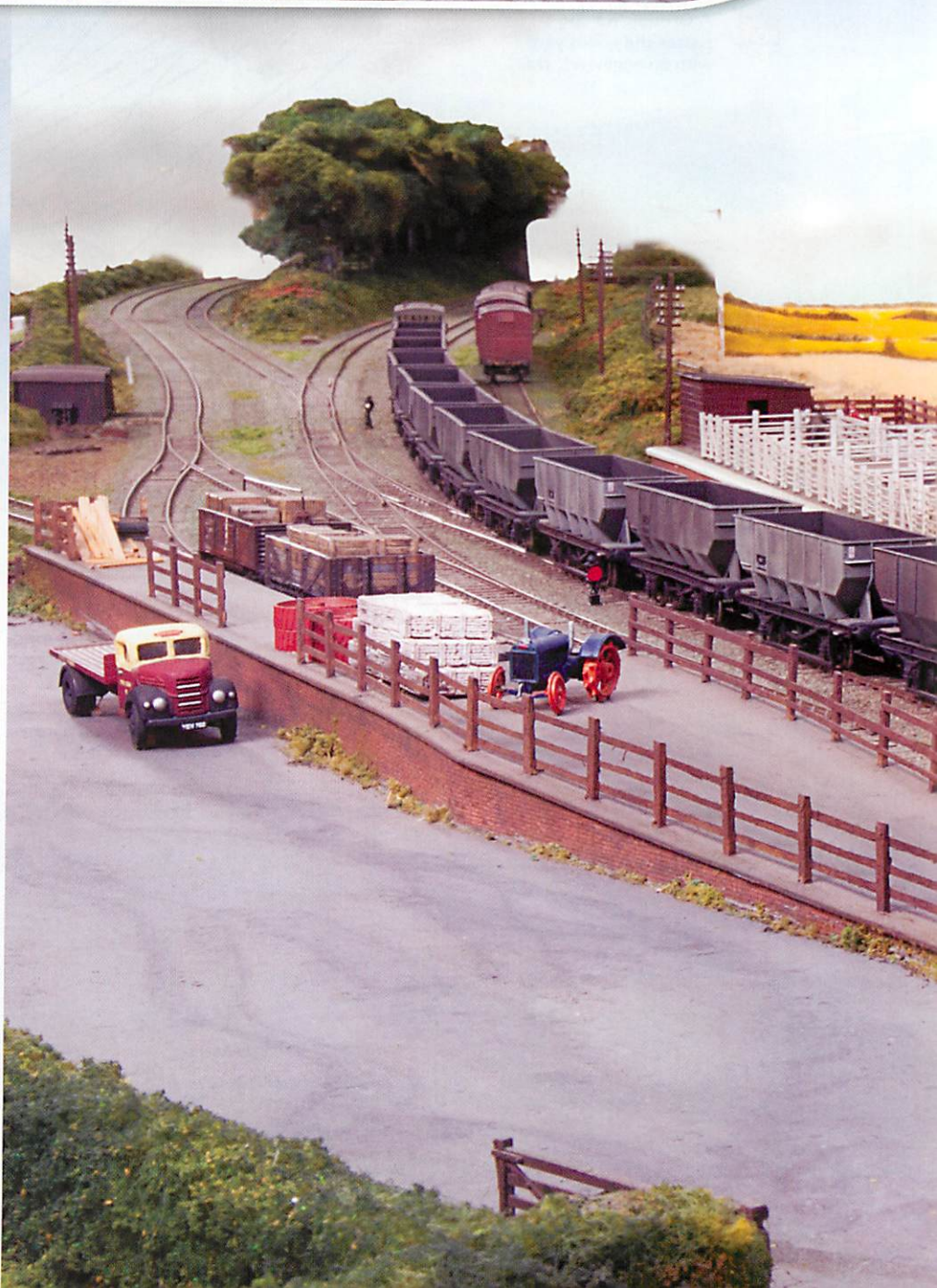
4 The busy station echos to the sound of a BR '5MT' 4-6-0 as it passes through with a van train for Hull docks.

could turn up much larger locomotives such as Raven 'S3s' (LNER 'B16') 4-6-0s, 'K3' 2-6-0s, 'V2' 2-6-2s or even ex-LMS locomotives in the form of 'Black Fives', 'Jubilees' and 'Patriots' or - as unlikely as it seems - borrowed '3F' 0-6-0s piloted by 'D49s' struggling together with 12 heavily loaded coaches of holidaymakers from South Yorkshire! Latterly displaced 'A1' and 'A3' class 'Pacifics' were not unknown on some workings.

Late 1950s dieselisation saw the 4-4-0s and often pensionable coaches swept away by a variety of multiple units including classes 104 and 105 ably supported by Class 37s and Class 40s on heavier trains. The Midland trend continued on the weekend workings with 'Peaks', Class 47s and Class 24s noted working through on journeys to and from the coast. In spite of dieselisation the local freight workings were almost exclusively steam hauled to the end. The preserve of LNER and ex-NER 0-6-0s for much of their time, these were only completely replaced in the final years by 'WD' 2-8-0s, 'B1' 4-6-0s and BR Standards.

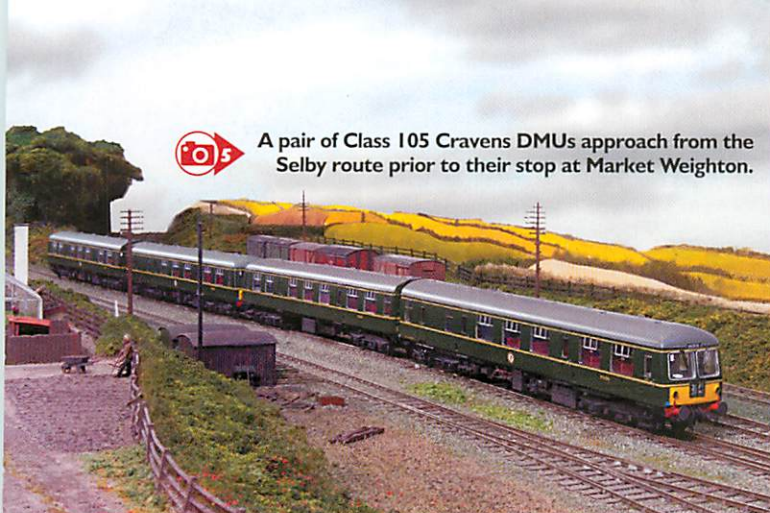
Such was the economic importance of these two routes to the East Riding that in 1961 a bold programme of modernisation, which included some track singling, new signalling and automatic crossings, was approved in order to safeguard the route against road competition. However this plan was never completed and the routes highlighted in Beeching Report were never given the safeguarding investment they required.

Despite widespread protest, counter proposals and the well-documented likelihood of negligible saving in costs from shutting the lines by the end of 1965 Market Weighton was no longer part of Britain's railway network. The region's development suffered and there is a growing campaign to re-open the much-missed Beverley-York line at least. The closure was not without its irony though as despite all the publicity, one ill-informed teenager hailing from the neighbouring village of Newbald with intentions of catching a Hull train turned up at Market Weighton station over a week after the





A pair of Class 105 Cravens DMUs approach from the Selby route prior to their stop at Market Weighton.



last one ran! That very same individual would subsequently be instrumental in creating the model you see here.

Model development

Now this might come as a surprise, but the model you see here is far from a new layout. It is actually over 20 years old! Its entire existence harks back to a model railway show in Hull way back in 1985 when Mally Baker, (our one time ill-informed teenager from Newbald and now more awake and aware of his surroundings),

made the monumental decision to embark on his first exhibition layout project. The model, which was a private venture and not a club funded project, took himself, his family and a group of like minded and determined modellers around six years to reach a state of readiness for its first exhibition. When finished it was a near scale representation of the station as it was in the 1930s. As such the model exceeded his initial estimates of 24ft x 12ft and even when employing some compression of the station approaches and yard came in at 40ft x 21ft!

The finished model is by no means rectangular as the scenic frontage proscribes the curve of the prototype between the two junctions. This means that of the six boards that make up the scenic frontage no two are alike and only that holding the station building has four right angle corners!

In operation the layout is designed to work as two interlaced circles with the station area acting as a giant diamond crossing. Trains running on the Beverley-York and Selby-Driffield routes (or vice-versa) have »



Top: The overall roof dominates the scene as a Thompson 'B1' receives the 'right away'.



A 'WD' passes the signalbox for Market Weighton with empty 20-ton coal hoppers.



respective arrival and departure roads at the East and West junctions opposite to each other. This means that to return on the same route trains have to cross over again off scene. To achieve this, and to save a further set of complex pointwork the fiddle yard loops were arranged on two levels. The higher set to the rear serves the Beverley-York route and the lower front set of loops the Selby-Driffield lines.

A pair of narrow curved section baseboards connects each of the sets of lines from the junctions at the ends of the scenic sections with the respective fiddle yard roads. With the set at the York route climbing up and over that of the Selby line to effect the re-crossover to the routes which also keeps the longer trains (up to 15 coaches double-headed) of the Selby-Driffield line on the flat.

It was a complicated baseboard arrangement, but capably handled at the time by cabinet maker Colin Stark, who is of course now well known within the hobby as he is heavily involved in creating the same on a daily business through his own company Black-Cat Baseboards.

Just as complicated was the trackwork, all of which is SMP on the scenic area, with all copper-clad point-work and junctions hand-built in situ by Mally himself. These were

powered in those pre DCC days by ex-Post Office relays through a wire-harness electrical system from a central control panel, which also handles all of the electrical sections for the layout. DC control with section switching throughout the layout's eminently reliable electrical system was the design and work of well known Hull based Southern-Electric Modeller John Wass.

Given that the prototype is just half an hour down the road it will come as no surprise that on site research played a major role in getting the topography and scenic look of the model right. However in the case of the buildings only the two railway cottages and rear wall of the coal drops remain as the station buildings, by then in a state of disrepair, were swept away in 1978 and a housing development now occupies the site. Much of the trackbed of the Beverley-York line remains outside of the town and now forms part of a nature-trail footpath appropriately called Hudson Way. In the case of the structures many photographs and copies of original plans were obtained to work from. Each of the buildings was created from plasticard over a plywood shell with all small parts and windows created from scratch: some of the station windows for instance are made of 38 pieces of microstrip each. The

station building at over three and a half feet long and similar length goods shed each feature full interior detail and took over six months each to complete.

Though Mally handled the creation of the structures on the layout himself the creation remainder of the scenics were placed in the hands of myself (then barely out of my teens and with no prior experience of building a layout to exhibition standard). The basic painted wire and plaster shell was covered with a blend of available scatter materials, lint based grass areas and plumber's hemp for wheat fields - how times and materials have changed! Mally's daughter Angela put her own artistic creativity to use in adding floral displays to the platforms and station gardens and the whole scene greatly enhanced with a superb hand painted back scene from local artist Bill Tock.

Bringing it to life

Featuring a range of prototypically correct kit built and modified ready-to-run models in LNER and LMS liveries of the 1930s and featuring 15 coach passenger trains and 40-50 wagon heavy freights, the layout was launched onto the exhibition circuit and an appreciative local audience at the Hull Miniature Railway Society's exhibition in 1991. It subsequently »






At the coal staithes a 'J39' 0-6-0 collects empty wagons for its pick up goods.



The vast environs of Market Weighton station are clear to see as a BR '9F' 2-10-0 passes through with a long mixed goods.



 A Stanier '8F' takes the Beverley/Hull line after passing through Market Weighton with a bulk flow of cement.



visited Market Weighton for a local festival event, plus a handful of model railway shows across the North of England over the following decade. We even made it onto national television at one point via a trip into the BBC Blue Peter studio - and yes we do have the badges to prove it!

However, although careful design meant that transport costs could be kept very reasonable, we feel that the model's sheer size - big enough to park the transporting van in the middle of the layout and it not be in the way of operating - at a time when a lot of shows were still held in small school halls and classrooms severely limited the number of shows it could attend. In that respect it is perhaps a layout ahead of its time as its size would be far more suited to the exhibition circuit of today whereby we have shows in the likes of the NEC, SECC and many large sports halls and exhibition centres into which it would fit it with ease. Therefore with other smaller models, such as our famous 'EM' gauge shipyard model Walker Marine already popular on the circuit the decision was taken to accept the opportunity to sell Market Weighton on to a model railway collector in Halifax in 2001.

However that is not where the story ends. After another decade and a lot of grey hairs later, a chance conversation at a 7mm show held in that very same Halifax exhibition hall led to the 'East Riding Finescale Group' having the opportunity of acquiring and bringing this important model back home to East Yorkshire.

This particular group of independent modellers has a vested interest in ensuring the future of the model as the original designer and many of the original builders are included within its membership. It seems that the purchaser had never used the model for its intended purpose and that it had remained well protected and in dry store for the intervening decade in the condition that we had last packed it away at its final 2001 showing until his passing in early 2011.



As such after transport back to our Hull base and a thorough deep clean to remove the dust and spiders the model was extensively tested and found to be in excellent order despite its long sojourn in store. Since then the 20 year old scenics have been sympathetically upgraded with more modern Woodland Scenics materials that were not available to us at the time of construction. The only issue we have had to tackle is that the original station footbridge and signals built for the layout, (which were boxed separately) have disappeared at some point. However a modified Hornby footbridge has been installed as a stop gap, although it should have an additional pair of steps to the road side as well to be truly correct.

The future

Now it is very clear to us that the model is well suited to today's exhibition circuit and modern methods of control. A rewire for DCC with the route setting technology available to us modellers today would totally transform operation as much as the quality of locomotive and rolling stock available out of the box. For certain it wouldn't take much research to make the required changes to the station (such as the removal of the overall roof in favour of canopies over the

platforms) and upgrade all of the rest of the scenic features to 1950s and 1960s condition so that the full potential of the later period and the traffics which were handled or passed through could be shown on the model beyond the limited amount we did for the photographs you see here.

However the loan of the model to the Minster Rail group for inclusion in a month long display in Beverley Minster about its campaign to re-open the Beverley to York line is all we have planned for it as we have many commitments

with other East Riding Finescale Group projects.

In truth and all seriousness we are seeking a good home with an individual or group with the space and vision to take the layout on and develop it for the model railway exhibition circuit so that the layout can now perhaps reach the potential it has always had in it from the start. So if you think that you might be able to offer this old but low mileage layout such a home and future we can be contacted via the *Hornby Magazine* editorial office. editorial@hornymagazine.co.uk



Top: At more than 3ft long Market Weighton's station building is an imposing structure. It was built entirely from scratch by the layout's creator Mally Baker.



Below: A Thompson 'B1' simmers outside the station with a rake of Gresley corridor stock. The burnt out brakevan is one of several built by Neil Ripley.



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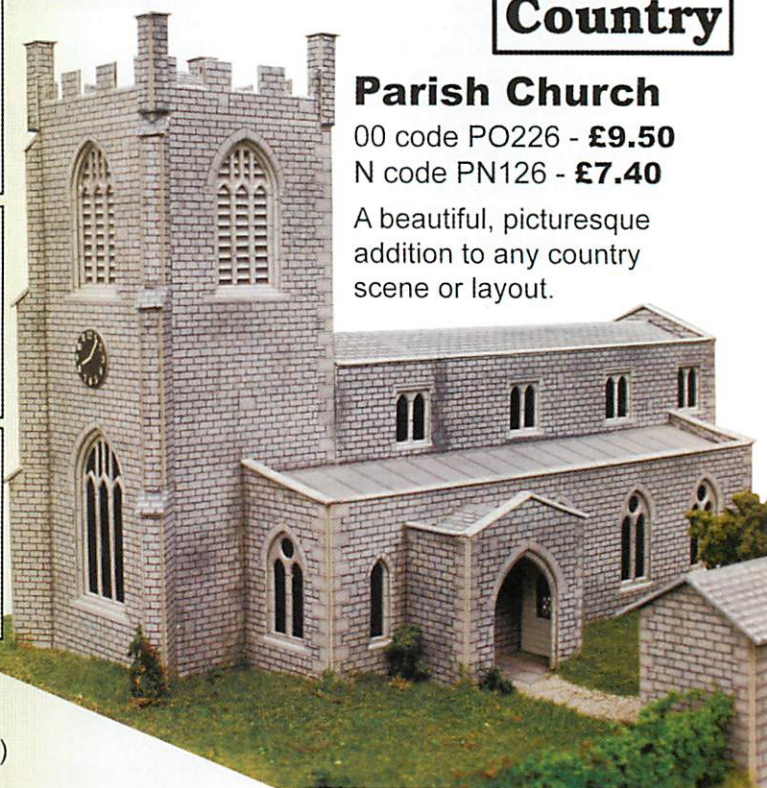
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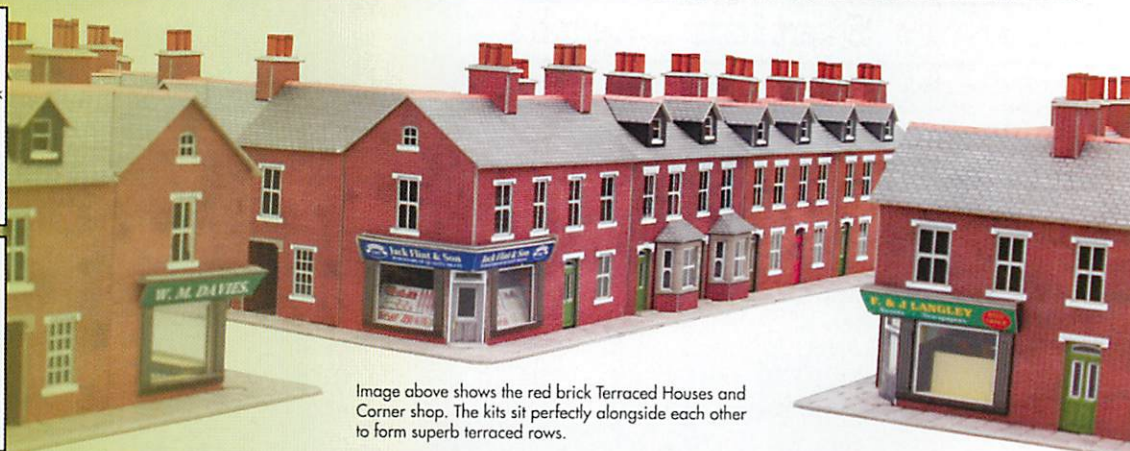


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PO237

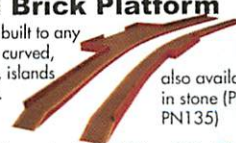
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**Back to
BASICS**

Building

BASEBOARD

HERE AT the Hornby Magazine office it has been a hive of activity during January. Not only have we been preparing layouts for exhibitions with Bolsover and Berrybridge venturing out within two weeks of each other, but we've also been pressing ahead with the baseboards for Project 12 (HM56).

This new layout features a 16ft x 3ft scenic area and in total it will be 24ft long and 10ft wide making it the most ambitious project we have tackled to date. During January the focus of attention for Project 12 was the baseboards and supports. For the time being we are concentrating purely on the scenic

section due to time and space restrictions, but this is also helping to simplify the build as it concentrates our energy on one area of the layout rather than it being split between a number of different parts.

All four baseboards have the same overall dimensions. Each one is 4ft x 3ft giving a total scenic area of 16ft x 3ft. However, for Project 12 we have used two different types of baseboard – solid top and open frame with two of each making up the final arrangement.

The solid top baseboards, except in their size, follow exactly the same pattern as those built for our other layouts. They consist of a frame formed of 69mm x 20mm timber with cross braces topped with 9mm plywood sheet to cover the entire 4ft x 3ft area of the board. These are the simplest type of baseboard to construct and they are strong

and rigid. The deep 69mm frame offers plenty of protection for the future installation of electrics beneath the baseboard surface too.

However, what solid top baseboards don't allow for is scenery below the level of the railway and this is something we were particularly keen to add to Project 12 as none of our current exhibition layouts feature this aspect. To do this two of the baseboards have been built as open frame structures to drop the level of the scenery below the railway.

The drop introduced is only modest at 25mm and in fact at this point we have purposely only screwed these baseboard frames together so that should we decide to modify them in the short term it will be a very simple and quick process. Having viewed the assembled baseboards it seems quite likely that this will be increased to 50mm, at least, to enhance the potential of the model's scenery.



Project 12 is developing nicely and this mocked up scene using a selection of buildings borrowed from other projects, but an appropriate range of rolling stock, gives an impression of the size of the new layout.

RDS

Baseboards are an essential part of a reliable model railway. **MIKE WILD** explains how the baseboards for the scenic section of Project 12 have been built, whilst offering tips and options to those planning their next model railway.

Baseboard materials

Choosing the right materials for model railway baseboards is important. At *Hornby Magazine* we have a standard set that we use. This isn't the only option, but we know what we like to work with and how it reacts.

Our first choice for the baseboard top is 9mm plywood. This is light and strong and is also easy to cut without creating excessive dust unlike, for example, Medium Density Fibreboard (MDF) which creates a very fine dust when cut. For baseboard frames we use planed timber and nine times out of ten it is 69mm x 20mm.

There are a number of other options available. Some modellers swear by Sundeala board as it offers a rigid, stable, light and easy to work material which accepts and holds track pins with ease. Other alternatives include MDF, although this material is notorious difficult to insert track pins into, and chipboard, but this is a heavy board and isn't well suited to portable layouts.

When purchasing sheet timber it is worth shopping around and finding a retailer which stores its materials flat, rather than vertical, as sheet timber stored vertically soon moves out of shape making it difficult to use for model railway baseboards.

The same is true of planed timber battens.

When selecting your materials don't immediately go for the first pack on the shelf. If they have been stored upright chances are at least one length will be bowed in one plain or the other so check before buying.

For Project 12 we are using 69mm x 20mm timber for the majority of the baseboard frames, but for the open frame sections we have introduced 94mm x 20mm timber to lower the baseline of the board and create the scenic area below the level of the railway as shown in the step by step guide.

Support structure

To support a model railway there are several choices. For a permanent home layout this could be as simple as a pair of drawers or low height cupboards, but for self supporting layouts a dedicated set of legs is ideal.

These can be of a hinged design to fold down from the frame of the layout, permanently fixed legs or, as in the case of Project 12, trestles. Trestles are highly versatile and for our layouts actually save on work both during construction and at the point of assembly for exhibitions.

The trestles that we build fit within the baseboard frame while offering support to the timber sides of the boards. This is achieved by setting the legs in by 25mm so that the horizontal cross braces overhang the upright legs. Once assembled trestles are very sturdy and make assembly of a layout quick too.

As with our previous layouts the trestles for


Project 12 are constructed entirely from 69mm x 20mm timber using 3.5x30mm wood screws to fix the battens together. At the top a pair of 63mm hinges are fixed to the upper ends of the vertical legs while a chain linked to the two lower cross members stops the trestles from spreading too far under load.

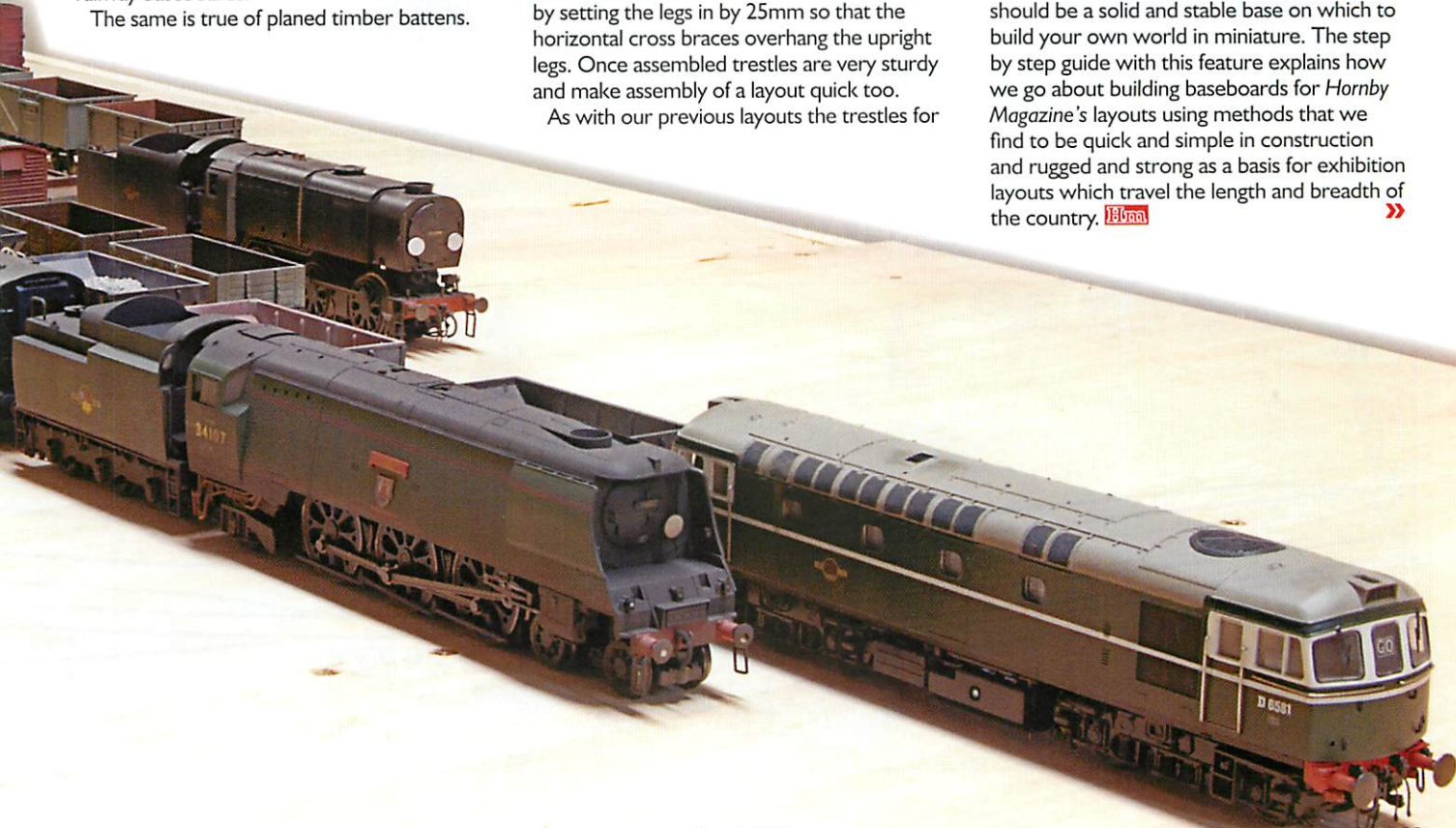
Baseboard tips

You don't have to be a master carpenter to build good baseboards for a model railway. It takes time, a little patience and care, but good results are possible with a basic selection of tools.

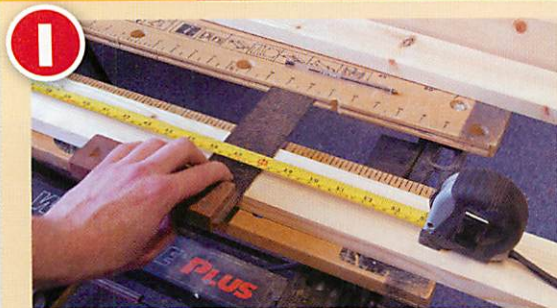
The old adage of measure twice, cut once is the first rule of baseboard construction, but if you don't feel you have the necessary skills to do so then there are many timber merchants who will cut both sheet timber and timber battens to length for you saving you much time and energy and resulting in, essentially, a flat packed kit to build a baseboard.

As another alternative there are a number of specialists who produce baseboards to order for customers including Black Cat Baseboards (01482 500605), White Rose Model Works (01677 422444) and Little Jem Products (01509 880659) amongst others.

Whichever route you choose the end result should be a solid and stable base on which to build your own world in miniature. The step by step guide with this feature explains how we go about building baseboards for *Hornby Magazine's* layouts using methods that we find to be quick and simple in construction and rugged and strong as a basis for exhibition layouts which travel the length and breadth of the country.  »



STEP BY STEP BUILDING THE BASEBOARDS FOR PROJECT 12



The first step is to mark up the timber battens to make up the baseboard frame. To fit with the 1,200mm x 900mm plywood tops each board requires two lengths of 69mm x 20mm timber cut to 1,200mm plus four lengths 860mm long to make the ends and cross braces. Use a tri-square for accurate 90 degree marks.



We process the materials for baseboards in batches to save a little time in tool handling. This stack of timber is all marked up and ready to cut to form the baseboard frames and the first of the trestle legs.



If you have a number of baseboards to build an electric jigsaw is a worthwhile investment as it will save a considerable amount of time and energy in cutting timber.



To assemble the frame start with one of the long sides. Run a bead of PVA glue along its top edge and then position it under the baseboard top. Other timbers from the baseboard frame are useful to support the plywood top during the early stages of construction.



Having carefully positioned the first side timber under the plywood top it can be screwed in place. We use an electric screw driver and 3.5x30mm wood screws to fix the baseboard surface in place. The type of screws used don't require countersunk holes making them quicker to work with.



The outer frame is now complete in this view with all four sides glued and screwed to the baseboard top.



This is the first of the completed baseboards viewed upside down. Following completion we set this board aside overnight to allow the glue to dry thoroughly and build the second solid top baseboard to the same pattern.

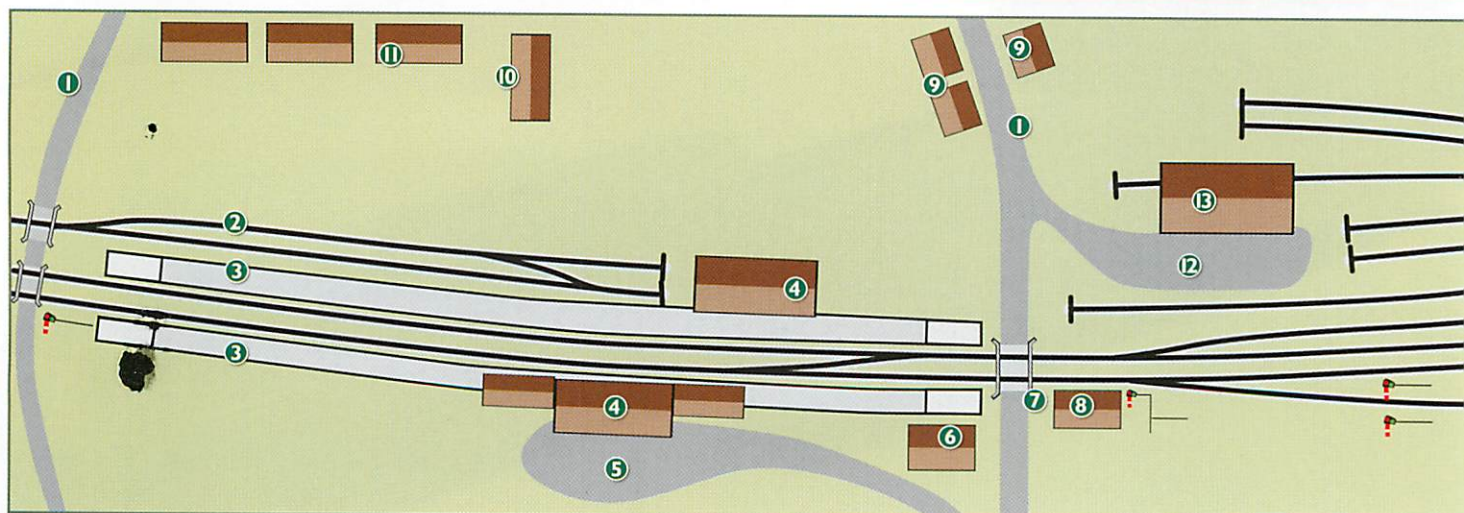


To build the open frame baseboards for the rest of the scenic section a similar method has been employed. The sides are 1,200mm long lengths of 69mm x 20mm timber with three cross braces cut to 860mm plus one 860mm length of 94mm x 20mm timber to form the join with the solid top baseboards.



Again a dry run with the timber parts was made. A second length of 94mm x 20mm timber has been added at the opposite end of the board to support the temporary top. The top is a 1,200mm x 600mm sheet of 9mm plywood which will be cut to shape following final arrangement of the track.

PROJECT 12 WORKING TRACKPLAN





After cutting the timber to form the frame the components for each baseboard were laid out together for a dry run to ensure it would all work as planned. This is the basic frame which will offer a 4ft x 3ft (1,200mm x 900mm) solid top baseboard.



Positioning the 9mm plywood top onto the frame allows final checks to be made before the frame is fixed together permanently.



The cross braces now need to be added to the frame to support the middle of the baseboard surface. Without these the surface would sag in the middle over time. Use a tri-square to position the cross member accurately.



Like the outer frame the cross braces are glued and screwed in place. A bead of PVA along the top edge and ends helps secure the cross brace in place. Add screws at both ends through the timber sides and through the baseboard surface for a rigid structure.



To start assembly one side is attached to the deeper end timber using three 4.0x40mm wood screws. A tri-square has been used to ensure the timbers sit at 90 degrees to each other.



Repeat the process for the opposite side adding the second long side of the baseboard to the end.



The first of the cross braces can then be fixed into position 300mm from the end of the baseboard. Use a tri-square again for alignment and fix in place with 4.0x40mm wood screws.

WHAT WE USED

MATERIALS

9mm plywood sheet
69mm x 20mm timber
94mm x 20mm timber
3.5x30mm wood screws
4.0x40mm wood screws
Metal chain
Steel 63mm butt hinges

TOOLS

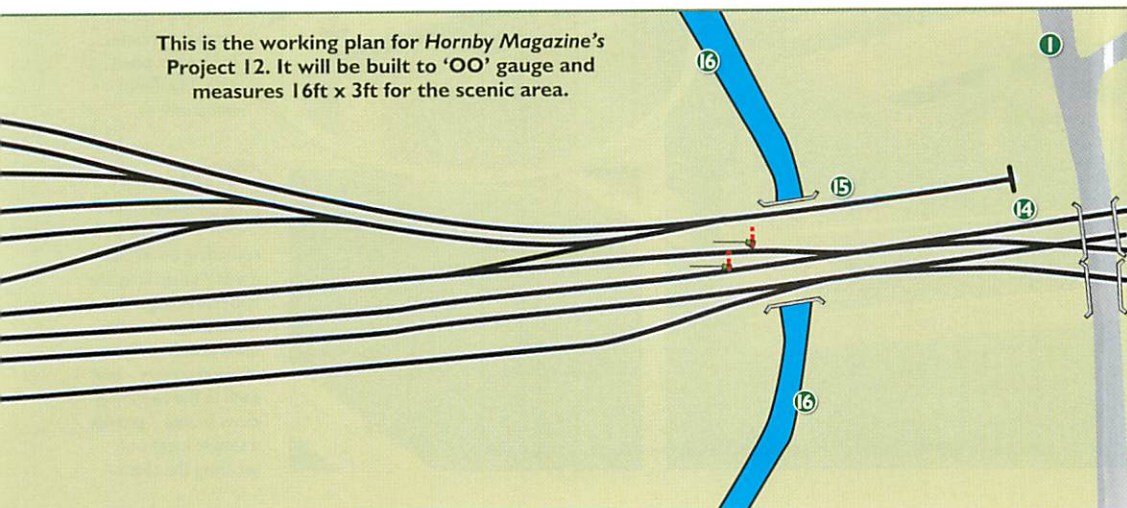
Tape measure
Tri-square
Pencil
Electric jigsaw
Electric screwdriver
G-clamps
Electric drill
6mm drill bit

NEXT MONTH

We'll continue working on Project 12 by laying the track and explaining how you too can achieve perfect trackwork using off the shelf products.

PLEASE TURN FOR... STEPS 17-38

This is the working plan for Hornby Magazine's Project 12. It will be built to 'OO' gauge and measures 16ft x 3ft for the scenic area.



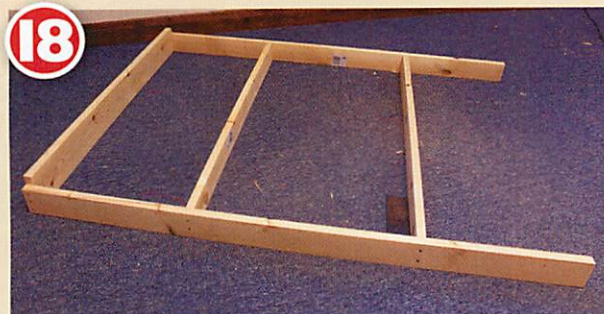
KEY

- ① Road
- ② Branch line
- ③ Platform
- ④ Station building
- ⑤ Station forecourt
- ⑥ Station master's house
- ⑦ Level crossing
- ⑧ Signalbox
- ⑨ Shops/houses
- ⑩ Church
- ⑪ Houses
- ⑫ Goods yard
- ⑬ Goods shed
- ⑭ Junction
- ⑮ Headshunt
- ⑯ River

STEP BY STEP BUILDING THE BASEBOARDS FOR PROJECT 12



17 Repeat the fitting process for the opposite side of the first cross member.



18 The second cross member can then be added in exactly the same way creating a strong a rigid structure.



22 To align the surfaces of the two open frame boards the first completed open frame baseboard is used as a reference point to position the end and middle supporting timbers which are all cut from a length of 94mm x 20mm timber to match the end profile.



23 The top can then be added to the supports and temporarily fixed in place with screws only.



24 These are the two open frame baseboards for Project 12 which will bolt up to the previously assembled pair of solid top boards.



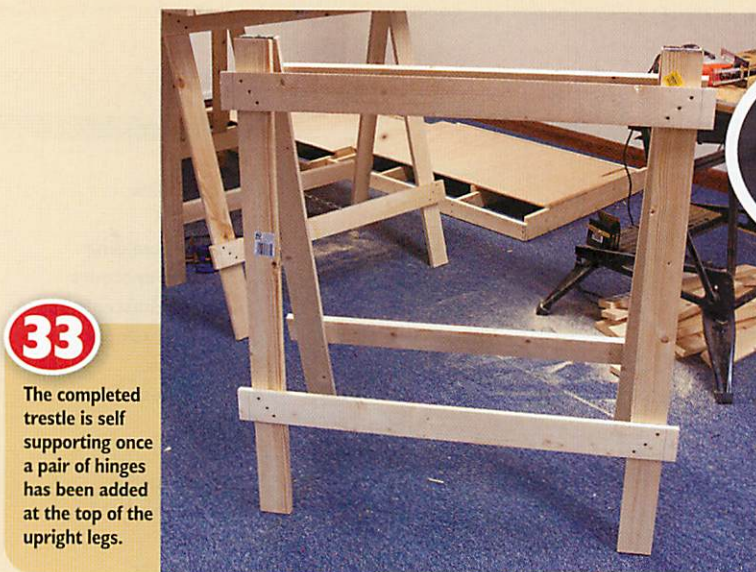
27 At the top of the trestle legs the cross brace is located 40mm from the top and marked in the same way as the lower brace.



28 The cross braces also need to be marked up 25mm from the end of each length as this creates the overhang which supports the baseboard frames.



29 Using the two marks on the leg and cross brace the parts can be aligned accurately at 90 degrees to one another and fixed together using 3.5x30mm wood screws.



33 The completed trestle is self supporting once a pair of hinges has been added at the top of the upright legs.

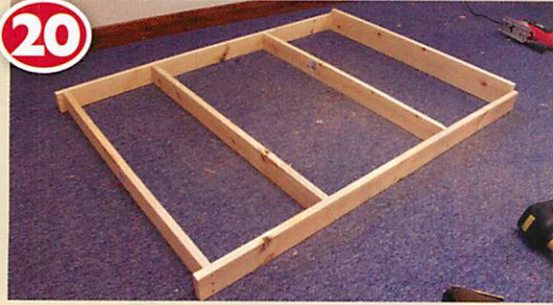


34 Steel 63mm butt hinges have been used for these trestles secured in place with 3.5x30mm wood screws.



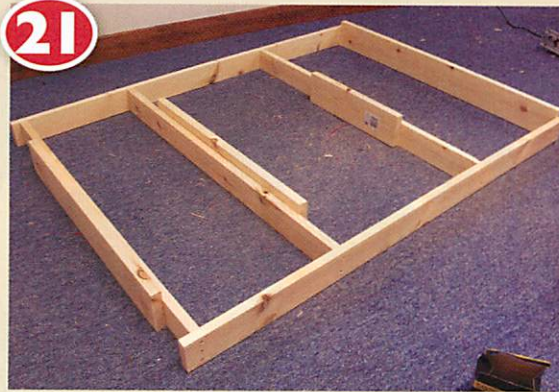
35 To stop the legs of the trestle spreading under load a metal chain links the two halves together when they are in the open position. A pair of wood screws – one each in the two lower cross braces – provide a simple means of securing the chain.

20



The completed basic frame is now ready for the additional trackbed supports to be added to get the top surface level throughout the length of the board.

21



Three supports are then added to the cross braces. At present these are temporary until the baseboard surface is cut to shape following track laying. Each one is fixed to its respective cross brace with 4.0x40mm wood screws only so that they can be removed and adjusted as necessary during the next stage of the build.

25



The trestle legs for Project 12 start out like this. Using 69mm x 20mm timber four 1,000mm long legs and four 900mm cross braces are cut to form each trestle. In addition each trestle requires a pair of 63mm hinges, 3.5x30mm wood screws and length of metal chain.

26

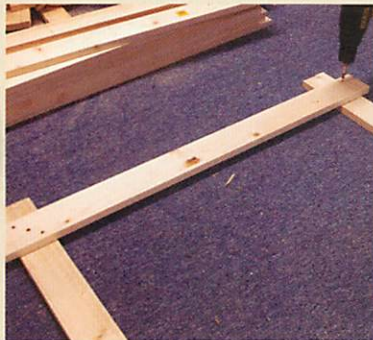


Each of the 1,000mm long legs needs to be marked up accurately for consistent leveling throughout the layout. Using a tri-square a 'master' timber is marked up 300mm from the bottom for the lower brace and 40mm from the top and used to transfer the same dimensions to all other legs for the trestles. Doing the job this way saves on time.



30

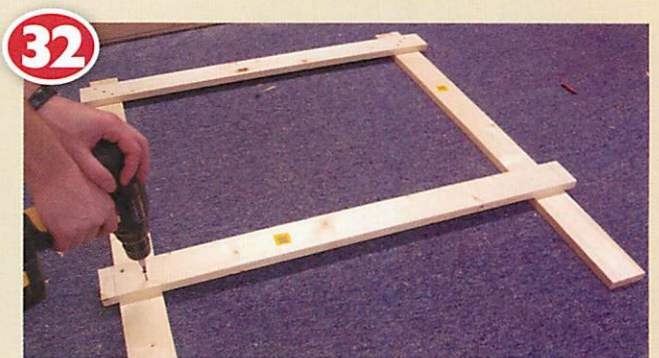
For a strong joint three screws are run into wood at a 45 degree angle.



31

Repeat the same process for the opposite leg of the trestle and fix in place with screws.

32



The lower cross brace can now be fitted using the markings for alignment. Two of these frames need to be produced for each trestle so in total Project 12's scenic section requires 10 of these to make up the five trestles.

36

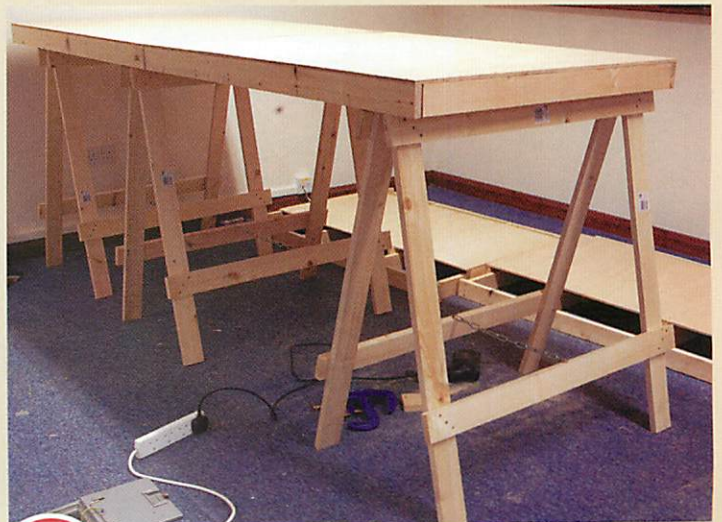


With all the timber work complete the baseboards can now be joined together. The first baseboard is supported on two trestle legs with the next three boards requiring one trestle each. For alignment each board is clamped together with G-clamps before bolt holes are drilled through the ends.

37



Three 6mm diameter holes are drilled through to join each baseboard together. 60mm roof bolts are then pushed through with 30mm washers to spread their load. On the rear face, wing nuts secure the two boards together.



38

These are the first two of the four baseboards to be assembled showing how the trestles support the layout.

Lightweight MODIFIC

MODIFYING a ready-to-run model is often seen as a daunting prospect and in many respects with the standards of the latest models it is rare that adjustments will make a major difference.

However, every now and then a little tweak here and there can have a vast effect without breaking the bank or overstretching a modeller's ability. The Derby Lightweight is one example of this, and you might be surprised how little needs to be done to enhance the model's external appearance that extra few percent.

Bachmann has done a wonderful job in recreating these pioneering units for 'OO' gauge. The tooling allows for detail differences between the production batches to be catered for and so far in the *Hornby Magazine* office we have had the pleasure of looking over two different sets – a West Cumberland set in BR green with speed whiskers and early crests and a Great Eastern allocated unit in BR green with small yellow

warning panels.

Both feature significant differences with the West Cumberland set featuring a differing arrangement to the guard's compartment windows and single piece cab windows with internal support bars while the Great Eastern unit has six piece cab windows with rigid supports, an alternative arrangement for the guard's compartment windows and a correct interior layout for the first class compartment in the trailer car.

These features alone show the lengths which Bachmann has gone to in recreating the Derby Lightweight.

Modifications

So how do you improve upon something which is already at the top of its game? There are three areas which spring to mind for the Derby Lightweight.

Firstly it will benefit from a selection of passengers inside giving the train purpose.

The coupling distance between the two cars also has an effect on the overall appearance and solving this is another simple modification.

Finally the model will benefit from light weathering, but bearing in mind that the bodysides would have been kept clean. This unit will also be fitted with a pair of decoders to allow it to operate on Bolsover and Seven Lane Pit at exhibitions.

The coupling gap is a relatively straightforward modification. The couplings and sockets both need to be removed from between the two cars. The NEM pockets can then be shortened by 2mm each and the couplings themselves by the same amount. Dry assemble the parts back onto the unit to check clearances and once happy glue the couplings into their NEM pockets with superglue and refit them to the unit.

Access to the interior of the Derby Lightweight is straightforward. One screw must be removed from above the leading bogie on each coach and this then allows the body to be unclipped from the chassis. Using Noch 'HO' scale figures the passenger compartments were populated with a few people in each vehicle.

Fitting DCC decoders to the Derby»

The completed Derby Lightweight rounds the curve on the approach to Bolsover while an 'O4' shunts in the goods yard.



Bachmann's new model of the Derby Lightweight DMU is superb, and a couple of simple tweaks can make all the difference to the two-car set, as **MIKE WILD** explains.

ATIONS

WHAT WE USED

Product	Cat No.	Supplier
Lenz gold 8-pin decoder	L10331	www.ehattons.com
Bachmann 6-pin decoder	36-558	www.bachmann.co.uk
Lifecolor frame dirt acrylic	UA719	www.airbrushes.com
Lifecolor weathered black acrylic	UA723	www.airbrushes.com
Noch seated passengers	16103	www.gaugemaster.com



Lightweight takes a little care and planning. The powered car has an 8-pin socket and a space is allocated on top of the motor bogie to position the decoder. This does need to be insulated from the metal motor weight in order to protect it from potential short circuits. The trailer car is a very simple project as it has a 6-pin socket meaning that the blanking plug has to be removed and the chip inserted in the correct orientation.


Weathering

DMUs were kept relatively clean in service, but the carriage washing plants tended only to keep the bodysides and ends clean leaving frame dirt and roof dirt stains above and below.

Using a similar method to that shown in Tim Shackleton's feature on carriage weathering (pages 46-49) the bodysides of the DMU were masked to keep them free from over spray initially during weathering of the roof and underframe. However, after weathering of these areas a second pass was made over the underframe with the masking tape to capture a subtle spray of dirt over the lower body panels to represent a unit which hadn't been cleaned in the last few days.

On the roof additional weathering was applied around the exhaust outlets, but throughout the process only two colours have been used in varying mixes – Lifecolor frame dirt and Lifecolor weathered black using an Iwata gravity feed airbrush to apply the paint.

The effects of the modifications may only be subtle, but they enhance what is already a superb model and turn it into a more realistic unit. Light weathering in particular really improves the look of the unit as it highlights the level of detail in the underframe.

With all this done the Derby Lightweight is ready to enter service on Bolsover and Seven Lane Pit, although one addition is planned for the future – DCC sound! 

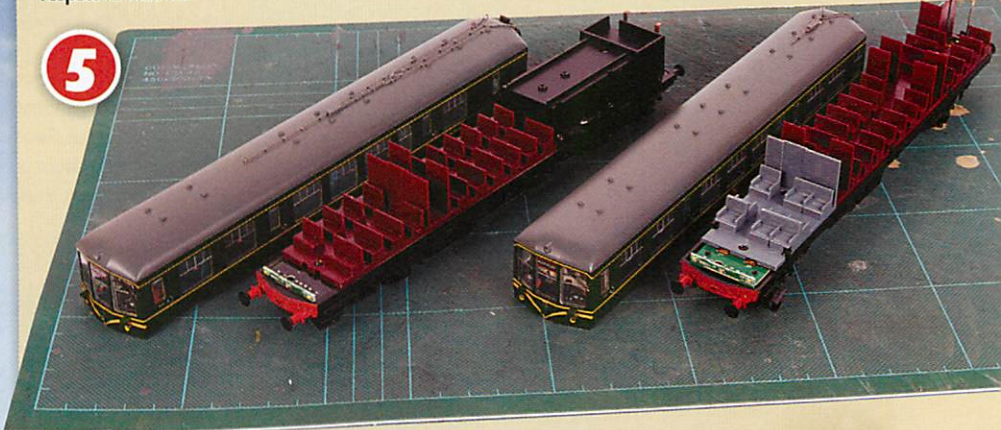
STEP BY STEP DERBY LIGHTWEIGHT MODIFICATIONS



1 First to tackle is the coupling length. Remove both inner couplings and their NEM pockets from the bogies then separate the couplings from their respective mounts.



2 Using a craft knife shorten the coupling pocket by 2mm – this length depends on the radius of your curves – then clean the face with a flat $\frac{1}{4}$ in file.



5 Attention can now turn to the inside of the Lightweight. Remove the body as detailed in the instructions supplied with the model by releasing the securing screw under the leading bogie on each coach and unclip the body from the chassis.

Below: The driver has shut off power to coast into the platforms as the Derby Lightweight passes Bolsover signalbox.

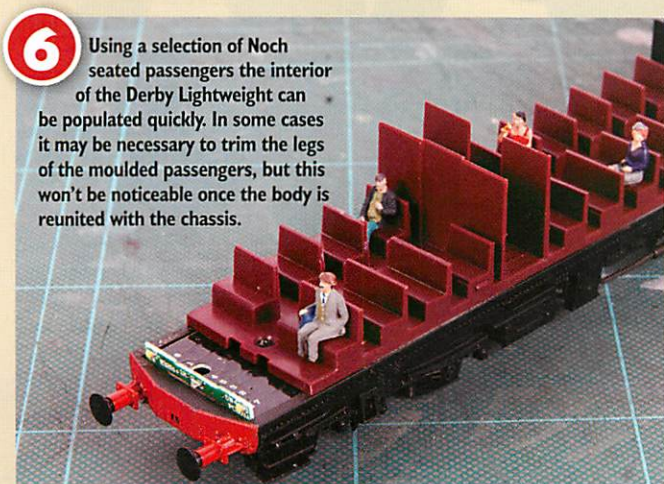




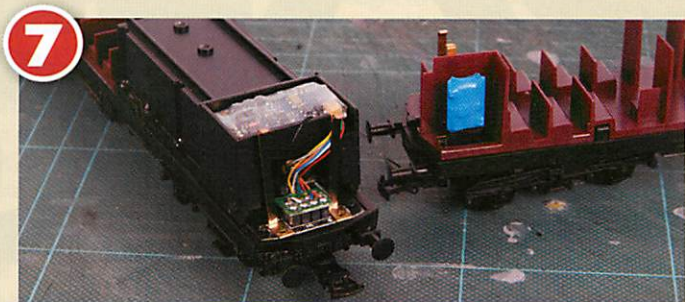
3 Cut down the tails of the couplings by 2mm to match the pocket length using a sharp craft knife.



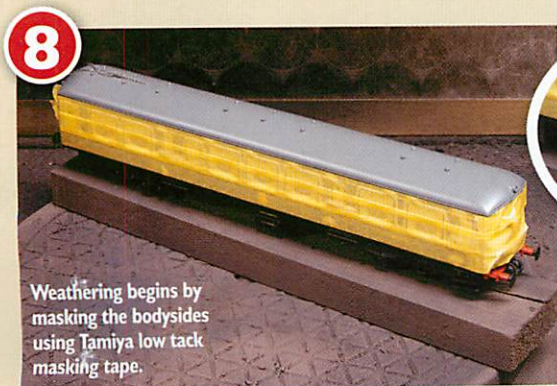
4 Refit the couplings into their pockets and the pockets onto the DMUs inner bogies. Check clearances of the buffers before fixing the couplings into place in their pockets with superglue.



6 Using a selection of Noch seated passengers the interior of the Derby Lightweight can be populated quickly. In some cases it may be necessary to trim the legs of the moulded passengers, but this won't be noticeable once the body is reunited with the chassis.



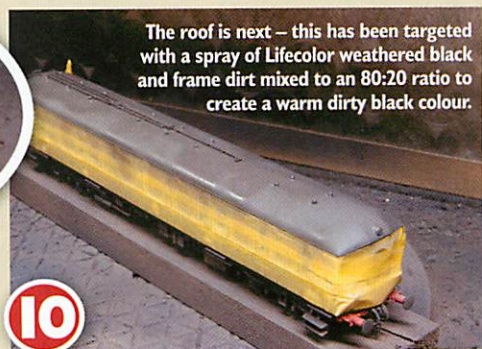
7 Next this model was fitted with a pair of DCC decoders using an 8-pin Lenz Gold decoder for the motor car and a Bachmann 6-pin decoder for the trailer car. This is simply a case of removing the blanking plug, checking the decoder's orientation by locating Pin 1 on both the decoder and socket and plugging them in. Before proceeding to the next stage test the model and change the address for decoders as required to fit within your locomotive roster. This unit has been programmed as address 0043 for Bolsover and Seven Lane Pit.



8 Weathering begins by masking the bodysides using Tamiya low tack masking tape.



9 First, the underframe and bogies were weathered using thinned Lifecolor frame dirt.



The roof is next – this has been targeted with a spray of Lifecolor weathered black and frame dirt mixed to an 80:20 ratio to create a warm dirty black colour.



11 Working on the roof the sides and ends are weathered first before proceeding to the centre of the roof. Don't forget to spray around all sides of the roof vents and pipework to ensure even coverage.

12 Finally the masking tape was removed and a second pass with thinned frame dirt was made over the underframe and bogies allowing a small amount of paint to kick up onto the lower body panels. The unit is now ready for service.



Building a

'WHALE' BALLAST WAGON

PHIL PARKER builds Cambrian Models' version of the largest engineers wagon in 4mm scale, and proves that there's nothing fishy about the kit.



I love the names that British Railways gave to departmental wagons. Whoever came up with the idea of identifying them by the names of sea creatures has given me a few chuckles as well as providing a bit of aquatic education for railway enthusiasts. The wagons tend to be rather more interesting than the revenue earning stock too, with oddball shapes and complicated pipework.

'Whale' wagons, as you might guess from the name, are big. They are longer versions of the 40ton capacity 'Walrus' hoppers originally built in 1956. The 'Whales' arrived ten years later and were two panels longer than their predecessors and thus became the longest (40ft over headstocks) and largest capacity ballast hoppers ever owned by BR. Apart from the size, the main difference between the two was that the plate type bogies were fitted with roller bearings to handle the 50ton gross weight.

Southern starters

Starting life with the Southern Region Engineers department, the wagons found themselves shunted off to the Midlands by the end of 1982. All have now disappeared from the system. Normally run as block trains, 'Whales' could also run with 'Seacows' or 'Sealions' as required.

Cambrian Models produces a large range of departmental stock in 4mm scale for 'OO' gauge. With a 'Walrus' kit already available, some clever use of moulds allowed for the

'Whale' to be produced. For the modeller this is both good and bad news.

First the good news, which is that we can add an interesting wagon to the fleet for reasonable cost. The downside is you really do need to pay attention and read the instructions. I often build a kit simply by working through all the bits confident that once I've used them all, I've finished the model. If you try that with this kit you'll end up confused. As is clearly stated, "Other parts on the mouldings are not needed for this kit". You do get some useful bits left over at the end though.

The kit is a conventional plastic model wagon with the builder required to supply his or her choice of wheels and bearings. I used 'OO' gauge Bachmann wagon wheels and Gibson bearings. The ends of the latter poke through the bogies to represent the roller bearings of the prototype.


Apart from the plastic parts, wire is supplied for handrails and canopy supports but I felt it was too soft for the job as it had already become kinked in the post, so some 0.7mm Gibson straight brass wire replaced it. If you can't find any of this, something from the K&S rack in your local model shop would work just as well.

While working on the model, be aware that the ends are not identical. The instructions mention several times there being a left and right end to the wagon. To help me keep track of this, I marked one side with

a permanent marker until the model was finished. A little thinners removed the mark enough to cover it with paint.

Liveries

The 'Whales' first appeared in a drab olive green and were eventually repainted into the 'Dutch' colours used on my model. Looking at prototype photographs, there seems to be some variation in the markings on the sides too. I used waterslide transfers for the main box and electrification flashes, filling in the lettering with a fine pen. Basic colours come from the Humbrol acrylic range so the model ought to be a good match for anything produced by Hornby. Mind you, the grey faded quite badly according to the pictures and in some appears to have taken on a distinctly purple tinge!

For the price, this is a nice kit. The mouldings do take a little cleaning up and it is more complicated than an open wagon, but care and attention during the build will be repaid. The model works out quite a bit cheaper than the retail price for a 'Seacow' too, and you end up with a bigger wagon which can't be bought as a ready-to-run item. 'Whales' normally ran in block trains from quarries to Permanent Way yards so you might want to consider more than one – in which case you'll find construction time plummets as you get used to the model. I think this one took me just over a day on and off but a second would be no more than two thirds of that. 



Ballast wagons quickly weathered in service and this Cambrian Models kit built 'Whale' has been treated to a light dusting of dirt to enhance its appearance.

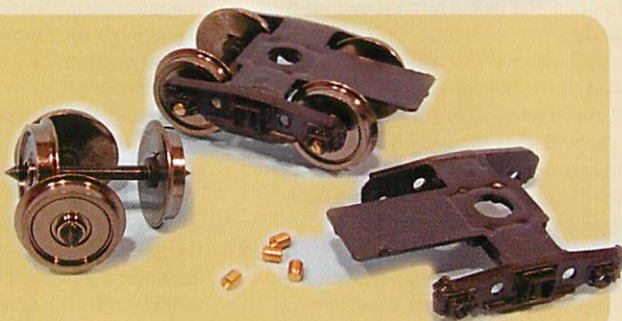
**PLEASE TURN FOR
STEP BY STEP**

STEP BY STEP BUILDING A BALLAST HOPPER

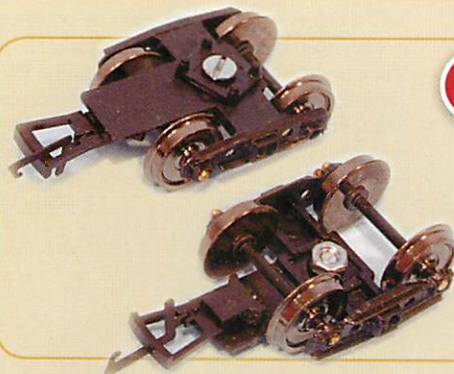
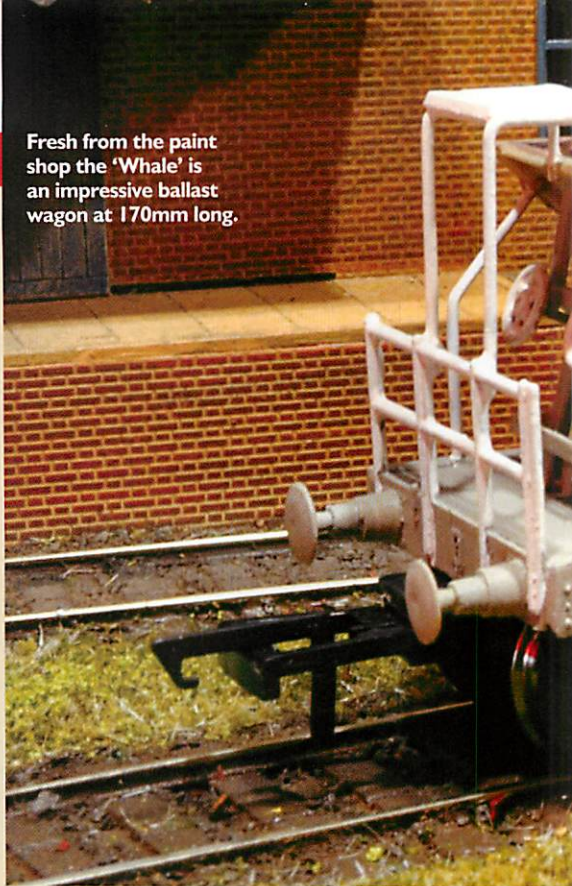
1 There are plenty of parts in this kit but not all of them will be used to build the 'Whale'. The modeller has to supply wheels, bearings and couplings themselves. We used Bachmann disc wheels and Jackson Romford flush fitting brass bearings.



2 The bogies are one-piece mouldings. Brass bearings should be inserted into the holes and the wheels fitted. Squeeze the bearings in so the axle ends are gripped and then apply a little liquid plastic glue.



Fresh from the paint shop the 'Whale' is an impressive ballast wagon at 170mm long.

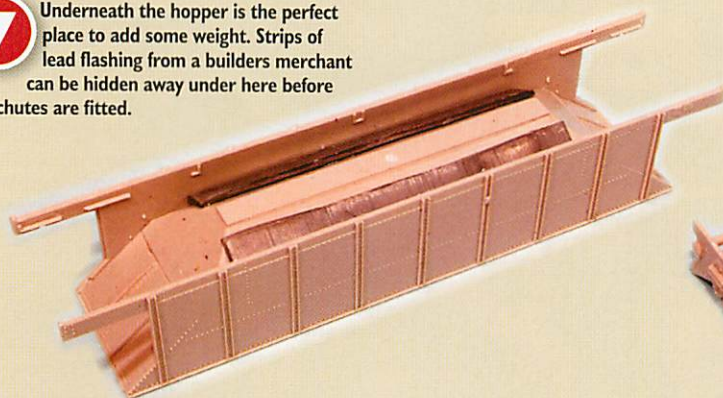


3 Bogie pivots are bolted in place: the swiveling section on top will eventually be glued to the wagon. I smoothed the tongues and glued Bachmann couplings to them with superglue although other options are catered for with adaptor plates.

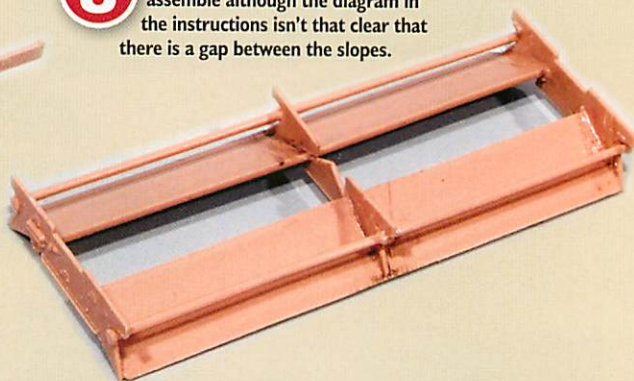
4 Prepare the handrails by cutting the wire into ten 24mm lengths. Four of these are the handrails which should fit into the notches found in the hopper sides. Bending one up and then using it as a guide for the others seemed to work well for me. Don't fix these in now - put them somewhere safe along with the other lengths.



7 Underneath the hopper is the perfect place to add some weight. Strips of lead flashing from a builders merchant can be hidden away under here before the chutes are fitted.

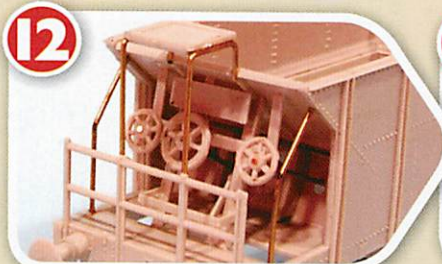


8 The chutes are also simple to assemble although the diagram in the instructions isn't that clear that there is a gap between the slopes.



PARTS AND SUPPLIERS

- C76 BR 50 Ton Hopper Whale - Cambrian Models - £12.00
- 36-017 Bachmann Metal Disc Braked wagon wheels (10 axles) - £6.00
- JR15 Jackson Romford Plain Bearings Flush Fitting (Pack of 50) - £2.11
- (Prices from Kernow Model Centre www.kernowmodelrailcentre.com)
- Alan Gibson 0.7mm diameter brass wire (10 lengths) - £2.50
- (Price from Eileen's Emporium www.eileensemposium.com)



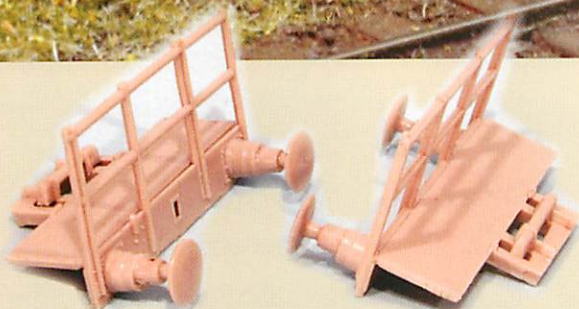
The safety canopies are fiddly to make. Bend the wire as per the instructions and then fit it to the tops. Oddly, these had a ledge on one side for the wire but not the other so I filed a flat to provide this. Notches cut in line with the bracing on the ends of the hopper make fitting a lot easier.



When fitting the bogies, you might have to remove some of the cross shafts from one end to stop the coupling hitting them. The side steps have to bend out as well, or if your curves are very tight you might be better omitting them altogether.

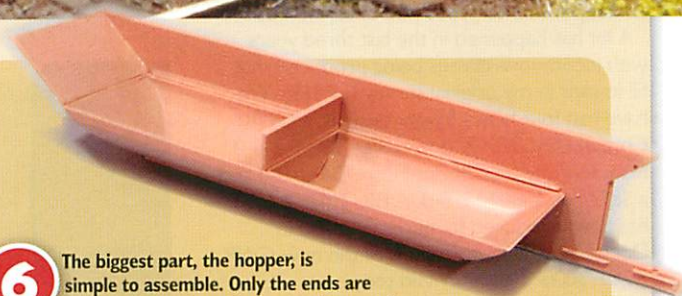


5



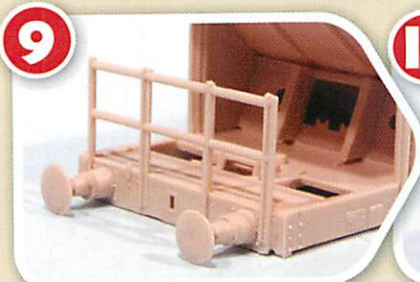
The buffers are made up of three parts that didn't fit too well on my kit. Using a little liquid glue, they could be adjusted while the plastic was soft until everything looked right. Add the platforms and then leave the assembly to harden, periodically checking that everything is square.

6



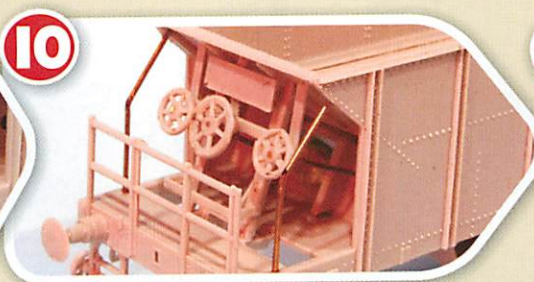
The biggest part, the hopper, is simple to assemble. Only the ends are a little tricky where they meet the trough as there isn't anything to help positive location. Make sure the parts are square as there is a little flash to trim off.

9



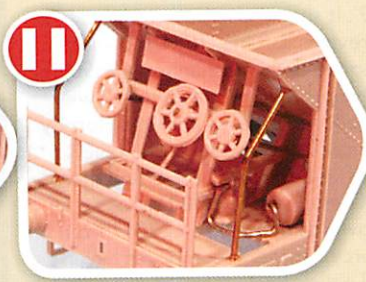
The outer ends both start the same way. The buffer beam/platform assembly is fitted followed by the bogie mounting plate and finally the hopper support.

10



The handwheel bracket is fitted, this is handed depending on which end you are working on. Wheels have to be cleaned up and fitted to the metal shafts. These are then fitted to the support with superglue. Steps and instruction boards go in next and finally you can add the pre-bent handrails into their holes.

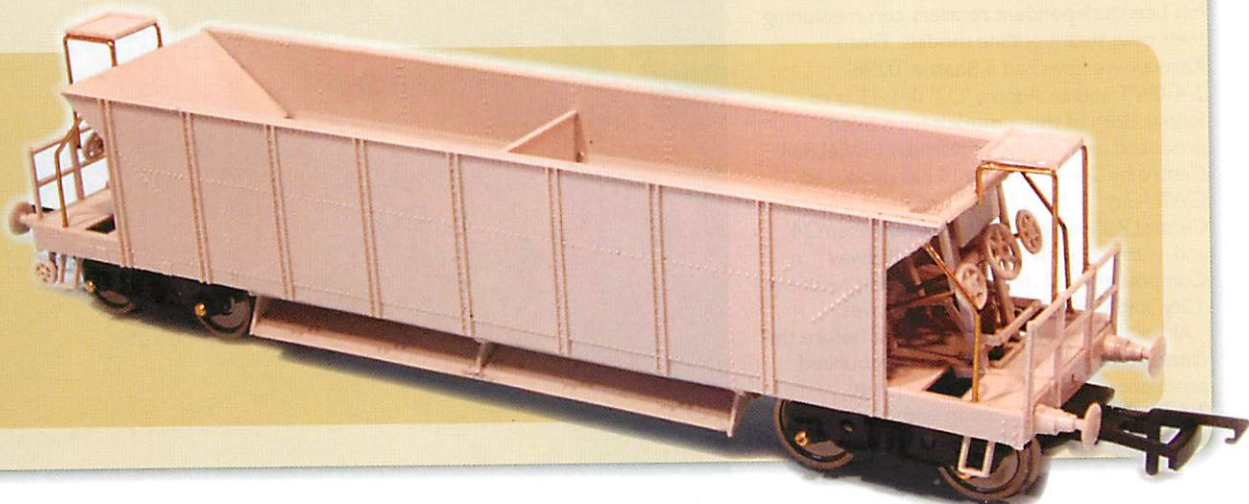
11



At the other end is an air tank and distributor to fit. I plumbed these together with a length of soft wire. My tank had a moulding hole in the end which was filled with gap-filling glue.

14

The finished wagon is certainly an impressive piece of rolling stock. At over 170mm long, you need plenty of layout for a train of these!



Is the Wish List **WISHING WELL RUNNING DRY?**

Three years ago **TREVOR JONES** reviewed the available steam motive power for 'OO'. In a special report he assess where the missing links remain for steam and diesel models.

IT IS THREE years since I reviewed the available steam motive power for 'OO' gauge and related it to locomotive types as operated by BR in 1959. The period from 1959 to 1965 is the most popular modelling period and this survey will cover main line diesel locomotives as well, as by 1965 the majority of standard diesel classes and experimental types had been introduced.

A lot has happened in the last three years with locomotive classes being produced that fill in gaps in my original survey (HM18). We have had four heavy freight designs, a GWR Churchward '28XX' and Collet '2884' 2-8-0 from Hornby, a GCR Robinson 'O4' 2-8-0 and a S&D Fowler '7F' 2-8-0. A BR '3MT' 2-6-2T has been produced by Bachmann and in December the first versions of the new GWR ROD '3000' 2-8-0s arrived too.

Hornby has produced an LNER Thompson 'LI' 2-6-4T plus three 4-4-0s have re-emerged in the RailRoad range covering the Midland Compound, GWR 'County' and Gresley 'D49'. It should also be noted that Hornby has revived its LMS '2P' 4-4-0 with a new locomotive drive mechanism (HM56) and a similarly upgraded model of the Fowler '4F' is also due for release imminently. Hornby also released its all-new model of the LNER Thompson 'BI' 4-6-0 in December and there is the LNER Gresley 'BI7' 4-6-0 to look forward to towards the middle of 2012 from the same source. Smaller locomotives haven't been ignored either. Bachmann has given us the Midland Johnson '3F' 0-6-0 and is also working on a SECR Wainwright 'C' 0-6-0 for the Southern Region. The GWR 'Dukedog' 4-4-0 is also planned for release in 2012.

A new development since the last review has been independent retailers commissioning their own steam outline models. From Kernow we have had a Beattie '0298' 2-4-0WT and an Adams 'O2' 0-4-4T is to follow. Both of these models have been produced exclusively for Kernow Model Rail Centre by Dapol. The NRM has produced GWR 'City' 4-4-0 3440 *City of Truro*, a Great Central Railway version of the Robinson 'O4' and, most recently, the Midland Railway Compound 1000 through Bachmann, with the 'City' and Compound being exclusives.

Although they were scrapped just before the date of this survey Hatton's has announced production of the LMS Beyer Garrett 2-6-0+0-6-2 in conjunction with Heljan – and this will surely tick a big box in the wish list. »

Hornby has announced its plans to produce the sought after GWR '72XX' 2-8-2T in 2012. On January 14 1961 7210 takes water at Furnace Sidings, South Wales, with a rake of coal empties. Colour Rail.





The LNER 4-4-0s are a widely untapped source of potential models. 'D34s' 62496 Glen Loy and 62471 Glen Falloch pause at Crianlarich in May 1959. Colour Rail.



Original BR classification for diesel locomotives:

A. Shunters (up to 600HP) **B.** Type 1 - classes 15-17 under 1,000 HP.
C. Type 2 - classes 20 to 28, 1,000 to 1,200 HP **D.** Type 3 - classes 31 to 37, 1,250HP to 1,750. **E.** Type 4 - classes 40 to 47, 2,000HP to 2,600HP **F.** Type 5 - classes 52 and 55, 2,700HP to 3,300HP



Could the English Electric gas turbine prototype be the source of a new ready-to-run model? The unique and distinctive 4-6-0 prototype passes Wendover in September 1961 during its brief career in service. Colour Rail.

TABLE 1 - LOCOMOTIVE CLASSES OF THE WESTERN REGION (EX-GWR) 1958/1959

Wheel Type	No of Classes	No of locos	Classes Available	% Type Avail
4-6-0	6	665	'County 4-6-0 (Hornby), 'Castle' 4-6-0 (Hornby), 'Hall' 4-6-0 (Bachmann) 'King' 4-6-0 (Hornby), 'Grange' 4-6-0 (Hornby), 'Manor' 4-6-0 (Bachmann)	100%
4-4-0	2	9	3440 City of Truro (NRM/Bachmann) - 'Dukedog' (Bachmann)	100%
2-8-0	3	178	'28XX' (Hornby), '2884' (Hornby), ROD '3000' (Bachmann)	100%
2-6-0	1	192	'43XX' (Bachmann)	100%
0-6-0	1	120	'2251' (Bachmann)	100%
2-8-2T	1	54	'72XX' (Hornby)	100%
2-8-0T	2	151	'42XX' (Hornby), '5205' (Hornby)	100%
2-6-2T	5	330	'45XX' (Bachmann), '4575' (Bachmann), '61XX' (Hornby)	30%
0-6-2T	1	200	'56XX' (Bachmann)	100%
0-6-0T	1	1		0%
0-6-0PT	10	1213	'57XX' (Bachmann), '8750' (Bachmann)	20%
0-6-0ST	1	5		0%
0-4-2T	1	65	'14XX' (Hornby)	100%
0-4-0T	1	6		0%
0-4-0ST	5	7		0%
Total 15	41	3526	48.78% of classes or 73.33% of wheel types	

On January 3 Hornby revealed its plans for 2012 with three impressive and important steam model announcements. These concentrate on heavy freight designs (HM56) and cover the LNER Thompson 'OI' 2-8-0, the GWR Churchward '42XX' 2-8-0T and Collett '5205' 2-8-0T plus the Collett '72XX' 2-8-2T.

All this, plus upgrading of various models from Hornby and Bachmann, means modellers have never had it so good. So, how has the situation altered since 2008? In the charts here we can see the current situation with the new models in red. I have included models not in the current catalogues but still available from some dealers.

The gaps

If we examine the areas missing from the 1959-1965 period there appear to be four major gaps:

1. The ex-LNER types which of course include a number of ex-Scottish designs, mainly 0-6-0 and 4-4-0s which are not represented at all. Several were running in restored pre-grouping colour schemes in this period giving manufacturers the opportunity to produce a multitude of liveries. There is also a gap in the LNER fleet of large freight locomotives such as the 'Q6' or 'Q7' 0-8-0.
2. Hump shunters and heavy freight tanks - where not one model is produced. The GWR 2-8-0T and 2-8-2T are the biggest gap in the Western Region models, but happily these

are now being produced by Hornby. Similarly the Southern Railway large tanks covering the 'G16' 2-8-0T, 'H16' 4-6-2T or 'Z' 0-8-0T classes and the LNER 'T1' or 'Q1' 4-8-0Ts may offer potential.

3. The 'Atlantic' 4-4-2s - not one model of this wheel arrangement is produced despite some running into British Railways times. The most obvious gap is the LBSCR 'H2' 'Brighton Atlantic' which is currently being retro-built on the Bluebell Railway. The LNER large boilered 'Atlantic' is almost the same so a manufacturer could have a double spin off. Of course, these disappeared shortly before the era in question for this survey, but the SR and LNER 'Atlantic' tanks did not. Perhaps the Adams '0415' 4-4-2T could be Kernow's next commission? »

TABLE 2 - LOCOMOTIVE CLASSES OF THE SOUTHERN REGION (EX-SR) 1958/1959

Wheel Type	No of Classes	No of locos	Classes Available	% Type Avail
4-6-2	3	140	'West Country'/'Battle of Britain' (Hornby), rebuilt 'West Country'/'Battle of Britain' (Hornby), rebuilt 'Merchant Navy' (Hornby)	100%
4-6-0	4	135	'Lord Nelson' (Bachmann), 'King Arthur' (Hornby)	50%
4-4-0	6	126	'Schools' (Hornby), 'T9' (Hornby)	33.3%
2-6-0	5	174	'N' Bachmann	20%
0-6-0	7	222	'Q1' (Hornby), 'C' (Bachmann)	28.57%
4-8-0T	1	4		0%
4-6-2T	1	5		0%
4-4-2T	1	3		0%
2-6-4T	1	15		0%
2-4-0WT	1	3	'0298' Kernow/Dapol	100%
0-8-0T	1	8		0%
0-6-2T	6	62		0%
0-6-0T	7	52	'AIX' (Hornby)	14%
0-4-4T	3	170	'M7' (Hornby), 'O2' (Kernow)	66.6%
0-4-0T	2	10		0%
Total 15	48	1,129	29.16 % of classes or 53.33% of wheel arrangements	

TABLE 3 - LOCOMOTIVE CLASSES OF THE LONDON MIDLAND REGION (EX-LMS) 1958/1959

Wheel Type	No of Classes	No of locos	Classes Available	% Type Avail
4-6-2	2	50	'Princess Royal' (Hornby), 'Princess Coronation' (Hornby)	100%
4-6-0	6	1155	'Black Five' (Hornby), Fowler 'Patriot' (Hornby - RailRoad), rebuilt 'Patriot' (Hornby), rebuilt 'Royal Scot' (Hornby), 'Jubilee' (Bachmann)	100%
4-4-0	6	251	'2P' (Hornby), Compound (Hornby - RailRoad), Compound (NRM/Bachmann)	33.3%
4-2-2	1	1	Caledonian 'Single' (Hornby)	100%
2-8-0	2	677	'8F' (Hornby), '7F' (Bachmann)	100%
2-6-0	4	575	Ivatt '4MT' (Bachmann), Hughes-Fowler 'Crab' (Bachmann)	75%
0-8-0	3	238	'Super D' ('G2a') Bachmann	33.3%
0-6-0	10	1390	'4F' 'Hornby', '3F' (Bachmann)	20%
4-4-2T	1	14		0%
2-6-4T	4	645	Fowler '4P' (Hornby), Stanier '4P' (Hornby), Fairburn '4P' (Bachmann)	75%
2-6-2T	3	339	Ivatt '2MT' (Bachmann)	33.3%
2-4-2T	1	18		0%
0-6-2T	1	11		0%
0-6-0T	8	615	'Jinty' (Hornby), 'Jinty' (Bachmann)	12.5%
0-6-0ST	1	34		0%
0-4-4T	6	78		0%
0-4-0T	2	10		0%
0-4-0ST	3	37	L&Y 'Pug' (Hornby), Caledonian 'Pug' (Hornby)	66.6%
Total 18	64	6,138	40.62% of classes or 66.6% of wheel arrangements	

4. Dock shunters and industrial locomotives. Here there is a big gap, although the Model Rail 'Y7' 4wVBT has somewhat filled that gap. All the regions were still operating small dock shunters during this period and hundreds of industrial locomotives were operated by mines, the gas board, breweries and all sorts of industrial manufacturers. How about a crane tank? I am sure many modellers could find an industrial setting that it would fit in.

5. The biggest gap, however, in locomotive wheel arrangements is still the 0-6-0, the most common of all by far in both tank and tender forms. For tank engines how about a GWR Churchward 'I361' 0-6-0ST, a Southern Railway 'USA' 0-6-0T, a Caledonian Railway '3F' 0-6-0T and a GNR 'J50' 0-6-0T or GER 'J69' 0-6-0T? For 0-6-0 tender locomotives a SR 'Q', an LNWR '2F' and from the LNER a GNR 'J6', GER 'J15' or NBR 'J36' would have potential and whilst not fitting into this group the GER 'E4' 2-4-0 would surely have a large support as it was regularly used on Cambridge University Specials in this period.

Pioneering diesels

During this era, which seems to be the most popular period to model, as well as the pioneer diesels from the LMS and the SR, the British Transport Commission flooded the network with experimental and production designs. As a trainspotter in the 1950s and 1960s the early experimental types were exciting 'cops' and even when the production designs came along we thought that steam would reign for ever - the main dislikes were the railcars and diesel shunters which were felt to be the main threat to steam by many enthusiasts.

Reproduced here are two tables, one showing the experimental designs (Table 6) and the other the production locomotives (Table 7). Amongst the experimental classes Brush's HS4000 *Kestrel* appeared right at the end of the steam era in 1968, as did the English Electric Class 50 from the production list. It is interesting to note that of the 12 classes of early and experimental diesel 58% are available or about to be. Of those

remaining, three classes stand out as being popular with the modeller; the Western Region Gas Turbine 18000 and the Fell 18100 2-D-2 and also GT3, a 4-6-0 steam look alike built by English Electric and using gas turbines for propulsion. These three were so unusual that they always arouse interest on a layout when a kit built model makes an appearance.

I have not covered diesel classes where production started after the end of steam; even the later marks of some classes were close to the end of steam. The withdrawn date is when national operators withdrew them: many classes have preservation examples some of which have returned to the national network.

From the chart you will see that the only class not available is Class 16 although Heljan has now announced its plans to release this pilot scheme Bo-Bo design in 2012. Among the others there were many variations, with alterations such as removing the access hatches provided for multiple working and »

TABLE 4 - LOCOMOTIVE CLASSES OF THE EASTERN REGION (EX-LNER) 1958/1959

Wheel Type	No of Classes	No of locos	Classes Available	% Type Avail
4-6-4	1	1		0%
4-6-2	7	202	'A4' (Hornby), 'A4' (Bachmann), 'A3' (Hornby), 'A2' (Bachmann), 'A1' (Bachmann), 'A1' - <i>Tornado</i> (Hornby)	57%
4-6-0	5	558	'B17' (Hornby), 'B1' (Hornby), 'B1' (Bachmann)	40%
4-4-0	6	161	'D49' (Hornby - RailRoad)	16.6%
2-8-0	12	390	'O4' (Bachmann), 'O1' (Hornby)	16.6%
2-6-2	1	184	'V2' (Bachmann)	100%
2-6-0	5	327	'K3' (Bachmann)	20%
2-4-0	1	1		0%
0-8-0	2	128		0%
0-6-0	17	1171	'J39' (Bachmann)	5.8%
4-8-0T	1	7		0%
4-6-2T	2	76		0%
4-4-2T	5	33		0%
2-6-4T	1	100	'L1' (Hornby)	100%
2-6-2T	1	92	'V1'/'V3' (Bachmann)	100%
0-8-0T	1	9		0%
0-6-2T	6	342	'N2' (Hornby)	16.6%
0-6-0T	10	407	'J72' (Bachmann), 'J83' (Hornby)	20%
0-6-0ST	2	77	'J52' (Hornby), 'J94' (Hornby)	100%
0-4-4T	1	195		0%
0-4-2T	2	3		0%
0-4-0T	5	22	'Y7' Model Rail/Dapol	20%
0-4-0ST	1	14		0%
Total 23	83	4,497	24% of classes or 56.5% of wheel arrangements	

TABLE 5 - LOCOMOTIVE CLASSES OF BRITISH RAILWAYS 1958/1959

Wheel Type	No of Classes	No of locos	Classes Available	% Type Avail
4-6-2	3	66	'Britannia' (Hornby), 'Clan' (Hornby)	66.3%
4-6-0	2	252	'4MT' (Bachmann), '4MT' (Hornby), '5MT' (Bachmann)	100%
2-10-0	2	276	'9F' (Bachmann), '9F' (Hornby - RailRoad)	50%
2-8-0	1	733	'WD' (Bachmann)	100%
2-6-0	3	200	'4MT' (Bachmann)	33.3%
2-6-4T	1	155	'4MT' (Bachmann)	100%
2-6-2T	2	75	'3MT' (Bachmann)	50%
Total 7	14	1,757	64.2% of classes or 100% of wheel arrangements	

The largest missing link in 'OO' gauge remains as the humble 0-6-0, although this is gradually changing. One of many contenders is the North British Railway 'J36' 0-6-0 which passed into LNER and later BR ownership. 'J36' 65297 rests at Kittybrewster shed in May 1959. *Colour Rail.*



TABLE 6 - EARLY AND EXPERIMENTAL MAIN LINE DIESELS AND GAS TURBINES

Class	Man	No of locos	Introduced	Withdrawn	Wheel Type	HP	Model
10000/10001	English Electric	2	1947/1948	1963-66	Co-Co	1600	Hatton's/Dapol Rails of Sheffield/ Bachmann
10100	BR Derby Fell Dev	1	1950	1958	2-D-2 then 2-B-B-2	2400	
10201/ 10202/10203*	Ashford Works	3	1951- 1954*	1962-1963	1 Co-Co-1	1750 2000	Kernow/Dapol
10800 <i>Hawk</i>	NBL Ltd Rebuilt by Brush	1	1950 1962	1962 1968	Bo-Bo	1400	
18000	Brown Boveri	1	1950	1961	A1A-A1A	2500	
18100	Metropolitan Vickers Converted to prototype 25KV Electric 1958	1	1952	1958	Co-Co	3000	
D0260 <i>Lion</i>	BRCW- Sulzer-AEI	1	1962	1963	Co-Co	2750	Heljan
D0280 <i>Falcon</i>	Brush	1	1961	1970	Co-Co	2700	Heljan
<i>Deltic</i>	English Electric	1	1955	1961	Co-Co	3300	NRM/ Bachmann
DP2	EE Vulcan Foundry	1	1962	1967	Co-Co	2700	Heljan
GT3	EE Vulcan Foundry	1	1961	1962	4-6-0	2700	
HS4000 <i>Kestrel</i>	Brush	1	1968	1971	Co-Co	4000	Helijan
Total Classes 12		No locomotives 15					Availability of classes 58%



To date the 'Atlantic' 4-4-2 wheel arrangement has not been seen as a ready-to-run model. Ex-LBSCR 'H2' 4-4-2 2421 South Foreland stands at Newhaven in Southern Railway livery in 1947. *Colour Rail.*



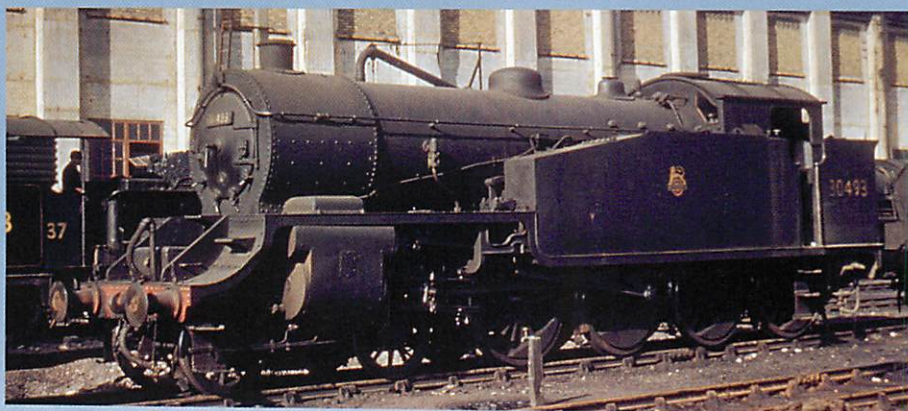
The Southern Railway's 'USA' 0-6-0Ts were powerful but compact shunting locomotives and several have been preserved. 'USA' 30064 stands at the Bluebell Railway's headquarters at Sheffield Park in 1973. *Trevor Jones.*

the addition and variation in head code positions. However, 96% of all main line production diesels are available as models.

Diesel shunters have not been covered in this survey. However, from the 0-6-0s the Class 03, 04, 08 and Class 14 are all produced by Bachmann, Hornby and Hattans/Heljan. *Trevor Jones.*

● In future issues we will publish further surveys on electric locomotives and multiple units.

● For full information on diesel locomotives, *British Rail Main Line Diesel Locomotives* by Colin J Marsden, published by OPC and the relevant *Modern Locomotives Illustrated* by Ian Allan are essential reading.



The Southern Region's motive power was dominated by express and mixed traffic locomotives, but freight was still important. One of the more unusual classes was the Urie 'G16' 4-8-0T heavy freight tank. 30493 stands at Feltham in 1958. *Colour Rail.*

Below: Tank engines are another missing link in the available range of ready-to-run models. Ex-Great Northern Railway 'J50' 0-6-0T 68987 ambles into London King's Cross in 1960. *Trevor Jones.*

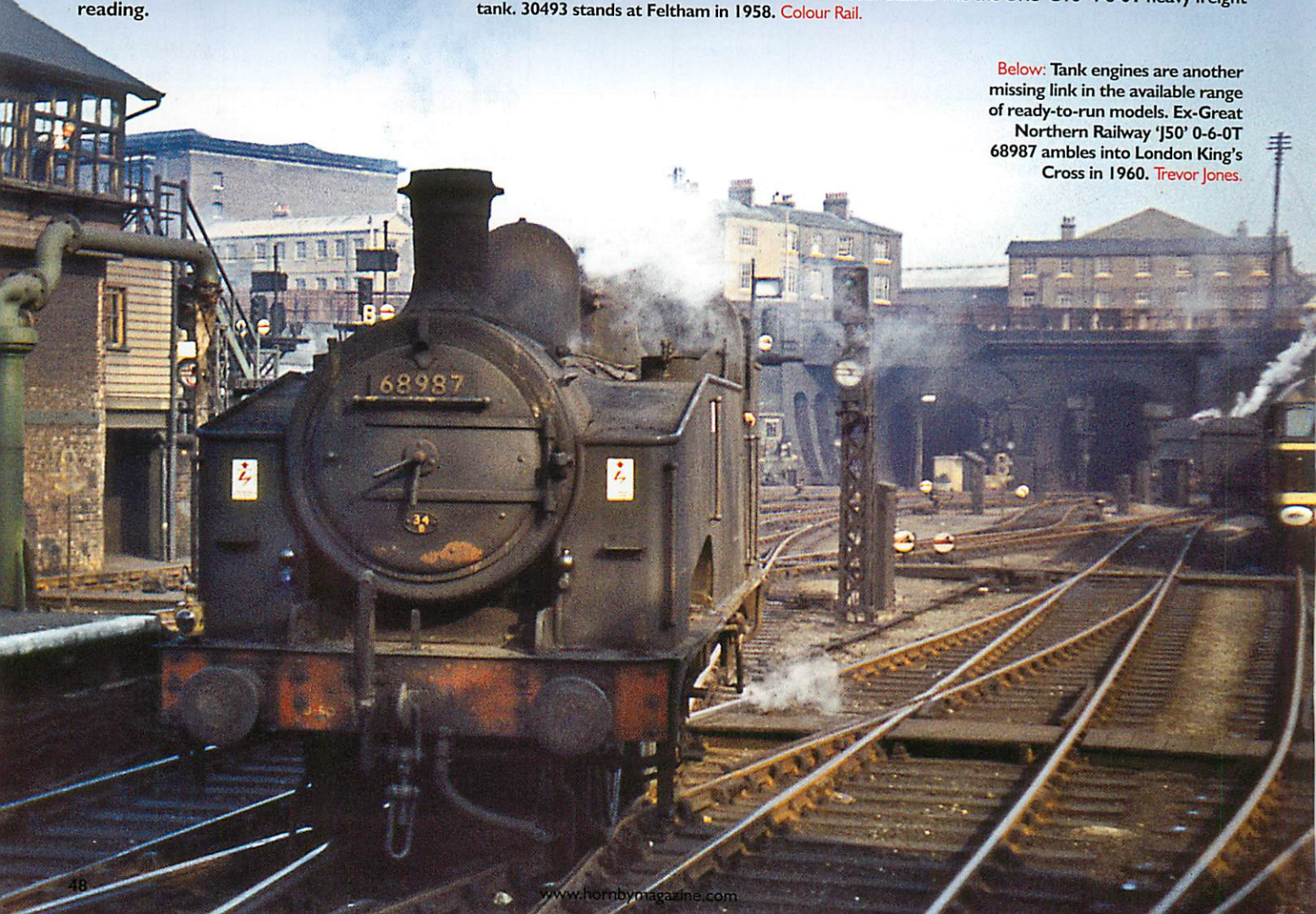


TABLE 7 – PRODUCTION MAIN LINE DIESELS

Class	Man	No of Locos	Intro	Final Withdrawal	Wheel Type	HP	Model
15 D8200–D8243	Yorksire Eng Co and BTH	44	1957	1971	Bo-Bo	800	Heljan
16 D8400-D8409	NBL Ltd	10	1958	1968	Bo-Bo	800	Heljan
17 D8500-D8616	Clayton and BeyerPeacock	117	1962	1971	Bo-Bo	900	Heljan
20 D8000-D8199 D8300-D8327	EE & RSH Ltd	228	1957	-	Bo-Bo	1000	Bachmann
21/29* D6100-D6157	NBL Ltd * 20 Rebuilt 1965	158	1958	1971	Bo-Bo	1,100/1,350*	Dapol
22 D6300-D6357	NBL Ltd	58	1959	1971	B-B	1,000/1,100	Dapol
23 D5900-D5909	EE Vulcan Foundry	10	1959	1971	Bo-Bo	1,100	Heljan
24 D5000-D5150	BR Derby Crewe and Darlington	151	1958	1980	Bo-Bo	1,160	Bachmann
25/01/2/3/9 D5151-D5299 D7500-D7677	BR Darlington Derby Beyer Peacock	227	1961-65	1987	Bo-Bo	1,250	Bachmann
26/01 D5300-5346	Birmingham R.C.W.	47	1958	1993	Bo-Bo	1,160	Heljan
27 D5347-D5415	Birmingham R.C.W.	65	1961	1987	Bo-Bo	1,250	Heljan
28 D5700-D5719	Metropolitan Vickers	20	1958	1968	Co-Bo	1,200	Hattons/Heljan
31/01/4 electric heating D5500-D5699 D5800-D5862	Brush Ltd	263	1957	First 20 late 1970s Last 2001	A1A-A1A	1,250-1,600	Hornby
33/01/2 D6500-D6597	Birmingham R.C.W.	98	1960	Late 1990s	Bo-Bo	1,550	Heljan and Hornby
35 D7000-D7100	Beyer Peacock	101	1961	1975	B-B	1,740	Heljan
37 D6600-D6608 D6700-D6999	EE and RSH Ltd	309	1957	-	Co-Co	1,750	Bachmann and ViTrains
40 D200-D399	EE and RSH Ltd	200	1958	1985	1-Co-Co-1	2,000	Bachmann and Hornby
41 D600-D604	NBL Ltd	5	1958	1967	A1A-A1A	2000,	Kernow/Dapol
42 D800-D832 D866-D870 Class 43 Warship D833-D865	BR Swindon NBL Ltd	71	1958 1960	1972 1971	B-B	2,000 2,200	Bachmann and Hornby
44 D1-D10	BR Derby	10	1959	1980	1-Co-Co-1	2,300	Bachmann
45 D11-D137	BR Derby and Crewe	127	1960	1988	1-Co-Co-1	2,500	Bachmann
46 D138–D193	BR Derby	56	1961	1984	1-Co-Co-1	2,500	Bachmann
47 D1100–D1111 D1500–D1999	Brush and Crewe	512	1962	-	Co-Co	2,580	Bachman, Heljan, ViTrains and Hornby
50 D400-D449	EE	50	1967	1994	Co-Co	2,700	Hornby
52 D1000-D1073	BR Swindon and Crewe	74	1961	1977	C-C	2,700	Heljan and Dapol
55 D9000-D9021	EE Vulcan Foundry	22	1961	1982	Co-Co	3,300	Bachmann
Total Classes 26		Total 3033	Availability of Classes 96%				

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Items listed are New Items due during
2012 - contact us for availability.

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372077 B1 BR Black L/C	£81.99
372078 B1 BR Black Weathered	£81.99
372154 4F Fowler BR Black L/C	£87.99
372207 3F Jinty BR Black	£50.99
372400 J39 LNER Black	£62.99
372401 J39 BR Black E/C	£62.99



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372425 WD Austertory BR E/C	£104.99
372426 WD Austertory BR L/C	£104.99
372427 WD Austertory BR Weathered	£109.99
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372625 Ivatt 2MT BR Green	£58.00
372626 Ivatt 2MT BR Black	£58.00
372627 Ivatt 2mt BR Black	£58.00
372725 BR 5MT Green	£98.99
372726 BR 5MT Black L/C	£98.99
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372728 BR 5MT Green	£98.99
372800 A1 Tornado BR Don Grn	£119.99
372801 A1 Great Central BR Grn	£109.99

DIESELS

372802 A1 North Eastern BR Grn	£109.99
371020 CI 08 BR Black	£54.99
371021 CI 08 BR Green	£54.99
371022 CI 08 BR Grn Weathered	£58.99



371030 CI 20 BR Green	£75.99
371031 CI 20 BR Blue	£75.99
371032 CI 20 BR B Weathered	£79.99
371051B CI 04 BR Blue	£51.99
371053 CI 04 BR Green	£51.99
371060 CI 03 BR Green	£46.00
371061 CI 03 BR Green	£46.00
371062 CI 03 BR Blue	£46.00
371105 CI 31 Network Rail	£74.99
371354 CI 60 Railfreight	£81.99
371395 CI 66 Colas Rail	£78.99
371587 CI 46 BR Blue	£74.99
371825A CI 47 BR Green	£81.99
371826A CI 47 BR Blue	£81.99
372975Z CI 24 RTC Livery	£89.99

MULTIPLE UNITS

371500 CI 101 Green	£71.99
371501 CI 101 Reg Railways	£71.99
371502 CI 101 BR Blue	£71.99
371503 CI 101 BR Parcels	£97.99
371510 CI 101 BR Green	£97.99
371511 CI 101 BR B/Grey	£97.99

COACHES - BR MARK 1

374010A Mk1 SO Crim/Cream	£15.75
374013A Mk1 SO Blue/Grey	£15.75
374039 Mk1 BG Blue/Grey	£15.75
374064A Mk1 SK Blue/Grey	£15.75
374085 Mk1 BCK Blue/Grey	£15.75
374110 Mk1 RMB Blue/Grey	£15.75
374188A Mk1 BSK Blue/Grey	£15.75
374258A Mk1 CK Blue/Grey	£15.75
374819 Mk1 FO Blue/Grey	£15.75
374132 Mk1 GUV Blue	£15.75
374133 Mk1 GUV RES	£15.75
374014A Mk1 SO Choc/Cream	£15.75
374038 Mk1 BG Choc/Cream	£15.75
374064A Mk1 SK Choc/Cream	£15.75
374082 Mk1 BCK Choc/Cream	£15.75
374109 Mk1 RMB Choc/Cream	£15.75
374188A Mk1 BSK Choc/Cream	£15.75
374258A Mk1 CK Choc/Cream	£15.75
374819 Mk1 FO Choc/Cream	£15.75
374040 Mk1 Gen Van NR	£15.75
374081 Mk1 Gauging van NR	£15.75
374190 Mk1 Data Coach NR	£15.75

TPD & SLEEPERS

374900 Mk1 TPD 90's Red	£17.99
374901 Mk1 TPD 60's PO Red	£21.75
374902 Mk1 TPD 70's Blue/Grey	£17.99
374903 Mk1 TPD 80's Red	£17.99
374925 Mk1 SLSTP Maroon	£16.75

STANIER COACHES

374825A LMS Brake Third	£14.75
374830A LMS Brake First	£14.75
374835A LMS Corridor Third	£14.75
374840A LMS Vestibule Third	£14.75
374845A LMS Corridor First	£14.75
375850A LMS Vestibule Comp.	£14.75
374826A BR C/C Brake Second	£14.75
374831A BR C/C Brake First	£14.75
374836A BR C/C Corridor Second	£14.75
374841A BR C/C Vestibule Second	£14.75
374846A BR C/C Corridor First	£14.75
374851A BR C/C Vestibule Comp.	£14.75

WAGONS

373740 10t Meat Van BR Crim	£6.85
373741 10t Meat Van BR Early	£6.85
373742 10t Meat Van BR Late	£6.85
373925A 30t Bolster BR Red	£11.25
373926A 30t Bolster BR Grey	£11.25
377227B 16T Min BR Grey Weathered	£6.25
377250C 16T Mineral BR Grey	£5.99
377253 16T Mineral BR Baux	£5.99
377700 JJA Ballast Hopper	£21.99
377701 JJA Ballast Hopper	£21.99
377702 JJA Ballast Hopper	£21.99
377725 SPA w/Coils BR RF	£17.50
377726 SPA w/Coils BR Grey	£17.50
377727 SPA w/Coils EWS	£17.50
377728 SPA w/Coils Dept	£17.50

WAGONS

377800 FNA Flask Wagon	£20.99
377801 FNA Flask Wagon	£20.99
377802 FNA Flask Wagon	£20.99
377825 Prestlo Flank	£7.75
377826 Prestlo Crown	£7.75
377827 Prestlo Blue Circle	£7.75
377828 Prestlo Snowcrete	£7.75
377850 Pill Box Brake SR Brn	£10.50
377851 Pill Box Brake SR Brn	£10.50
377852 Pill Box Brake BR Gry	£10.50
377853 Pill Box Brake BR Grn	£10.50
377854 Pill Box Brake BR Baux	£10.50
377900 BAA Steel Carrier RF	£17.25
377901 BAA Steel Carrier RF	£17.25
377902 BAA Steel Carrier EWS	£17.25
377926 PCA Metalair Grey	£7.85
377925 PCA Metalair Blue Circle	£7.85
377927 PCA Metalair Weathered	£8.25
377950 13t Steel Open BR	£6.35
377951 13t Steel Open BR	£6.35
377952 13t Steel Open BR	£6.35
377953 13t Steel Open BR	£6.35
377954 13t Steel Open LNER	£6.35
377975 Vent Van (ER) LNER	£6.80
377976 Vent Van (ER) BR	£6.80
377980 Vent Van (ER) BR	£6.80
377981 Vent Van (ER) BR	£6.80
377985 Vent Van (ER) BR	£6.80
377986 Vent Van (ER) BR	£6.80

PECO THE WORLD'S FAVOURITE TRACK SYSTEM



PECO 00 CODE 100 FLEXI TRACK

SL100 25 Yds N/S Wood Sleeper	£60.00
SL100 12 Yds N/S Wood Sleeper	£30.75
SL102 25 Yds N/S Concrete Sleeper	£54.00
SL102 12 Yds N/S Concrete Sleeper	£30.75
SL10 Rail Joiners x24	£2.00
SL11 Insulated Joiners	£2.00
Xuron Track Cut	£14.30

PECO 00 CODE 100 INSULFROG POINTS

SL80 Single Slip	£25.00
SL86 R/H Large Curve Point	£10.50
SL87 L/H Large Curve Point	£10.50
SL88 R/H Large Radius Point	£9.95
SL89 L/H Large Radius Point	£9.95
SL90 Double Slip	£27.95
SL91 R/H Small Radius Point	£7.85
SL92 L/H Small Radius Point	£7.85
SL93 Short Crossing	£7.25
SL94 Long Crossing	£8.50
SL95 R/H Medium Radius Point	£8.25
SL96 L/H Medium Radius Point	£8.25
SL97 Small Y Point	£7.50
SL98 Large Y Point	£9.25
SL99 Three Way Point	£20.00
Underlays	£1.90

PECO 00 TRACK ACCESSORIES

SL40 Rail Built Buffer Stop	£1.10
SL41 Sleeper Built Buffer Stop	£1.10
SL45 5 Mt Roll of Track Underlay	£6.99
LK10 Plate Girder Bridge Sides	£3.05
LK11 Truss Girder Bridge Sides	£3.05
LK13 Station Building	£12.75
LK20X Overall Roof	£17.25
LK23 Milk Churns	£2.10
LK24 Packing Cases	£2.00
LK25 Platform Seats	£2.15
LK45 Flexible Field Fencing	£2.50
LK46 Gates & Stiles	£3.30
LK50 Crossing Gates	£3.85
LK51 Turntable	£34.50
LK56 Inspection Pit Code 100	£6.25
LK60 Train Shed	£22.95
LK82 Goods Depot	£8.00
LK83 Signal Box	£8.00

PECO 00 CODE 100 ELECTROFROG POINTS

SL86 R/H Large Curve Point	£10.25
SL87 L/H Large Curve Point	£10.25
SL88 R/H Large Radius Point	£9.25
SL89 L/H Large Radius Point	£9.25
SL91 R/H Small Radius Point	£7.50
SL92 L/H Small Radius Point	£7.50
SL95 R/H Medium Radius Point	£7.95
SL96 L/H Medium Radius Point	£7.95
SL97 Small Y Point	£7.55
SL98 Large Y Point	£8.00
SL99 Three Way Point	£20.50
Underlays	£1.90

PECO 00 CODE 100 SETTRACK

ST100 Starter Track Pack	£48.75
ST200 Standard Straight	£1.00
ST201 Double Straight	£1.80
ST202 Short Straight	£0.96
ST203 Extra Short Straight	£0.96
ST204 Long Straight	£2.85
ST205 Insulating Straight	£2.65
ST220 1st Radius Standard Curve	£1.35
ST221 1st Radius Double Curve	£1.85
ST222 1st Radius Half Curve	£1.08
ST225 2nd Radius Standard Curve	£1.35

PECO 00 FINESCALE CODE 75

SL100F 25 Yds N/S Wood Sleeper	£57.00
SL100F 12 Yds N/S Wood Sleeper	£32.00
SL102F 25 Yds N/S Concrete Sleeper	£64.00
SL102F 12 Yds N/S Concrete Sleeper	£34.00
SL110 Code 75 N/S Joiners x24	£2.00
SL111 Code 75 Insulated Joiners	£2.00

ST226 2nd Radius Double Curve

ST226 2nd Radius Double Curve	£1.95
ST227 2nd Radius Half Curve	£1.11
ST230 3rd Radius Standard Curve	£1.79
ST231 3rd Radius Double Curve	£2.25
ST235 4th Radius Standard Curve	£1.80
ST238 Y Point Curve	£1.60
ST240 R/H 2nd Radius Point	£7.50
ST241 L/H 2nd Radius Point	£7.50
ST244 R/H Large Radius Point	£11.95
ST245 L/H Large Radius Point	£11.95
ST247 Medium Y Point	£8.95
ST250 Medium Crossing	£7.50
ST256 Medium Crossing Underlays	£1.85
ST264 Straight L/C Add-On	£3.55
ST266 Curved Level Crossing	£6.60
ST268 Straight Level Crossing	£6.60
ST269 Curved L/C Add-On	£3.55
ST270 Sleeper Built Buffer Stop	£1.45
ST271 Uncoupling Unit	£1.40
ST273 Power Cables	£2.50
ST290 Straight Brick Platform	£4.25
ST291 Straight Stone Platform	£4.25
ST296 Platform Ramps Brick	£3.50
ST297 Platform Ramps Stone	£3.50

PECO 00 GAUGE BULLHEAD

SL700BH 12 Yds N/S Wood Sleeper	£60.00
SL700BH 6 Yds N/S Wood Sleeper	£33.00
SL766BH Curved R/H Point	£45.75
SL767BH Curved L/H Point	£45.75
SL791BH Medium R/H Point	£34.75
SL792BH Medium L/H Point	£34.75
SL794BH Long Crossing	£40.00
SL797BH Medium Y Point	£34.75
SL10 Rail Joiners x24	£2.00
SL11 Insulated Joiners	£1.00

PECO N CODE 80 FLEXI TRACK

SL300 25 Yds N/S Wood Sleeper	£52.00
SL300 12 Yds N/S Wood Sleeper	£30.00
SL302 25 Yds N/S Concrete Sleeper	£53.00
SL302 12 Yds N/S Concrete Sleeper	£30.00

PECO N CODE 80 INSULFROG POINTS

SL386 R/H Curve Point	£8.75
SL387 L/H Curve Point	£8.75
SL388 R/H Large Radius	£8.75
SL389 L/H Large Radius	£8.75
SL394 Long Crossing	£8.00

SL395 R/H Medium Radius Point

SL395 R/H Medium Radius Point	£7.75
SL396 L/H Medium Radius Point	£7.75
SL397 Medium Y Point	£7.75

PECO N CODE 80 ELECTROFROG POINTS

SL386 R/H Curve Point	£8.85
SL387 L/H Curve Point	£8.85
SL388 R/H Large Radius	£8.85
SL389 L/H Large Radius	£8.85
SL395 R/H Medium Radius Point	£7.85
SL396 L/H Medium Radius Point	£7.85
SL397 Medium Y Point	£7.85

PECO N CODE 55 FINESCALE FLEXI TRACK

SL300F 25 Yds N/S Wood Sleeper	£68.00
SL300F 15 Yds N/S Wood Sleeper	£36.00
SL302F 30 Yds N/S Concrete Sleeper	£76.00
SL302F 15 Yds N/S Concrete Sleeper	£43.00

PECO N CODE 55 FINESCALE POINTS

SL380F Single Slip	£29.50
SL383F Scissors Crossover	£52.75
SL386F R/H Curved Point	£9.55
SL387F L/H Curved Point	£9.55
SL388F R/H Large Radius Point	£9.55
SL389F L/H Large Radius Point	£9.55
SL390F Double Slip	£31.00
SL391F R/H Small Radius Point	£7.75
SL392F L/H Small Radius Point	£7.75
SL393F Short Crossing	£7.90
SL394F Long Crossing	£9.00
SL395F R/H Medium Radius Point	£8.65
SL396F L/H Medium Radius Point	£8.65
SL397F Medium Y Point	£9.45

SL395 R/H Medium Radius Point

SL395 R/H Medium Radius Point	£7.75
SL396 L/H Medium Radius Point	£7.75
SL397 Medium Y Point	£7.75

PECO N CODE 55 FINESCALE FLEXI TRACK

SL300F 25 Yds N/S Wood Sleeper	£68.00
SL300F 15 Yds N/S Wood Sleeper	£36.00
SL302F 30 Yds N/S Concrete Sleeper	£76.00
SL302F 15 Yds N/S Concrete Sleeper	£43.00

PECO N CODE 55 FINESCALE POINTS

SL380F Single Slip	£29.50
SL383F Scissors Crossover	£52.75
SL386F R/H Curved Point	£9.55
SL387F L/H Curved Point	£9.55
SL388F R/H Large Radius Point	£9.55
SL389F L/H Large Radius Point	£9.55
SL390F Double Slip	£31.00
SL391F R/H Small Radius Point	£7.75
SL392F L/H Small Radius Point	£7.75
SL393F Short Crossing	£7.90
SL394F Long Crossing	£9.00
SL395F R/H Medium Radius Point	£8.65
SL396F L/H Medium Radius Point	£8.65
SL397F Medium Y Point	£9.45

SL395 R/H Medium Radius Point

SL395 R/H Medium Radius Point	£7.75
SL396 L/H Medium Radius Point	£7.75
SL397 Medium Y Point	£7.75

PECO ELECTRICAL ACCESSORIES

PL9 Mounting Plates for PL10	£2.10
PL10 Point Motor £4.25 6 or More	£4.00
PL10E Extended Arm PM	£4.25
PL10W Low Amp PM	£5.25
PL11 Side Mounted PM	£6.7

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R8247 Point Decoder	£28.75
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R9992KS BR 4-6-2 'Clive of India' Britannia	£214.99
R9997WS BR 4-6-2 'Cranke' Rebuilt WC	£214.99
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R3133 East Coast Jiving Scotsman	£173.99
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R3097 BR 2-10-0 'Evening Star' 9F CI	£95.99
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R3005 (x) BR 260x L/C Weathered	£104.99
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R3022 BR A4JX Train Green 2662	£48.99
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R3029 BR Fowler 2P 4-4-0 L/C	£78.99
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R3030 LMS Fowler 4F 0-6-0	£78.99
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R3035 BR 4-6-0 'Pavilion Grange' Grange CI	£99.99
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R3037 LNER 0-6-0ST J4 Class	£55.99
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R3039 BR 2-8-0 Class 01 Early BR Wtr	£99.99
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R3042 BR 4-6-2 'Flying Scotsman A4 CI	£115.99
R3043 BR 4-6-2 'Duchess of Hamilton'	£111.99
R3102 BR 4-6-0 'King Edward II' BR Blue	£103.99

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R3086 LNER 4-6-2 'Flying Scotsman' A1 CI	£63.99
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R3058 CI 86/2 Freightliner New Liverty	£43.99
R3070 CI 66/7 GBR 66723	£47.99
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R3058 CI 86/2 Freightliner New Liverty	£43.99
R3070 CI 66/7 GBR 66723	£47.99
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R3088 (x) CI 67 DB 'Shropshire Lad'	£103.99
R3089 (x) CI 67 DB 'Shropshire Lad'	£103.99
R3090 CI Class 67 Class 67	£47.99
R3091 BR 2-6-4T Fowler 4P CI LMS Red	£99.99
R3092 LNER 0-6-0ST J4 Class	£55.99
R3093 BR 2-8-0 Class 01	£99.99
R3094 BR 2-8-0 Class 01 Early BR Wtr	£99.99
R3095 BR 2-8-0 Class 01 Late BR	£99.99
R3096 BR 4-6-2 'Peppercorn CI Tomado'	£95.99
R3097 BR 4-6-2 'Flying Scotsman A4 CI	£115.99
R3101 LMS 4-6-2 'Duchess of Hamilton'	£111.99
R3102 BR 4-6-0 'King Edward II' BR Blue	£103.99

R3149 Class 92 DB Schenker	£60.99
R3150 (x) Class 60 DB Schenker Red livery	£119.99

RAILROAD LOCOMOTIVES	
R3086 LNER 4-6-2 'Flying Scotsman' A1 CI	£63.99
R3120X LNER 0-6-0ST Class J83 DCC Fitted	£43.99
R3121X BR 0-6-0ST Class J52	£43.99
R3122X GWR 0-6-0ST 2721 Class	£43.99
R3151X BR 0-6-0 BR Blue Diesel C108	£41.99
R3152 Northern Belle Class 47 Pullman	£47.99
R3154 BR 4-6-0 'E.C. Trench' Patriot Class	£54.99
R3155 BR 2-10-0 'Cook O' the North' 9F CI	£71.99
R3156 Stott 0-6-0 Diesel Electric Class 08	£28.99
R3157 GWR 4-4-0 'County of Flint'	£54.99
R3158 BR 4-4-0 'Dover' Schools Class	£54.99

SOUTHERN	
R4535A BR Bogie Passenger Brake	£21.99
R4536A BR (Ex SR) Bogie Passenger Brake	£21.99
R4537 SR 'Unconverted' Open 3rd Class	£31.99
R4538 SR 'Unconverted' Open 2nd Class	£31.99

GWR COACHES	
R4547 GWR Autocoach	£19.99
R4187B BR (Ex GWR) Autocoach	£19.99

COACH PACKS	
R4534 BR Push-Pull Coach Pack	£59.99
R4539 Northern Belle Coach Pack	£63.99

DIESEL AND ELECTRIC LOCOMOTIVES	
R3054 CI 50 BR Laira Blue Thunder	£94.99
R3057 CI 92 Stobart Rail	£59.99
R3058 CI 86/2 Freightliner New Liverty	£43.99
R3070 CI 66/7 GBR 66723	£47.99
R3077 CI 90 Freightliner Old Liverty	£59.99
R3088 (x) CI 67 DB 'Shropshire Lad'	£103.99
R3089 (x) CI 67 DB 'Shropshire Lad'	£103.99
R3090 CI Class 67 Class 67	£47.99
R3091 BR 2-6-4T Fowler 4P CI LMS Red	£99.99
R3092 LNER 0-6-0ST J4 Class	£55.99
R3093 BR 2-8-0 Class 01	£99.99
R3094 BR 2-8-0 Class 01 Early BR Wtr	£99.99
R3095 BR 2-8-0 Class 01 Late BR	£99.99
R3096 BR 4-6-2 'Peppercorn CI Tomado'	£95.99
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R3101 LMS 4-6-2 'Duchess of Hamilton'	£111.99
R3102 BR 4-6-0 'King Edward II' BR Blue	£103.99

R4180C BR (Ex LMS) 68' Restaurant Car	£31.99
R4230B LMS Corridor First Class	£33.99
R4231B LMS Corridor Third Class	£33.99
R4232B LMS Corridor Third Class	£33.99
R4233B LMS Parcels Van	£28.99
R4474A BR (Ex LMS) 1st Class	£33.99
R4474B BR (Ex LMS) Corridor 3rd CI Coach	£33.99
R4493A BR (Ex LMS) Brake 3rd CI	£33.99
R4531A/B BR (Ex LMS) Full Brake Coach	£34.99
R4567 BR (Ex LNER) 61ft 6in Corridor 1st CI	£37.99
R4568 BR (Ex LNER) 61ft 6in Corridor 3rd CI	£37.99
R4569 BR (Ex LNER) 61ft 6in Buffet Coach	£37.99
R4570 BR (Ex LNER) 61ft 6in 1st CI Sleeper	£37.99

RAILROAD LOCOMOTIVES	
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R3122X GWR 0-6-0ST 2721 Class	£43.99
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R3102 BR 4-6-0 'King Edward II' BR Blue	£103.99

MODELS CAN RETAIN OPERATING PRACTICES

I WRITE regarding Clive Jackson's letter in HM56 about realistic operation of model railways in exhibitions. His is the most sensible and considered piece I have read on this subject in a long time. He is absolutely right to say that exhibitors should attempt realistic operation within the bounds of reasonableness. Whilst Clive Jackson's chief irritation is trap points, mine is watching trains passing signals at danger as if they didn't exist, especially when on a large club layout, in 'OO' scale or larger. Network Rail (for who I work) and the train

operators are embracing technology and new working practices - such as Automatic Route Setting, European Rail Traffic Management System and Rail Operating Centres - which is moving the modern railway ever further from the 1900-1970s world the majority of modellers prefer. As this happens, so the difficulty of retaining the knowledge of how the real railway actually ran back then increases. Modellers have a part to play in holding on to this history and in educating the public who visit exhibitions. Questions of resources and time matter of course,

meaning established modelling clubs could take the lead in this area.

As a postscript, it would be rude not to say thank you to Hornby for their forthcoming 2012 models of GWR eight coupled freight tank engines. For years I have waited for these to be released ready-to-run, and I intend to reward Hornby for its commitment to the unglamorous world of heavy goods haulage by buying one example of each of the three classes being released.

Ben West, Watford, Hertfordshire.



EXPANDING ON DUBLO'S 'A4' MODELS

Having been involved in collecting and operating vintage toy trains for nearly 40 years I found the article on Hornby Dublo's 'A4' to be quite accurate, but there are a few points I would like to offer a little more of my own information.

Hornby Dublo was not the manufacturer - that was the brand name. The manufacturer was Meccano Ltd and it was that company that found itself in dire financial difficulties in 1964 and led to the take-over by Line Brothers who then owned the Tri-ang name. Hornby Dublo was not used as a brand name after that time.

The Tri-ang Railways range was re-named Tri-ang Hornby and a merger of the two ranges was suggested and even pretended, by availability of converter wagons and track and the inclusion of some Dublo models, (which had large amounts of unsold stock), in the catalogues for a few years. In reality however, Hornby Dublo was effectively wiped out.

Some former Hornby Dublo models were later manufactured by G&R Wrenn Ltd, initially

sold as Tri-ang Wrenn (appearing in the Tri-ang Hornby Catalogue in 1970) and then marketed as Wrenn Railways after the break up of Lines Brothers when the Tri-ang name disappeared from the model railway scene. It was never the whole range, just some of the tooling - and the Hornby Dublo name was never used.

The Wrenn 'A4' was a very different beast to the Hornby Dublo one. The pressed tin tender used from 1938 was replaced by a plastic one 'borrowed' with permission from the Tri-ang Hornby and later Hornby Railways Flying Scotsman model. The tender even carried the trade mark of the source underneath! The chassis was also different. It was not the ex-Dublo 'A4' chassis at all, but actually the former Dublo 'Princess Coronation' chassis equipped with Gresley valve gear. The locomotive consequently sat a little higher than the Dublo version and of course was now equipped with a Tri-ang style Mk 3

coupling.

Most Wrenn locomotives and stock were sold with the option of an easy conversion to the earlier discontinued Hornby Dublo (Peco Simplex) type coupling, but because of the Tri-ang/Hornby origins of the 'A4' tender, the conversion was a lot less easy!

James Day, by e-mail.

Hornby Dublo's GRESLEY 'A4'

Four locomotive designs are as recognizable as the streamlined 'A4' of the London and North Eastern Railway and they inspired one of the most successful model railways in the world.

by EVAN GREEN-HUGHES

The 'A4' was designed by Sir Nigel Gresley, the chief engineer of the LNER, and it was the most powerful steam locomotive ever built in Britain. It was the first to be designed from scratch for the new 4-6-2 wheel arrangement, and it was the first to be designed for the new 4-6-2 wheel arrangement.

The 'A4' was the first locomotive to be designed for the new 4-6-2 wheel arrangement, and it was the first to be designed for the new 4-6-2 wheel arrangement.



Penhallick (HM56) features fully operational signalling to control train movements in and out of the station and as Ben West suggests this is an ideal way of preserving railway history for the future. Bulleid 'West Country 34020 Seaton enters Penhallick. Mike Wild.

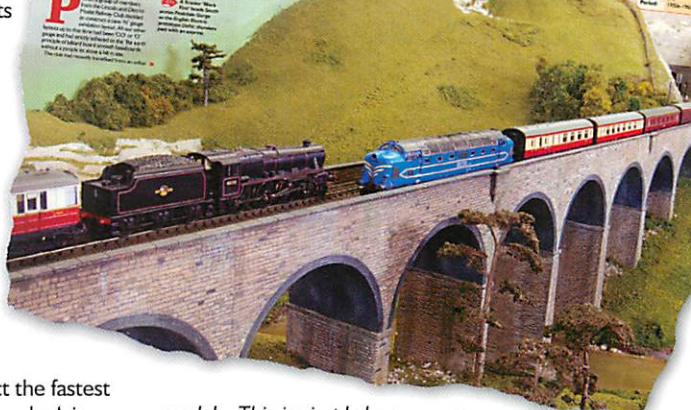


INVISIBLE 'N' GAUGE?

Peakdale

Lincoln & District Model Railway Club members took a charge of explaining the resulting layout was as satisfying to build as it is to view.

Photography: Mike Wild



I have read *Hornby Magazine* from the very first issue and had always liked and enjoyed the mix of articles, variety of layouts, projects and reviews. You always covered the various gauges, well at least you used to.

Not for the first time in recent issues, apart from the odd layout, N gauge seems no longer to receive the coverage it deserves. In HM56, there is not a single review of any 'N' gauge items. Is that because nothing has been released, I think not. Time after time, any building or wagon project is 'OO' based. Why? I understand that 'N' gauge is in fact the fastest growing area of model railways so why 'air brush' it out of your picture?

When I first purchased the magazine I was concerned that the Hornby title would mean that range of products would be promoted over everything else. My fears were unfounded for quite a while but clearly with this issue that has changed with nine pages promoting Hornby - hardly even handed or necessary.

I have always in the past picked up Hornby Magazine without even looking at the content but I will no longer buy it without first checking the content.

Steve Scream, by e-mail.

Dear Steve, thank you for your comments and I hope I can now allay your fears about the apparent recent lack of 'N' gauge content in the magazine. To say that HM56 was devoid of any 'N' gauge content is untrue in that we featured the Lincoln and District Model Railway Society's superb 'N' gauge layout Peakdale.

Issue 56 however did have no 'N' gauge review

models. This is simply because we didn't receive any in the office. However, I quite agree that 'N' gauge is growing and growing fast and it always has a place in the magazine. Take a look at this month's review section and you'll see our verdict on the largest Mk 1s from Bachmann's Graham Farish arm, the N Gauge Society's Queen Mary brake van and Dapol's latest Class 66s.

When it comes to features we have tended to stick to 'OO' gauge for our subjects because that is where the majority of readers tend to model. The same is true of the type of projects we choose - again the vast majority are suitable for the BR steam era and early BR blue diesel periods.

We as a magazine already have one 'N' gauge exhibition layout which makes a handful of appearances each year and, as a sneak preview, there is also a second 'N' gauge layout in the pipeline which in the very early stages of construction. This will appear in due course in Hornby Magazine's Staff Projects section as it moves forward - Mike Wild.

OVERCOMING AGE'S BARRIERS

I have been railway modelling for more years than I care to remember. Having always been mindful of accuracy and attention to detail made the hobby a great outlet for my skills which makes me look forward to the Project 12 to see how your team approaches the fundamentals of railway modelling.

But I have now reached my twilight years and, where once these considerations were so vital, they seem now to be much less important than they were. These changes have been forced upon me by the passing years: failing eyesight and creaking joints have made scrambling about underneath baseboards a no go area.

Instead I have had to bite the bullet and adopt surface mounted point motors which was unthinkable 10 years ago.

Together with the point motors, I also have to live with the surface wiring that goes with them. There are lots of things that I can no longer attempt. My once puritanical attention to detail and appearances no longer matter any more as I am still able run a model railway at 81 years of age. I think that, for me, I have at last got my priorities right which is the more important thing - nothing else matters. That's what age does for you!

Iain Mackenzie, by e-mail.

In defence of the fens

I am in the process of building a 13ft x 8ft 'OO' Gauge layout based on the East Anglian Region in the 1950s-1960s period. The locomotives and stock are all numbered to represent real examples that were allocated to depots from Stratford to March and Norwich, both steam and diesel.

The buildings are mainly scratchbuilt, and again are models of real locations. But my question is this: having looked at this year's new releases from the main manufacturers, how is it that they never produce buildings from the East Anglian Region, in Hornby's Skaledale range, or Bachmann's Scenecraft series?

There are some really lovely stations, goods sheds and signalboxes that would make wonderful models from this region, and I would love to see more from East Anglia produced. The Station at Maldon or the goods shed from Chappel and Wakes Colne would be two examples. I think there would be a real market for ex-Great Eastern/LNER buildings.

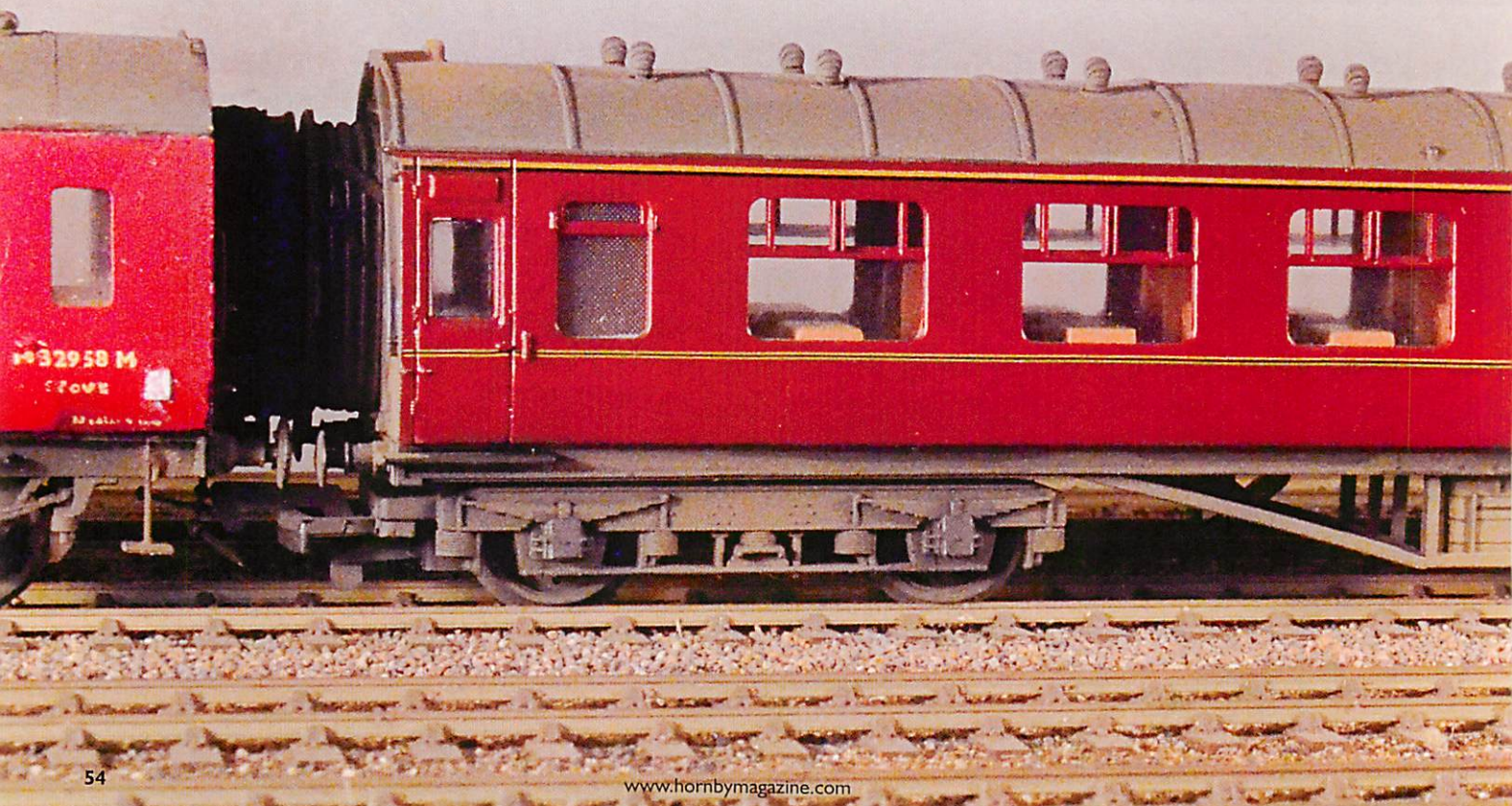
While I'm in wishing mode, please, please, could someone make a ready-to-run 'J15' or 'E4' as this iconic Eastern Region pair would fill a real gap in the market.

Richard Turner, Southend-On-Sea, Essex

The **QUICK FIX** solution

**PART
ONE**

The effect of many beautifully painted and weathered locomotives is ruined by the pristine coaches they haul, says **TIM SHACKLETON**, who shows how easy it is to make off the shelf models look much more realistic.



IF YOU BASED your expectations of what a coach looks like by studying models, you'd be sorely disappointed when you came to consider the real thing. As far as appearance is concerned, actual railway carriages rarely look like models. Even when fresh out of workshops they generally lack the shiny black underframes, matt-finish sides and immaculate grey roofs that come as standard on out-of-the-box coaches.

While we'll all of us, at some time, have travelled in coaches that looked as though they'd just seen service in a mudpit, filthy coach sides and windows are surprisingly rare. The vast majority of vehicles are kept pretty clean as far as the liveried areas are concerned, and it's the same story whether you're looking at suburban stock or Pullman trains and other prestige expresses. The running gear (which is never cleaned) will be liberally coated with brake block dust and road dirt, giving the bogies and underpinnings a strong brownish-grey tinge. The roof (which is seldom washed down either

will be a darker version of the same shade, but this time distinctly sooty. White coach roofs in everyday service, are, unfortunately, a figment of the modeller's imagination.

So how do we explain the paradox that, in spite of this, coaches in everyday service still manage to look fairly spruce? Operating departments long ago realised that the key lies in selective cleaning. In terms of external appearance, the only difference between carriages and freight stock is that coach sides – and only the sides – will be regularly cleaned, otherwise there would be no point painting them in imaginative shades. Clean, bright livery colours are an important element in attracting passengers to the railway, so why subvert this by allowing them to become dirty? The traveller sees that lovely deep GNER blue or LMS maroon, and completely fails to notice how mucky the roof, ends and underframes are!

From a modeller's point of view, the visual elements relating to the appearance of passenger stock are common to any colour scheme you care to name. The clear division

of weathering into three areas – roof, sides and underframe, each requiring separate treatment – probably accounts for the reluctance of ready-to-run manufacturers to offer pre-weathered passenger stock.

In these linked articles I want to show you two ways of weathering coaches. The first, though simple, is ideal if your time and patience are limited – or if your carriage sidings are bulging and you need something quick and infinitely repeatable. The second (to appear in a later issue) is a customised approach which is perhaps better suited to the ambitious modeller with a modest collection of stock. Whichever approach you choose, you'll find that effective weathering can and does make a massive improvement to the appearance of any coach, even a less-than-perfect example such as the Stanier open second that is one of our guinea pigs. Adding masses of extra detail and laboriously flush-glazing every window counts for little if you skimp on the external finishing. This, after all, is the first anyone sees of a model – or a real coach, come to that. **HBR**

STEP BY STEP WEATHERING CARRIAGES – THE QUICK-FIX SOLUTION



1

I'm using a pair of 4mm scale coaches for this two-handed project. In this first part I've taken a Stanier open second released by Replica Railways more than a decade ago which is starting to show its age in terms of detailing and general finesse. Part 2 will see a more detailed job on Hornby's exquisite Maunsell brake composite in pre-war Southern Railway livery.

2

The lack of flush glazing is the biggest shortcoming of the Replica Railways Stanier coach and in its box-fresh condition it looks very toy-like. In terms of overall quality it's typical, I feel, of the kind of coaching stock still to be seen on many layouts. Rather than trying to improve its appearance by adding infinite layers of detail, my intention is to use weathering alone to make it more presentable. I'll be treating the Maunsell coach to something altogether more individual, as befits a smaller layout where more attention can be paid to the finer points of detail.



Subtle weathering using a small selection of colours from the same area of the colour spectrum leads to an authentic appearance for the roof and underframe of this Replica Railways Stanier 57ft coach.



**PLEASE TURN FOR
STEPS BY STEP**

STEP BY STEP WEATHERING CARRIAGES – THE QUICK-FIX SOLUTION

3



The first stage is to mask off the coach sides, which will remain clean. Here I'm using Tamiya's excellent low-tack masking tape – the half-inch variety which, conveniently for us, is exactly half the depth of the coach side. To avoid paint creep, make sure it's tucked well in under the cantrail.

4



TIP

I'm using an ordinary Badger 150 airbrush for this job – there is no need with this kind of weathering for anything more expensive than a basic tool.

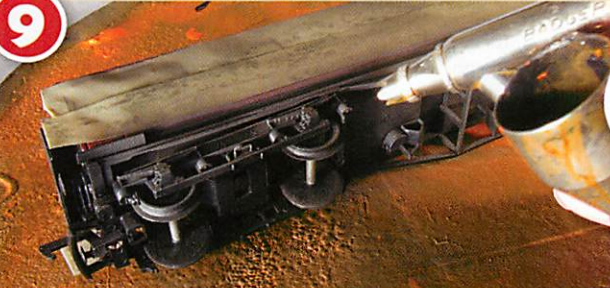
Weathering begins with a general application of a sooty brown-grey mixed, as ever, from Humbrol Matt Leather (No 52) and Metalcote Gunmetal (27004). Any matt black would do just as well but the reason for going for Metalcote is that the tiny metallic particles echo the sparkly, cindery quality seen on coach roofs.

8



One-colour blandness is totally unrealistic but then neither should anything ever stand out or draw attention to itself. However, one area where there's often a bit of local discoloration is around the roof-mounted water filler pipes.

9



I've laid the coach on its side and, with the masking tape still in place, started spraying the underframe with the same grey-brown mix I used on the roof. Again, be sure to spray 'in the round' otherwise details such as the springs and axleboxes won't receive full coverage. It's perfectly feasible to brush-paint this kind of weathering but it's a very slow process. I often weather rakes of coaches at one sitting but even with this approach it will be several hours' work.

10



Weathering effects are built up sequentially – you don't just spray one area and move on, rather you keep coming back to add increasingly subtle nuances of tone. While I'm putting an initial coat on the bogies I'm using the same darkish underframe colour to fill in a couple of bald patches that had become apparent on the roof.



Here you see the essence of my approach – subtle modulations of weathering tones on roof and underframe contrasting with the cleanliness of the coach sides. This is how coaches looked in the Victorian period and this is how they look today, all over the world. However, one of the problems of injection-moulded ready-to-run coaches is that, with their curious semi-matt finish, their bodysides look rather plastic.



Real coaches, on the other hand, are made of thin sheet metal and their paint finish exhibits a high degree of gloss that gradually fades over time. If you want to make your carriages look more realistic some effort needs to be made to capture the glint of varnished coach sides.

16

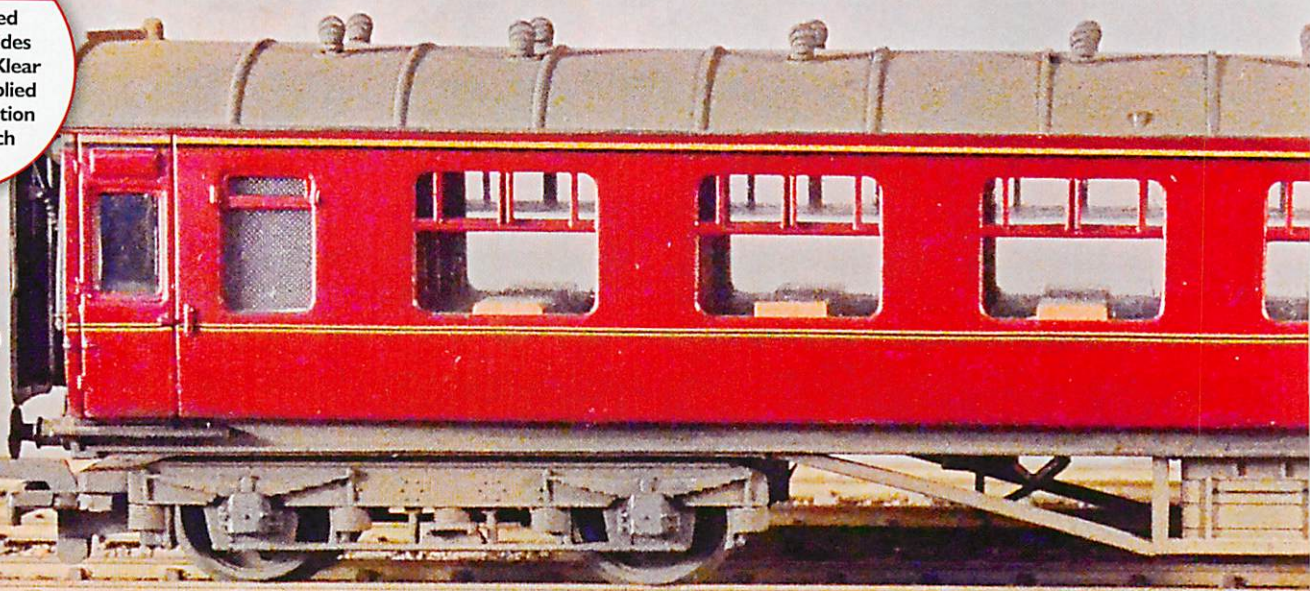


The technique of 'painting into the light' is ideal when you're brushing on Klear. With your light source coming towards you, you can see where the fluid has gone on and where the bald patches might be. After just one coat of this ultra-thin solution, the eye starts to see all kinds of pleasingly prototypical ripples and reflections. Klear, amazingly, leaves no brush strokes however thickly you apply it. A bottle will last you a modelling lifetime (it is great also for gluing down ballast and fixing clear plastic windows).

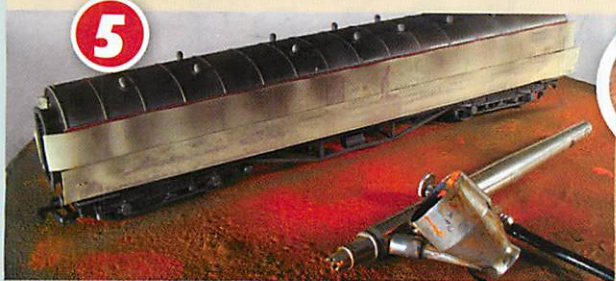
TIP

On pre-painted plastic coach sides I use Johnson's Klear floor polish, applied in a vertical motion with a half-inch flat brush.

To enhance the sides of the plastic bodied model Johnson's Klear floor polish has been brushed onto the carriage sides to give the effect of a metal bodied coach.



5



The first coat of roof weathering has gone on and, being diluted 70:30 with white spirit, is drying fast. I'm using a thicker paint mix than usual because carriage roofs often exhibit a distinct texture, which the enhanced granularity of the paint particles will emphasise.

6



I've added 50% more Matt Leather to the mix and now I'm going over the roof again, merging the colours and spraying downwards between the roof ribs. There will always be a shadow line behind the roof vents so it's important to spray from different angles.

7



Brush-painting a realistic finish on a coach roof isn't easy. Only an airbrush can produce the smooth, gentle modulation of tones that you see on the real thing. They are not a single flat, solid 'coach roof' colour but rather a limited range of colours from the same part of the spectrum.



11

While you're at it, the ends can be treated with the same colour mix. The camera spots something I missed in all the excitement – a wayward roof ventilator.



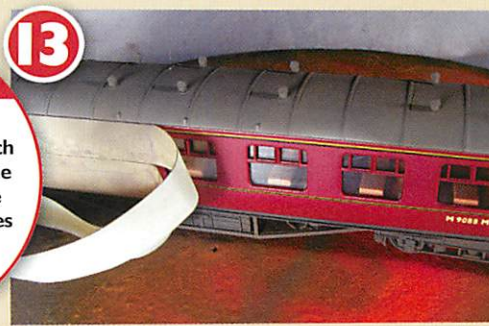
12

Adding a further healthy hit of Matt Leather, I'm overspraying the bottom half of the ends with a second coat. This 'more-brown' colour echoes the road dirt and brake dust that liberally coats the lower parts of passenger stock.

TIP

I can add more of the same colour to areas such as the bogie sides and the battery boxes to create the subtle variety of tones that is the essence of good weathering.

13



Finally we can peel away the masking tape and see what lies beneath. The roof and underframes exhibit their familiar grubbiness but the coach sides are untouched. Already the general condition of the vehicle will be starting to ring bells but there is quite a bit of work to do still.



17

A second coat of Klear is usually advisable but a third rarely achieves anything. Now that it has the elusive 'glint' of well-polished paintwork, our injection-moulded Replica model has taken on the distinctive characteristics of a steel-bodied carriage. The lack of proper flush glazing is still a little awkward, but the model looks a lot more like an in-service Stanier coach than it did when we started, and one is far more inclined to pass over its other shortcomings.



18

I'm not going to add much detail weathering but one effect is the caked-on oil you often see on axlebox covers. I find the best way to represent this is with Humbrol's Metalcote Gunmetal, but this time I'm using the dried-out residue at the bottom of an empty tin.



19

This is not a showcase model on which I might lavish a day or more of highly detailed weathering. It's a coach that will run in a train, and be considered as such. The object of the exercise is to use weathering alone to lift a run-of-the-mill model to an altogether higher level. Because it looks so plausible as far as its external appearance is concerned, you can forgive the fact that it's lacking some of the fine touches we take for granted in today's exquisite ready-to-run models. Even those large tension-lock couplings somehow don't seem quite so prominent!



St Stephens

In Summer 2011 *Hornby Magazine* undertook a project to build a new Western Region layout for *Hornby Magazine Yearbook No. 4*. On the eve of its second public appearance at Model Rail Scotland in Glasgow **MIKE WILD** reveals the story behind this unusual 'L' shape multi-regional layout.

Photography, Mike Wild.

WHEN IT CAME TO choosing a subject and location for the new layout for *Hornby Magazine Yearbook No. 4* there was only one choice – the Western Region. In the past we've built Southern, Midland and Eastern Region models, but until the birth of St Stephens Road the BR's Western Region with its delightful 'Pannier' and 'Prairie' tanks and the distinctive diesel hydraulics of the transition era had been, perhaps, neglected at Hornby Magazine HQ.

The original idea for St Stephens Road revolved around a compact layout using a scenic area of 8ft x 4ft, but this was one of

those projects which was set for numerous revisions before it came close to being a workable scenario.

Initially four 4ft x 2ft baseboards were built and assembled as a single 8ft x 4ft solid top foundation for the layout. Drawing out the initial trackplan on the new baseboards, which was a continuous run, revealed that it wasn't going to provide all that much interest for onlookers or operators when the layout went out to exhibitions.

The next step was to take a change of direction using the two fiddle yards from Berrybridge bolted onto the 8ft x 4ft scenic section creating an 'L' shape to the overall



Road

model. This would have given a total footprint of 12ft x 8ft, but it also allowed for a junction station to be built, requiring a third fiddle yard to be constructed.

This idea worked in principle, but owing to the need to use tension lock couplings and a desire to include shunting operations on St Stephens Road it was found to be unworkable from an operating perspective.

Light bulb moment

After much head scratching, a little cursing and an opportunity to consider the options, the four baseboards were separated and a completely new format was devised. »

STATISTICS

Owner:	Mike Wild/Hornby Magazine
Scale:	'OO'
Length:	14ft
Width:	12ft
Track:	Peco code 75
Control:	Analogue
Period:	BR Western/Southern Region 1952-1962



With two independent routes double departures feature prominently in operations. A Bulleid 'Battle of Britain' tackles the stiff climb away from St Stephens Road as a Churchward '45XX' heads along the Western Region route towards the coast.



A Churchward '45XX' 2-6-2T simmers in the goods loop with a china clay train as a Collett '2251' 0-6-0 draws into St Stephens Road with a rake of empty clay wagons.

To keep the baseboard width to a sensible level for operating they were rearranged as an 'L' measuring 8ft x 2ft on the shortest side and 10ft x 2ft on the longest. Better still, it meant that with the new format two independent routes could be built offering the chance to represent an interchange between the Western and Southern Regions.

This brought about its own problems as St Stephens Road now required four separate fiddle yards to supply trains on both routes, but with only two available from Berrybridge and some complications in terms of operation, the fiddle yard design went onto the back burner while work concentrated on developing the scenic side.

The overall concept of St Stephens Road is relatively simple. It features a Western Region branch line in North Cornwall which serves a coastal destination bringing with it a plentiful supply of goods and passenger traffic with the latter including portions of express trains from the East. Included in the plan is a station (nominally based just North of Launceston, where the GWR and Southern Railways had their own stations side by side) with two goods loops on the Western Region side - akin to Highley on the Severn Valley Railway - while the Southern Region side features a single loop. Only one platform face is provided in each direction, making operations that little bit more involved: there is no point in passing passenger

trains in the loops as all trains call at St Stephens Road except for a single express working.

The main feature of the long side of the 'L' is a substantial goods yard which features three sidings, a large goods shed and all the necessary facilities including coal staites and a yard crane to serve local businesses. Also included is the junction which connects the Western and Southern Region routes, but to make matters more interesting there are joint running powers from St Stephens Road with Western Region china clay trains continuing onto Southern metals to reach the nearby clay dries. If it sounds like a mixture of the Bodmin to Wadebridge and Tavistock to Launceston (GWR and SR) railways, you'd be right -




many of the elements of those routes are incorporated into St Stephens Road.

Construction


The baseboards for St Stephens Road are built in solid top format using 9mm plywood sheets – bought pre-cut to 4ft x 2ft from a local DIY outlet – supported by a framework of 69mm x 18mm timber. These are screwed together using wood screws with a line of PVA on the top of each timber for added strength.

Joining the boards together is tackled simply with 60mm M6 bolts using 30mm washers to spread the load and matching M6 wing nuts. This makes the baseboards quick to assemble and dismantle in all situations. »



 The station building is built from a Ratio kit with details including milk churns and baskets from the Hornby Skaledale range.



 A 'Hymek' powers away from St Stephens Road with a van train after a brief pause at the station.



The track was laid over 1/16th in cork sheets which when trimmed away around the trackbed left a ballast shoulder when scenic work began. In total just over 15 yards of track and 12 points have been installed on the layout to reach the conclusion of track laying for the scenic section.

Prior to ballasting the track was weathered using Railmatch sleeper grime from an aerosol. First though the point blades were covered with masking tape to stop paint working its way into the blades and stopping electrical contact. The final areas around the points were then finished by hand using a small brush and a tin of the same colour.

Ballasting took place using Woodland Scenics fine and medium grade ballasts with a combination of blended grey and buff colours being used to give a little variety to the finished effect. This was applied loose to the layout, brushed carefully into place using a 1 in paint brush, sprayed over with water from a plant water mister then fixed in place with a 50:50 mixture of PVA glue and water with a couple of drops of washing up liquid added to remove surface tension from the mixture.

Scenic beginnings

The scenic side of St Stephens Road began by installing the two road bridges which cross the railway – one across the station throat on the Western Region line and the other beyond the goods yard as the same route heads back 'off stage' to the fiddle yard. This two high points marked the terrain of the layout which then sweeps down to the railway giving the effect of it sitting within a shallow valley with gentle rolling hills either side.

The formwork for the scenery is constructed entirely from high density polystyrene insulation sheets which are 50mm thick. These are easily carved, shaped and worked both before and after fixing to the baseboard with



Supporting the baseboards are hand built trestle legs constructed from 69mm x 18mm timber with 70mm hinges at the tops and metal chains to stop the legs from parting on smooth floors.

With the baseboards prepared and assembled in their final format attention turned to track laying. For this we used Peco's code

75 finescale track which has a finer appearance than code 100. However, knowing that current standard rolling stock would be used throughout there was no need to worry about flange depth which would otherwise have suggested turning towards code 100 track which has a deeper rail profile allowing older models to operate on it.

Top: A '57XX' 0-6-0PT shunts in the goods yard as a 'Prairie' approaches on the Western and a BR '4MT' departs on the Southern.

Above: A Collett '2251' approaches St Stephens Road where it will set back into the goods yard to shunt.


Below: With a mixed goods behind a Churchward '45XX' waits patiently in the goods loops as a 'Warship' hydraulic prepares to depart.

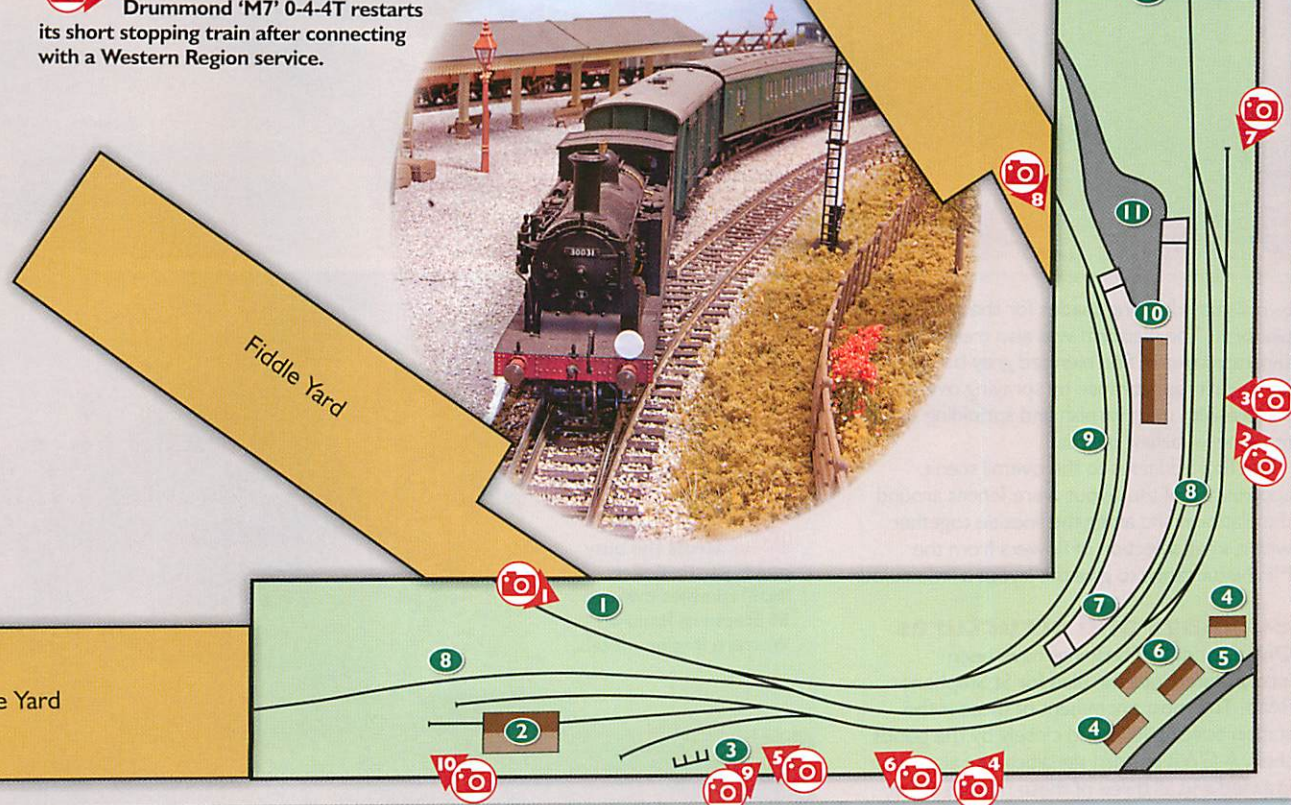


ST. STEPHEN'S ROAD TRACK DIAGRAM (Not to scale)

KEY

- | | | |
|-----------------|----------------|---------------------|
| ① WR/SR branch | ⑤ Public house | ⑨ SR line |
| ② Goods shed | ⑥ Signalbox | ⑩ Station building |
| ③ Coal staithes | ⑦ Platform | ⑪ Station forecourt |
| ④ Houses | ⑧ WR line | ⑫ Road |

 On the Southern Region side a Drummond 'M7' 0-4-4T restarts its short stopping train after connecting with a Western Region service.



PVA glue to create realistic shapes while also being light and quick to work with.

To provide a final surface the polystyrene formwork was covered with Woodland Scenics plaster bandage which gives a hard wearing surface to the hills. Before proceeding to grass application the raw scenic foundation was painted over with brown poster paint while the plaster bandage was still wet allowing the paint colour to soak into the material.

The grass on this layout is built up through a number of layers of Woodland Scenics fine turfs, MiniNatur static grass, Woodland Scenic coarse turfs and more with the addition of hedge rows made from polyfibre teased out, sprayed brown and rolled in fine turfs of suitable colours.

Trees on this layout are entirely made from seamoss. Like the polyfibre hedges this material is sprayed with brown enamel paint from an aerosol before being given a generous coat of blended green fine turfs to create the finished effect. The two largest trees are made from several pieces of seamoss bound together with masking tape at the bottom and treated with the same spray paint and fine turf covering.

The other main surface on the layout is the road and platform. For this tester pots from a DIY store were bought and mixed with fine grade Woodland Scenics ballast to create a textured paint. This was then brushed on using »



two slightly differing shades for the road and platform. The platform was also treated to a separate layer of fine blended grey ballast to enhance its appearance by spraying over the surface with matt varnish and sprinkling small amounts of ballast over it.

The final additions to the overall scenic appearance of the layout were fences around the platform and along the lineside together with a small selection of flowers from the MiniNatur range to give the layout a little colour.

Buildings and structures

Only a handful of buildings have been incorporated into the plan for St Stephens Road. The most prominent of these is the station building followed closely by the goods shed. A GWR pattern signalbox has also been installed and all three of these models were constructed by Phil Parker for the layout using Ratio kits as their basis.

Adding to this there are two cottages overlooking the station. Both of these are from Hornby's Skaledale range and they are settled into small gardens which add a little interest to what was otherwise a fairly bare corner of the model.

An important aspect of the layout is its signalling. Despite it being a multi-regional layout with both Western and Southern operated routes, research suggested that only one type of signalling would be used throughout the station area so all signals at St Stephens Road are of GWR lower quadrant pattern.

There are nine stop signals, one twin arm bracket signal and one three arm bracket signal which was constructed using two bracket signal kits merged together.

Operation

St Stephens Road is built with cab control and uses Gaugemaster handheld W model analogue controllers to operate the trains. A mimic diagram control panel is located in the central operating well for the operators to control points through electrical contact studs with double pole double throw switches for all feeds to allow either of the two controllers to control any section of the layout – be it Western and Southern Region.

Above: With empty china clay wagons behind a Collett '4575' 2-6-2T takes the junction at St Stephens Road for the Southern Region en route to the nearby clay dries.

Right: Viewed across the busy goods yard a Collett 'Hall' rumbles towards St Stephens Road on Western Region metals.



The two routes through St Stephens Road are operated independently, but they are also linked by a crossover which allows china clay trains to pass between the Western and Southern routes. This operation has called for a series of dead end sidings to be laid in the fiddle yard which allows this working to run back and forth without interfering with other 'main line' operations in the fiddle yard.

The fiddle yard itself saw a radical rethink a week before the layout was due to make its exhibition debut at the Swindon Railway Festival in September 2011. This culminated in the layout being modified to become a continuous run with a 12ft fiddle yard positioned across the rear at an angle forming a triangular shape to the complete set up.

To allow trains from the Southern Region to access their fiddle yard two additional connections were built to link the whole layout together, but so far we have relied on purely manual operation for the points in the fiddle yard – a method which worked well during the first show at Swindon through

careful positioning of the points.

The Western Region side of the layout has a comprehensive locomotive fleet. Some push the boundaries of history by their inclusion in the roster – such as the GWR AEC railcar and GWR '28XX' 2-8-0 – but the majority are wholly appropriate to the area in question – North Cornwall.

Chief among the fleet are ex-GWR 'Pannier' and 'Prairie' tanks in both BR black and BR green, but there are also larger designs such as a 'Hall' 4-6-0 and a pair of '2251' 0-6-0s. Adding to this is a selection of diesel hydraulics covering 'Warship', 'Hymek', 'Western' and Class 22s, although the 'Western' is only used on one non-stop train – a five coach portion of a holiday express.

The Southern Region fleet is a little more conservative but covers Bulleid air-smoothed 'West Country'/'Battle of Britain' 4-6-2s, Maunsell 'N' 2-6-0s, Drummond 'M7' 0-4-4Ts, a Beattie '0298' 2-4-0WT and a BR 'Standard Four' 2-6-4T.

The future

When St Stephens Road made its debut at the Swindon Railway Festival in September 2011 it was fresh out of the box – literally. The layout was only completed (and briefly tested) in the early hours of the Friday morning before the event having taken just eight weeks to go from a blank set of baseboards to the fully scenic layout which was packed in the van.

However, while it ran superbly for its first showing, there were problems with the curved connections from the fiddle yard and these will be replaced prior to Model Rail Scotland to ensure that the three day operating session in Glasgow runs smoothly. Added to this the track will be weathered and toned down and hopefully more detail will be added.

The rolling stock fleet continues to expand and with some attractive ex-GWR locomotives on the horizons for 2012 St Stephens Road looks set to benefit in the year ahead.

Look out for the layout at Model Rail Scotland and do come over and say hello to the *Hornby Magazine* team. 



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WHICH IS THE BEST DCC SYSTEMS FOR ME?

Choosing a Digital Command Control system can be daunting for beginners and experienced modellers alike. **PAUL CHETTER** demystifies the process to help you get the best setup for your needs.

WHICH Digital Command Control (DCC) system to choose is one of the most frequently posed questions to model shops and web forums. Unfortunately, the question is virtually impossible to answer in just a few words. There are a wide range of systems available, each with features that some users might consider advantageous but which for others is totally unsuitable.

Can you get reliable, impartial advice from retailers? If your local dealer does not sell DCC equipment, or only stocks a limited range, it will be difficult. However, there are a number of specialist outlets for DCC equipment in the UK. I've had dealings with many of them and on the whole they give very good advice. Based on my own experiences, if you are able to visit one (or more) of them, I would thoroughly recommend it.

You may have to travel some distance so to make it worthwhile, check out what they have available for you to try. At the very minimum, there should be a decent test track, preferably a layout with points, crossovers and plenty of running length, so you can experience the full range of possibilities.

As an example, my nearest DCC specialist, Digitrains, has an extensive layout. This provides for 2mm, 4mm and 7mm scales, and is permanently populated with a variety of rolling stock, much of which is sound equipped.

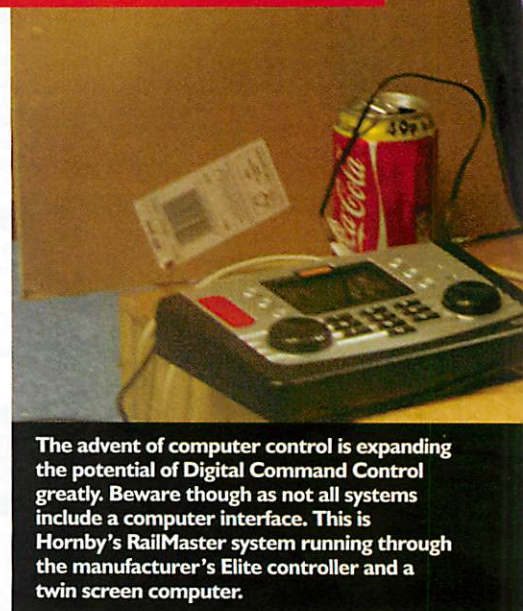
The owners, Chris and Jeremy, were the first in the UK to set up business specifically catering for DCC. They have a wealth of knowledge, which they will enthusiastically share with you. But even they will admit that 'hands on' is the best experience, so they will encourage you to pick up the controllers and drive some models.

Your combination of needs is unique to you, and the ergonomics of DCC control systems varies tremendously. It is essential, for any meaningful comparison, to try as many different systems as possible. It's therefore a great advantage if your chosen specialist provides multiple systems that you can try. It also means that any advice given will be more likely to be soundly based, impartial and suited to your needs if they have no vested interest in promoting one system over another.

The main picture shows Digitrains' permanent setup which has 10 different systems for visitors to try.

Ask questions

If you don't know what questions to ask, how can you be sure to get the answers you need? This is the difficulty we all face when exploring new avenues. Any specialist worth their salt will ask you to give some idea of what you wish to use the system to achieve, if you have any particular requirements or preferences and so on. This will enable them to better tailor their advice.

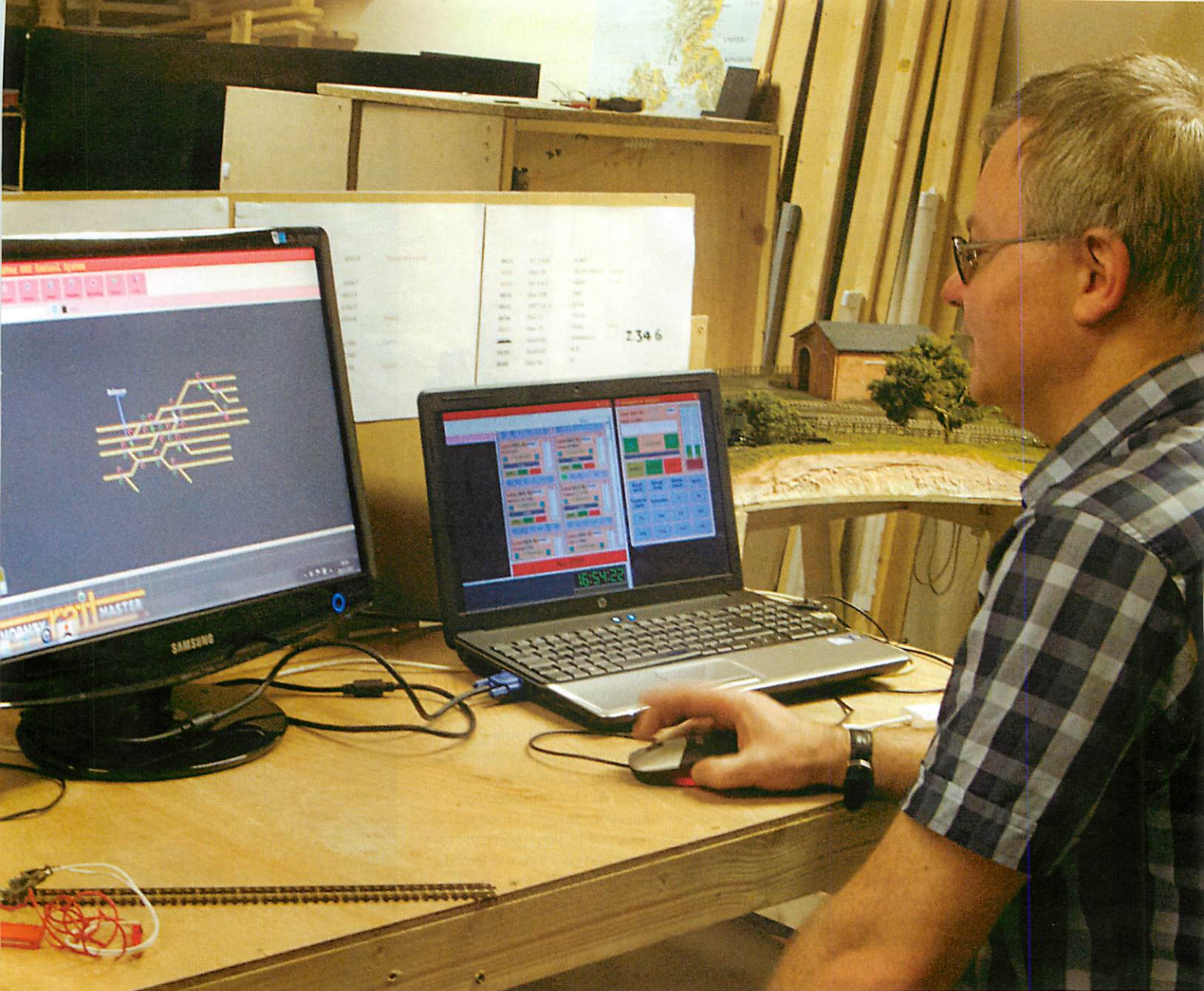


The advent of computer control is expanding the potential of Digital Command Control greatly. Beware though as not all systems include a computer interface. This is Hornby's RailMaster system running through the manufacturer's Elite controller and a twin screen computer.

It will help if you give this some thought to what you require beforehand. Perhaps the most fundamental question is whether you wish to operate your layout from a fixed position or be able to walk around whilst still controlling trains. The former will provide an operational base where you may congregate other useful items – mimic displays, computer, point control and more. The latter will enable you to follow the train under control, deal with any problems at distant parts of the layout



Trialling a digital controller is highly effective for making a decision. This is Digitrains test track layout which features a range of trains, points and a good running length.



without closing all operations and change your viewpoint easily. There are systems which provide static and roaming positions with handheld controllers linked by cable or a wireless system.

Next up is to assess the size of your layout, and how many trains will be operating at the same time? This will help to determine the power requirements. Do you intend to run it manually, alone, or with friends? Would you like to add automation or add computer

control at some time? Not all systems, including well known and mid-price range brands, have computer interfaces, and some of the lower budget models restrict the number of operators.

Would you like to start with a modest system that has a clear (and useful) upgrade path, or invest in a fully featured one immediately in the knowledge that you will be able to expand into it as your needs and experience increase?

Are you left-handed? If so a symmetrical

design might be more comfortable for you, and there is good selection available. A hand set with a slide throttle on the right is probably not the best design for those operating left-handed for example.

Train operations

Will you be running DCC sound equipped models? The relatively small number of physical functions to be controlled such as direction dependent front and rear lamps, cab lighting, »

DCC SYSTEMS AND THEIR PRICES

Manufacturer	System	Price
Hornby	Select	£89.99
Bachmann	E-Z Command Dynamis DCC system	£119.95
NCE	Power Cab starter set	£140.00
Digitrax	Zephyr Xtra	£160.00
Hornby	Elite	£178.99
Lenz	Set 90	£250.00
Gaugemaster	Prodigy Advance Squared	£255.00
ESU	Navigator 50300	£265.00
Lenz	Set 100	£300.00
Digitrax	Super Chief Xtra	£350.00
NCE	Power Pro 5amp	£380.00
Gaugemaster	Prodigy Advance Squared wireless	£465.00
ESU	50200 Command Station	£550.00

Gaugemaster produces the Prodigy DCC controller which is a handheld device. It is available either as a hard wire system (as shown) or wireless using a radio signal.

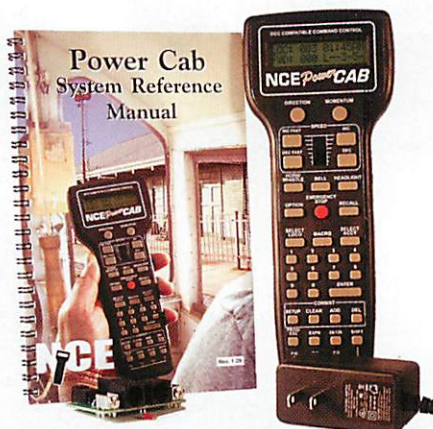


firebox glow, smoke generator and the like mean that even very basic controllers, only able to access eight functions, can run a non-sound locomotive successfully. With sound decoders now having 20 or more functions (including all the sound functions) there are some controllers which can no longer cope. More importantly, there are some designs which make accessing the higher function numbers a breeze, whilst others which notionally allow such access require multiple button pushing to operate a function, then the same sequence again to turn it off. You will quickly tire of this. How do you wish to send throttle change messages to your decoders? There are unashamedly digital formats which provide accelerate and decelerate buttons only, some which have thumb-wheel or rotary knobs which mimic analogue controller action, and some which have both.

Visual displays vary greatly too, from the basic on/off red light to full colour displays with details of the train under control, its status, speed and direction. It's useful to know which functions are switched 'on' at any time, too. Console types tend to have the edge here with their larger format, but don't take that for granted. There are console types which give very limited visual feedback, whilst there is at least one high end system which has full colour touch screens that display a huge range of information, customisable by the user.

How important is it to you that you can adjust the way the function keys operate your sounds? When you sound the horn in your car or ring a doorbell you normally press to activate and release to stop. The operating button can be said to be in 'momentary' or 'push to make' mode. This seems perfectly natural and many would think it ridiculous to have to press again to stop the sound. Yet this is the restriction imposed by many systems, including some often recommended as good 'first buys', which have only latching mode keys. Others allow the user to select between momentary or latching mode for some or all of the F keys, and to retain the set-up for each individual locomotive in its database.

Of course this last example mainly applies if you run sound fitted models and even then many users who only have experience of 'latched' keys will wonder what all the fuss is about. Those who make full use of




The NCE Power Cab controller is an American product which offers scope for extension and embellishment.

customisable keys will know exactly what I mean. I use it here only as an example of some of the nuances that aren't immediately obvious when reading the publicity material or user manual.

Budget

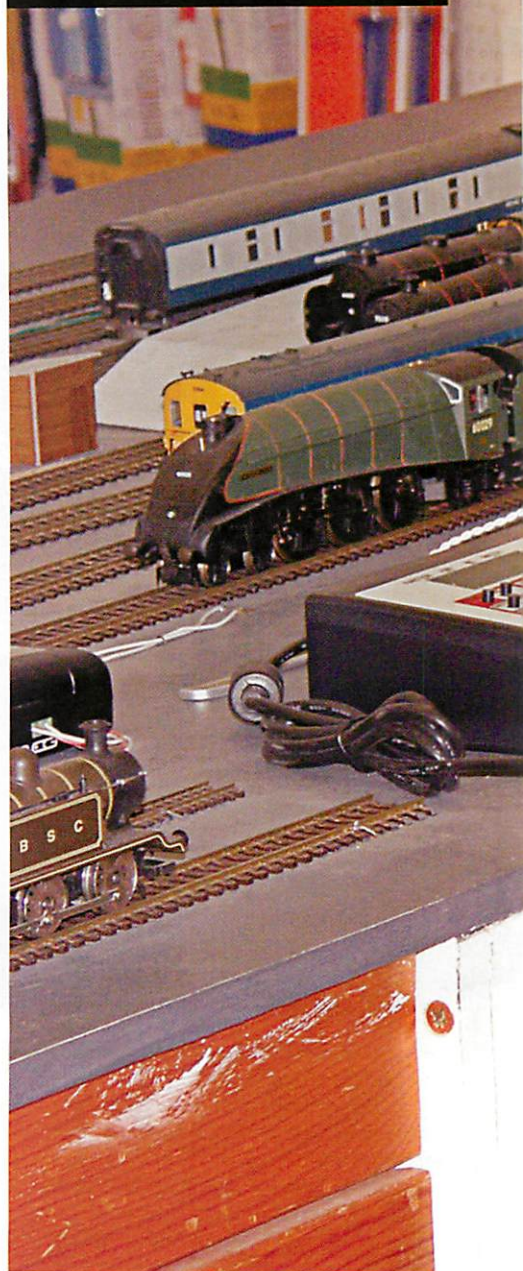
I have left this till last as it is largely irrelevant when investigating the technical and ergonomic attributes of the systems on offer. This is particularly true when you can find examples of all the above at all price points.

When you have a clear understanding of the features and functionality which are important to you, then you will be able to judge what compromises, if any, you are prepared to make to stay within your budget. Once you've considered all these points, you'll be ready to make your purchase and dive into the exciting world of Digital Command Control. 

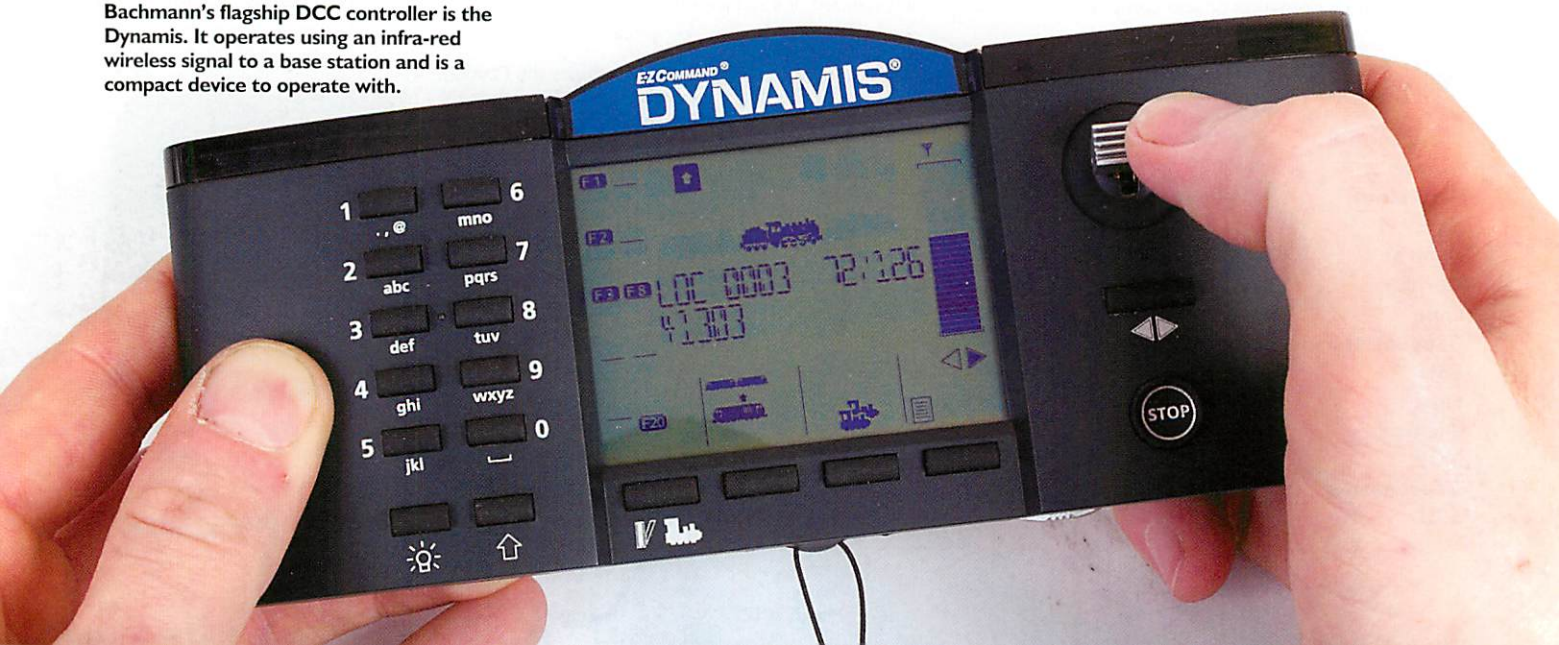
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ESU	www.loksound.de
Gaugemaster	www.gaugemaster.com
Hornby	www.hornby.com
Lenz Digital Plus	www.lenz.com
NCE	www.ncedcc.com
Zimo	www.zimo.at
ZTC	www.ztccontrols.co.uk

There are many DCC systems to choose from and the best way forward is to try as many as you can before committing to a purchase. This is Digitrains permanent test set up at its premises in Lincolnshire.



Bachmann's flagship DCC controller is the Dynamis. It operates using an infra-red wireless signal to a base station and is a compact device to operate with.





Right: Lenz produces a selection of DCC controller both handheld and static. This is the LH100 which features buttons for speed control.

Below: The Ecos Command Station is widely regarded as a top of the range digital controller. With its large full colour display it offers generous feedback to the operator.



Hornby's Elite is a simple and robust controller and through a new firmware upgrade released in January its capabilities have been substantially increased.



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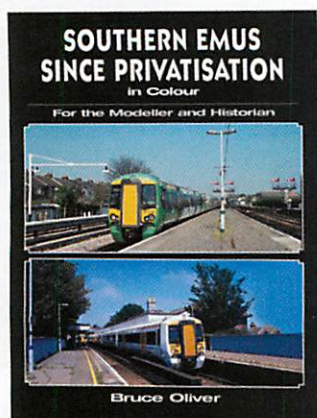
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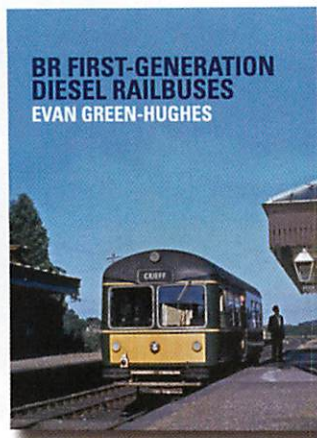
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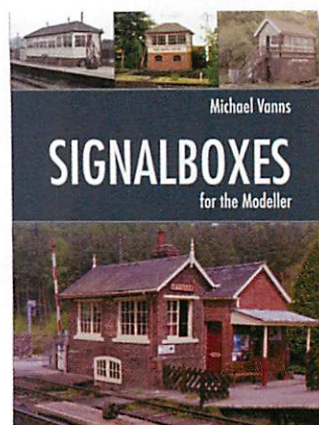
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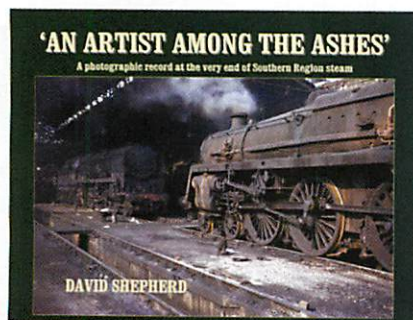
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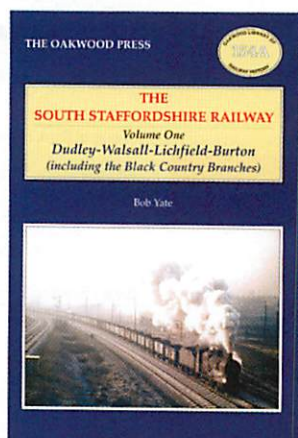
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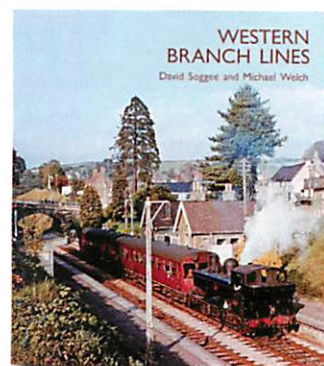
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**NAMED
BR 'BI'
FROM
HORNBY**

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Brand new Mk I arrives for 'N'

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Hornby debuts 'BRIGHTON BELLE' EMU

HORNBY has started 2012 with a bang by releasing the first version of its brand new model of the 'Brighton Belle' 5-BEL all Pullman Electric Multiple Unit (EMU).

These stylish five car trains were introduced in 1934 to provide an all Pullman express service between London and Brighton on the then recently electrified route. The fleet of three 5-BELs (consisting of 15 coaches in total) was used intensively with two sets required each day and the third as a spare.

Construction was handled by Metropolitan

Cammell of Birmingham in 1932 with the new vehicles featuring all steel construction and the bodywork taking part of the structural load instead of relying exclusively on the chassis for strength.

On introduction the 5-BEL sets were numbered 2051-2053, but this changed during the 1930s to 3051-3053 – these numbers being carried throughout the rest of their careers.

Originally the smart and distinctive Pullman umber and cream colour scheme was carried and this was only modified by changes to the crest style carried on the cab fronts and the late addition of a small yellow warning panel

in the mid-1960s. However, from 1967 the trains lost their attractive paint scheme for it to be replaced by BR corporate blue and grey. The elegant crests were also removed from the bodysides together with the names which adorned the First Class carriages from the sets.

The trio soldiered on until April 30 1972 when the last 'Brighton Belle' operated from London to the South Coast and back. Fortunately a preservation scheme is working towards restoration of a complete 5-BEL set with the ambition of returning the unit to main line working order during 2012.



THE DETAILS

Manufacturer: www.hornby.com

Cat No: R2988 (Driving Motor Brake Third x2)

Cat No: R4527 (Pullman Trailer Third)

Cat No: R4528 (Pullman Trailer First)

Cat No: R4529 (Pullman Trailer First)

Description: 'Brighton Belle' 5-BEL EMU 3053, BR blue and grey

Scale: 'OO'

Price: £184.49 (Driving car train pack), £47.99 per trailer car

Era: 6

DCC: DCC ready, 8-pin socket

Couplings: Four pin electrical couplings between cars



The model

First to arrive from Hornby is the later period model of the 5-BEL as unit 3053 in BR blue and grey livery. Although for many this is clearly the less appealing colour scheme carried by these units, it also fits in well with other recently released EMU models including Hornby's own BR blue 4-VEP as well as the

4-CEP and 2-EPB from Bachmann which have been released in BR blue and grey too.

The livery is superbly applied. With four colours – black for the roof, yellow cab fronts and blue and grey on the bodysides – all the edges are crisp and neat and the lining around the BR blue panels is equally fine. Similarly well produced – and meeting Hornby's high

standards for livery application – are the 'Brighton Belle' legends on the cab front and carriage sides.

The model itself carries off the look of the prototype very well. The 5-BEL vehicles were very different to locomotive hauled Pullman coaches and it is pleasing to see that Hornby has developed each vehicle from scratch. »





The 5-BEL is being produced as a train pack featuring the two Driving Motor Brake Seconds with the trailer coaches (two Kitchen Firsts and one Parlour Third for each unit) being supplied as separate items.

At the front Hornby has done a good job in recreating the cab profile of the 'Belle' unit with its subtle but deceptively complex profile. Multiple working control connections are correctly modelled and the headcode box is illuminated from behind on each driving car. Headcodes are supplied separately for fitting after purchase. These are self adhesive and take a matter of seconds to add to the outside of the headcode box.

The body profiles of each coach match those of the original train with neat moulded detail

such as door handles, grab rails and hinges all being present where they should be.

The roofs are similarly well detailed with fine rivet detail throughout together with correct vent patterns, air horns, a periscope on each guard's compartment and subtle panel lines. The black roof colour of the BR blue and grey unit doesn't do this area justice, but with weathering this area would be greatly improved with additional colours to highlight the fine detail.

The underframes are also unique mouldings for the 'Brighton Belle' and here Hornby has again invested time and effort in assembling the chassis components. Each item is moulded in full together with the framing of the chassis meaning that the underside view of the 'Belle'

is as impressive as the body.

Bogies are also finely produced with the motor coach bogies featuring, correctly, current pick up shoes on both bogies. However, it should be noted that a coupling socket has not been provided on the outer bogies of these units meaning that for those with space for a full 10 coach 'Brighton Belle' (two units coupled together) an alternative method of coupling will be required. The up side of this is that the bufferbeams are fully detailed from the factory with dummy screw link couplings and brake pipes.

Inside, each vehicle has a complete interior which includes working table lamps on all tables following the pattern laid down by Hornby's locomotive hauled Pullman coaches.

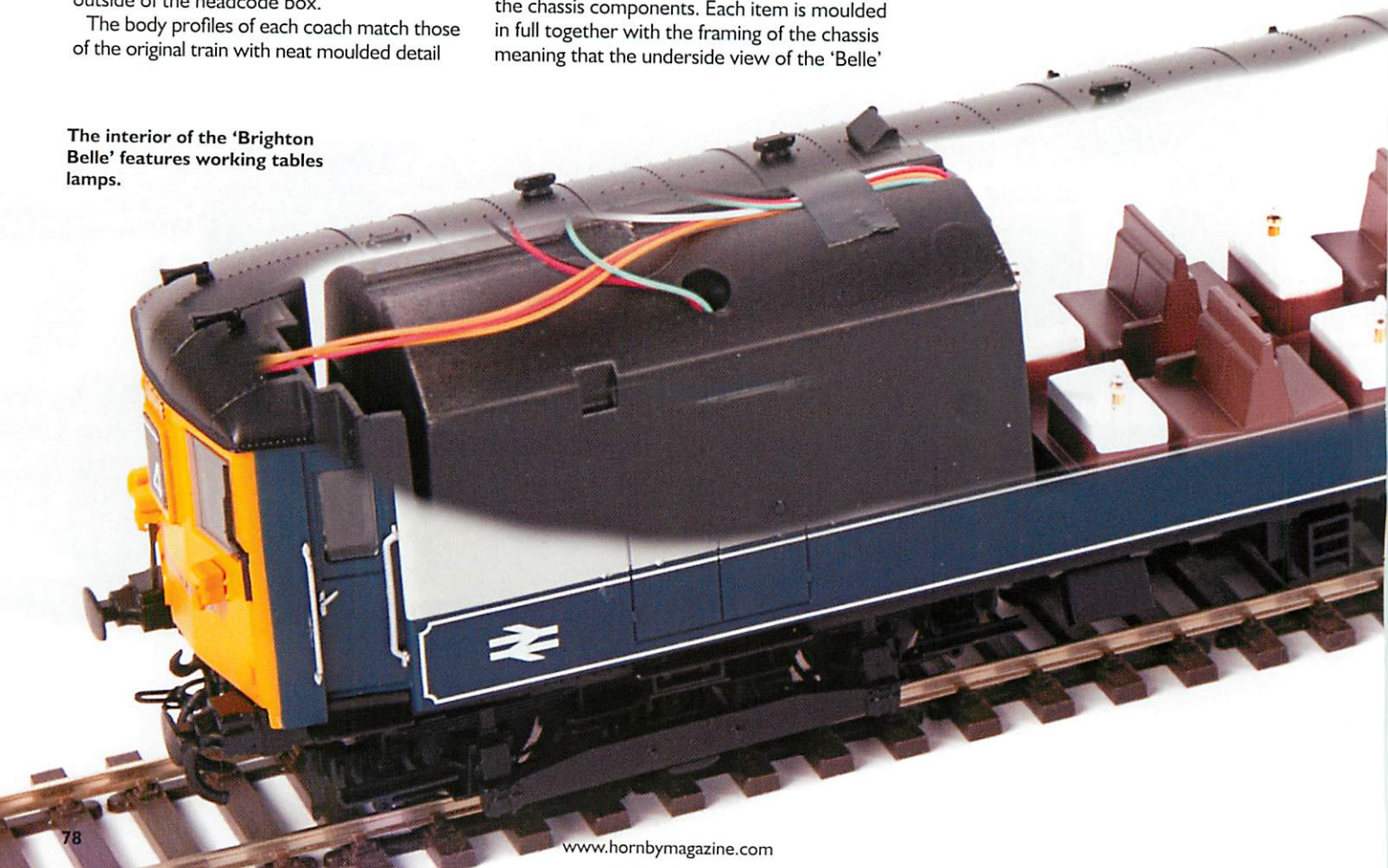
Performance

The 'Brighton Belle' mechanism has been developed along similar lines to Hornby's 4-VEP, but it has some important characteristics which set it apart and ahead of the VEP in terms of performance.

Firstly the five coach set is particularly free running and this means that there has been no need to add traction tyres to the single motor bogie on the Driving Motor Brake Second. The motor is contained within the luggage compartment of one of the DMBS vehicles (vehicle No. S293S). Only one decoder is required for the EMU as Hornby has used the same four pin connection between each vehicle which allows all the table lights and headcode box lights to be illuminated through the pick-ups on the powered coach.

During our tests – which included more than 10 hours of running – the sample proved

The interior of the 'Brighton Belle' features working tables lamps.



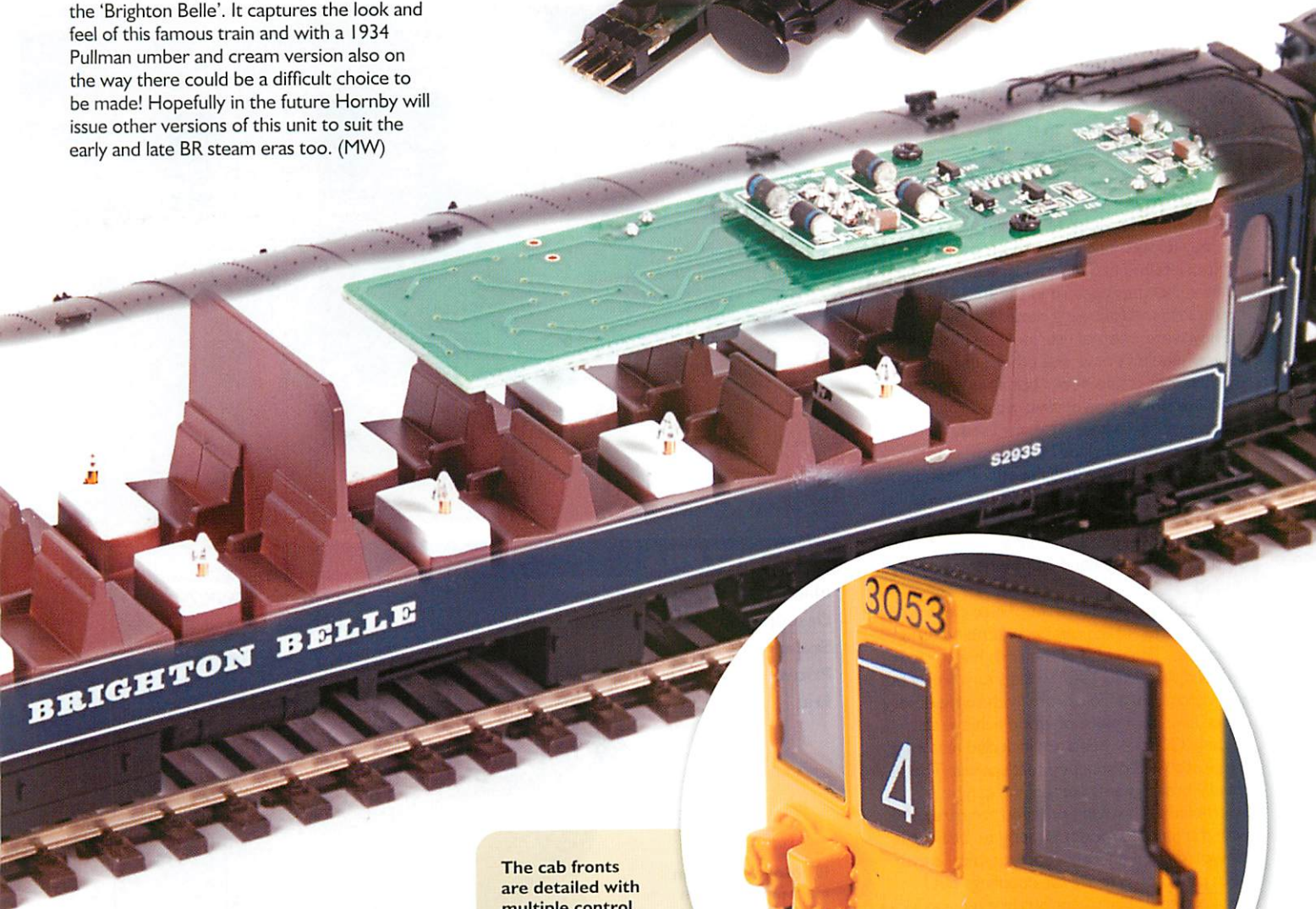
to be highly capable with smooth and quiet performance the order of the day from the word go. Speed control is excellent too with the unit offering excellent slow speed performance and a respectable top speed.

An 8-pin decoder socket is provided in the powered coach. However, while removal of the body appears to be simple on paper, the tight fit of the body over the chassis means it is a little awkward to access the interior of the motor coach for fitting of a decoder. Once you get inside though, there is ample space for a suitable decoder to power the 5-BEL through DCC and for those who prefer not to add their own decoders Hornby is offering the EMU DCC fitted as well as DCC ready.

Overall

Hornby's 'Brighton Belle' is undoubtedly a great model and one which will appeal to Southern electric modellers without question. The 'Belle's' position in history as the world's only electric Pullman train sets it apart and with Hornby's already strong range of locomotive hauled Pullman coaches the standard was already set.

Hornby has done a superb job in modelling the 'Brighton Belle'. It captures the look and feel of this famous train and with a 1934 Pullman umber and cream version also on the way there could be a difficult choice to be made! Hopefully in the future Hornby will issue other versions of this unit to suit the early and late BR steam eras too. (MW)

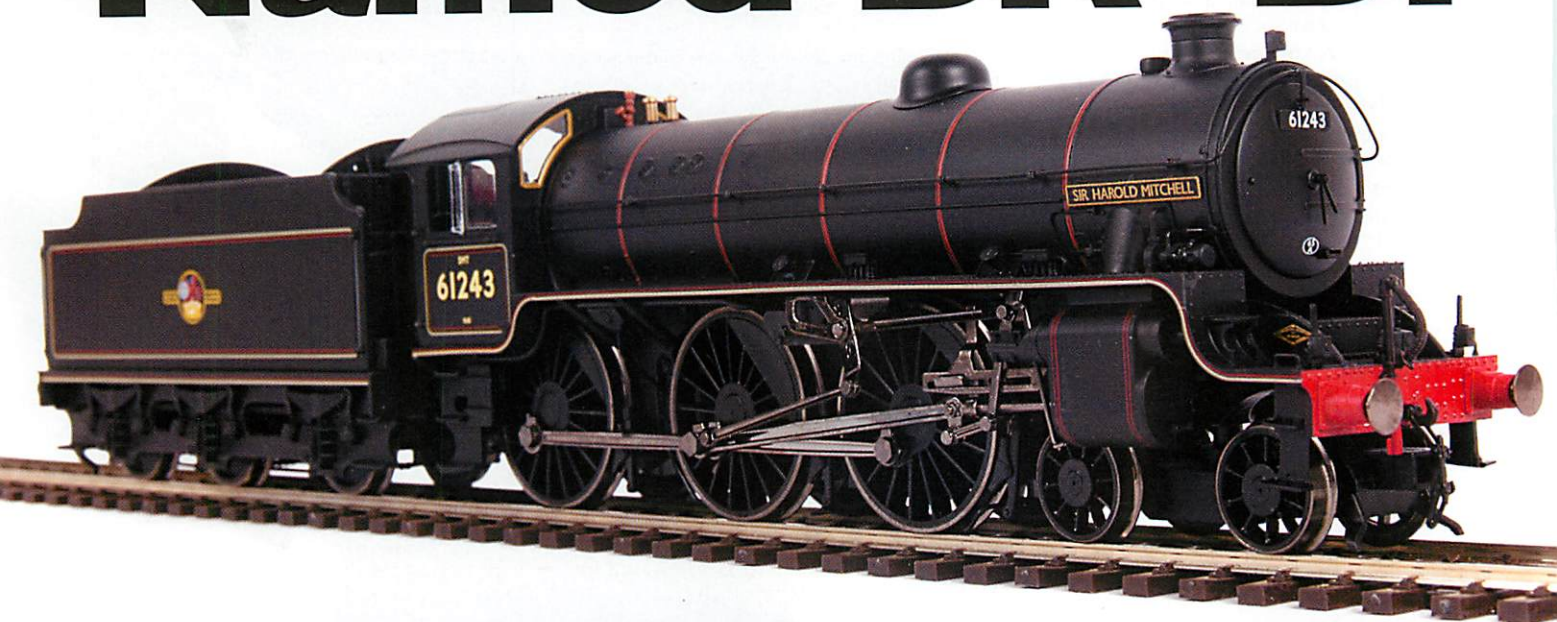


*"The five coach set is
free running."*

MIKE WILD

The cab fronts are detailed with multiple control connections. Headcode boxes are supplied blank with self adhesive panels to add by after purchase to each end of the 5-BEL.

Named BR 'BI'



RT Models CHALDRON WAGON

You might think that this chaldron wagon is something out of the 19th Century and therefore most suited to coupling up behind a Hornby Rocket, but in fact this model is based on those found at Seaham Harbour which were still being repaired in the mid 1960s and lasted into the following decade.

They were internal user only by this point so you wouldn't have seen them outside the confines of the docks but if you have a private siding, one or two would make an interesting change. Seaham used them as mobile rubbish skips but the same sort of wagons were originally used for coal by Londonderry Collieries Ltd. Capacity was a tiny four tons and being small, they were useful for collecting spilt coal as it could easily be shovelled in by hand from wherever it had landed.

This kit is supplied as a set of nice clean white metal castings which can be assembled using superglue. The width of the ends has to be reduced slightly so 'OO' wheels turn freely but a few stokes of a file or rubs with some emery paper fixed to a piece of wood achieve this. Suitable Gibson wheels are included featuring the prototypes distinctive split spokes. The spindly brake gear is etched and can be assembled with solder, or if you are careful with the finished model, superglue. Leaving it off wouldn't be entirely unprototypical either.

No provision is made for couplings but I managed to fit Bachmann straight tension locks by cutting back the NEM box and then gluing it to the frame.

Whilst definitely not a shake-the-box type kit, if you take care and plenty of time, it's not too difficult to add something very unusual to your wagon fleet. (PP)



THE DETAILS

Manufacturer: www.rtmodels.co.uk

Cat No: SGWK004

Description: Seaham Harbour Chaldron wagon kit

Couplings: Builder choice

Scale: 'OO'

Price: £7.60

Era: 3-6

RT Models Seaham Harbour Chaldron wagon kit assembles into a highly distinctive vehicle. The prototypes remained in service as internal user vehicles into 1970s.



from Hornby

FOLLOWING on from the first issue of Hornby's new Thompson 'B1' 4-6-0 a second version has now arrived in BR lined black with late crests on the tender as 61243 *Sir Harold Mitchell*.

This model is, at first glance, identical to the BR lined black model reviewed in HM56, except for its number and name. However, there are two notable differences which make it stand out – the higher position of the smokebox door numberplate and the provision of electric lamps on the front footplate and tender rear. Hornby has even modelled the conduit to the electric lamp on top of the smokebox!

The model is beautifully detailed from front to back and offers the best model of Thompson's highly popular mixed traffic 'B1' to be produced for 'OO' gauge. The only potential negative comment we have noted is

the moulding line along each side of the boiler barrel. However, this is barely noticeable and particularly when the model is running on a layout or after weathering.

Livery application is, again, superb on this model. Full BR three colour mixed traffic lining is reproduced on the tender and cabsides while the boiler bands are exceptionally well done. All numbering and lettering is fully legible and 61243 is fitted with an Eastfield (65A) shedplate marking it out as a Scottish allocated 'B1'.

As with the first sample reviewed in HM56, performance for this model was first class. Straight from the box the 'B1' ran smoothly and quietly with plenty of power available to haul a 12 coach train of Bachmann Mk 1s. An 8-pin DCC decoder socket is provided in the tender together with provision for a speaker to be installed in the tender chassis weight for those looking to add DCC sound.

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3000
Description:	Thompson 'B1' 4-6-0 61243 <i>Sir Harold Mitchell</i> , BR lined black
Scale:	'OO'
Price:	£119.75
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

This is truly an outstanding model from Hornby and one which fits the bill of a mixed traffic locomotive perfectly for Eastern Region modellers. (MW)

LOCOMOTIVE SERVICING STATION FOR 'OO'

Ontracks has received this new Locomotive Servicing Bench from Proses and is now able to supply them as part of its growing range of model components and accessories.

The servicing bench has been designed to support 'OO' gauge models for essential maintenance such as wheel cleaning and lubrication. Two options are provided to support a model at 45 or 90 degrees, making it versatile too.

The bench is supplied as a flatpack containing a base, four support bars and eight each of the angled supports. Assembly takes a matter of minutes as the angled supports simply bolt to the support bars.

Once assembled the servicing bench is

THE DETAILS

Manufacturer:	www.ontracksinternational.co.uk
Cat No:	LB-901
Description:	Locomotive Servicing Bench
Scale:	'OO'
Price:	£49.98



sturdy and capable of holding steam and diesel locomotives, although careful positioning of tender locomotives will be required to ensure that the locomotive and tender are both fully supported. However, with adjustment available on the supporting bars this will be no problem.

The only potential problem with this product

is its price. At £49.98 it is at the expensive end of model maintenance equipment, but it will prove its worth time and time again. We put this sample to use during an exhibition and found it extremely useful when locomotives required maintenance. (MW)

RAILROAD 'WARSHIP' ARRIVES

Hornby has delivered its reworked version of the ex-Lima 'Warship' diesel hydraulic in its RailRoad range offering a new budget model of the popular Western Region Type 4.

The model relies exclusively on the ex-Lima tooling for the body, but features an upgraded chassis with a new motor, an 8-pin DCC decoder socket and small tension lock couplings.

This first release is finished in BR green as D802 *Formidable*. Livery application is achieved to a high standard, but to keep the price down some areas have been left without printed detail such as the headcode boxes. For those wishing to add this feature there are plenty of options including headcode box packs from Fox Transfers suitable for the Lima 'Warship'.

The Lima 'Warship' captured the look of the prototype well overall, although it tended to appear a little oversized. However, this new version from Hornby features flush glazing in the cab windows and the upgraded chassis makes up for any short comings in the body.

This may not be the best model of the 'Warship' money can buy, but it is an excellent budget model. (MW)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3068
Description:	Class 42 'Warship' D802 <i>Formidable</i> , BR green
Scale:	'OO'
Price:	£59.99
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets





BACHMANN DELIVERS 'OO' DESIRO

WITH THE recent flurry of interest in multiple units Bachmann has brought 'OO' gauge modellers it promised new model of the Class 350 Desiro EMU offering contemporary scenes a new influence.

The Class 350 units were built by Siemens and the Class 350/1 and Class 350/2 units are operated by London Midland. Bachmann's first release represents a dual voltage Class 350/1 which has provision for 25kV overhead current collection and 750V DC third rail power collection.

The units were built between 2004-2005 with the Class 350/1 fleet totaling 30 units. The fleet of Class 350/1s and Class 350/2s operate on the Southern section of the West Coast Main Line providing stopping services based around

Birmingham and London Euston giving them a sphere of operation which takes them to Stoke-on-Trent, Northampton, Milton Keynes, Crewe and Liverpool amongst other places.

The model

The Class 350/1 is the first overhead electric unit to be produced by Bachmann. It is supplied as a complete four-car set containing two driving cars, a motor car with pantograph and a trailer car.

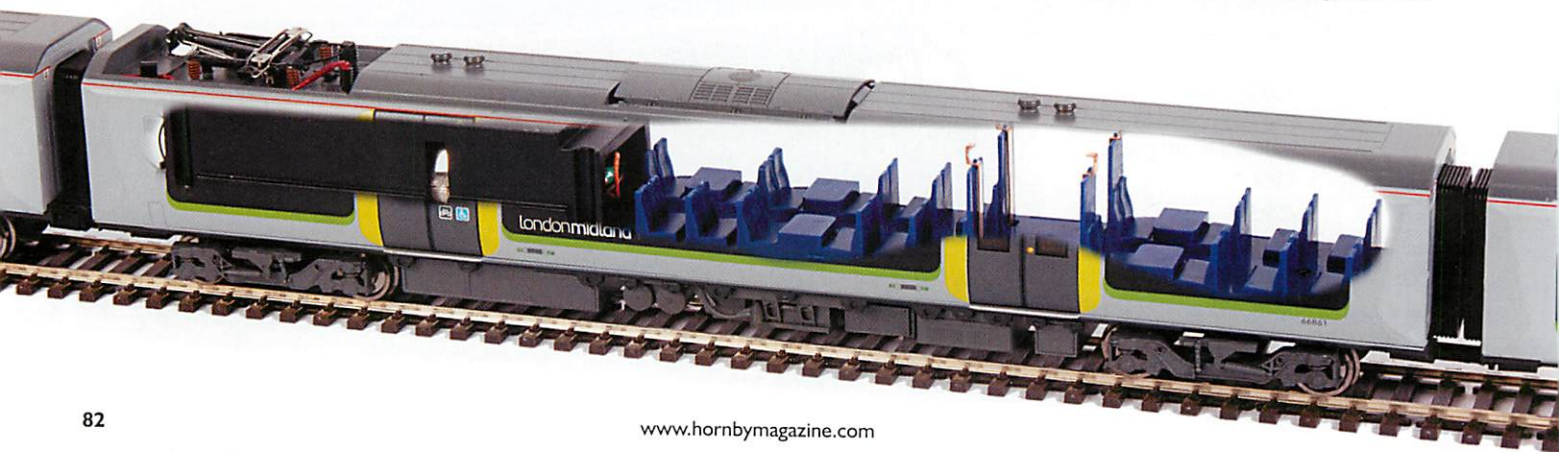
The manufacturer's experience with multiple units in recent years has evidently paid off as the Class 350 is a superb looking model which captures the look and feel of these smart trains from the outset.

The cab fronts are highly detailed with the

distinctive raked windscreens while the gangway connections stand appropriately proud of the body. Correct light clusters are modelled too while details such as windscreen wipers, buffing plates and cab numbers all add to the 'face' of the Desiro model.

The bodyside profile of the Desiro is clean in reality and this appearance follows into the model. However, importantly the front and rear of the body includes correct profiles while the tumblehome of the lower body is also accurately reflected.

Turning to the roof and this is superbly finished with panel lines, air-conditioning pod and other features all of which add up to a comprehensive model. The power car also features a very nicely produced pantograph which can be raised for overhead electric layouts, although it has not



"Access to the DCC socket is divinely simple."

MIKE WILD

An exceptionally fine pantograph has been produced for the Class 350/1 by Bachmann. The well which surrounds it is also fully detailed.



been designed to collect power from overhead catenary. The underframe matches this standard too with all of the equipment produced in full plus when you turn the model upside down, Bachmann has gone to the trouble of reproducing the conduits which run underneath the chassis.

The bogies too are moulded to exacting standards and capture the look of the prototype supremely well. The driving cars feature third-rail pick up shoes too – another important element of the dual voltage Class 350/1.

Livery application meets the high standards which are now expected of Bachmann. This London Midland liveried unit is neatly decorated with the grey and green colour scheme of its operator which is further enhanced by detail printing of logos, lettering and more. Destination displays also feature in the rear window of the driving cars.

Performance

The Class 350 follows a similar style of motor arrangement to Bachmann's previous multiple units. A single power bogie is fitted to the model

and this is located in the motor coach sitting it in the centre of the train.

A single 21-pin DCC decoder socket is provided on the unit and this is located underneath the floor of the powered coach. Access to this is divinely simple – remove a single screw and the large underframe box can be taken off for access to the decoder socket making this the simplest multiple unit to fit for DCC. Provision is also made for a speaker for DCC sound in the same area, although careful choice of a speaker will be required due to the restricted space available.

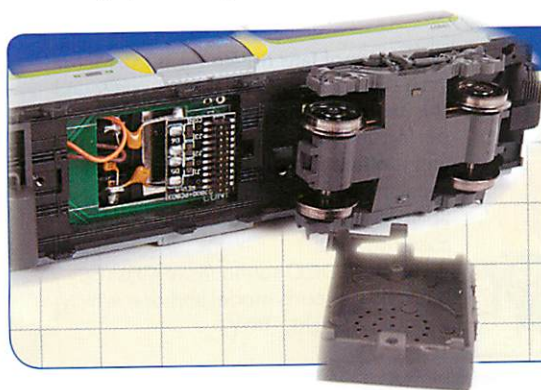
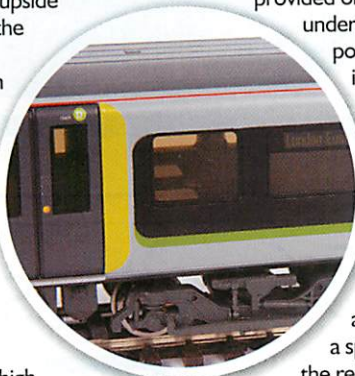
On the track we found our sample of the Desiro to be an excellent performer. Straight from the box the unit ran smoothly and quietly with very good slow speed control. Lighting is flicker free too even at low speeds on analogue control.

Overall

The Desiro may not be everyone's cup of tea, but one thing is sure and that is that Bachmann has done a first rate job in creating a model of a 21st century EMU. For those modelling the

contemporary railway scene we hope it is a sign of things to come.

For those reproducing the West Coast Main Line in recent times the Desiro is a must have and it is well worth the asking price too. (MW)



THE DETAILS

Manufacturer: www.bachmann.co.uk

Cat No: 31-032

Description: Class 350 Desiro 350101, London Midland livery

Scale: 'OO'

Price: £149.95

Era: 9

DCC: DCC ready, 21-pin socket

Couplings: Small tension locks in NEM pockets (outer ends)
Power couplings between cars

DCC sound for *Clun*

HORNBY HAS produced a second version of its Collett 'Castle' 4-6-0 with digital sound and this new release is finished as 7029 *Clun* Castle in BR lined green with late crests on the tender. 7029 is correctly fitted with a double chimney and it has also been paired with a Collett 4,000 gallon tender.

Externally it follows the high standard laid down by Hornby's recent model of the 'Castle' with fine detail throughout and an excellent overall impression of these powerful 4-6-0s. It features separately fitted handrails, fine detail

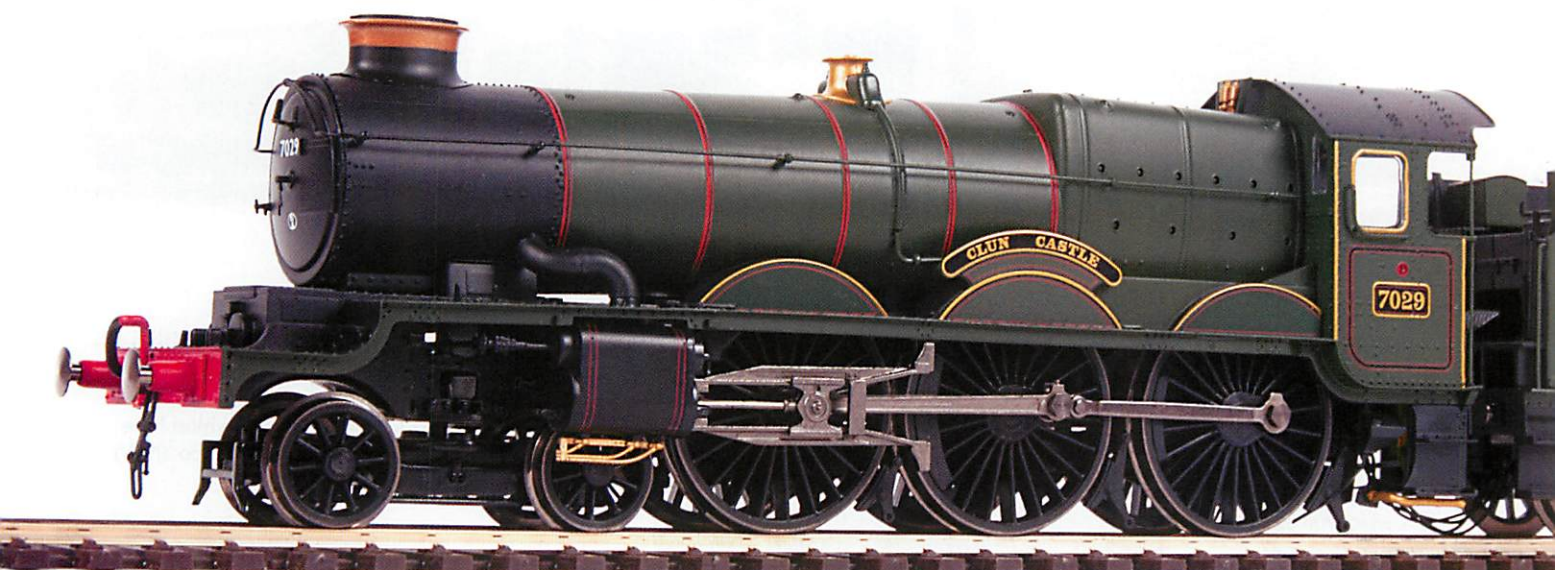
on the footplate and bufferbeam including rivet patterns, sprung buffers, optional dummy screw link couplings and host of other fine components.

The model is supplied factory fitted with DCC sound. The decoder and speaker are both located inside the tender body with a Loksound V4.0 decoder being selected. The recordings for this have been produced to a high standard indeed and there is no questioning that this is intended to be a 'Castle'.

In total 12 functions are available covering everything from a range of whistles to coal

shovelling sounds, injectors and more. The only downside is that the coasting sounds are difficult to access on the 'Castle' as only a rapid drop in speed would cut the exhaust beat. However, with changes to the deceleration characteristics and maximum voltage through the decoders CV values this area can be improved.

Overall this is another great addition to the Hornby DCC sound range and with the popularity of 7029 *Clun* Castle both in BR service and preservation I'm sure it will be popular too. (MW)



Coal sector Class 56 with sound

Hornby's popular model of the Class 56 heavy freight diesel makes a welcome return this month in BR Railfreight triple grey livery with coal sector markings. The identity chosen is 56095 *Harworth Colliery*.

This new release is also fitted with Hornby's DCC sound chip for the Class 56 which gives it that extra bit of appeal. The decoder is a Loksound V4.0 connected to a suitable speaker. On first startup the volume is set to the maximum which is loud – however, there is no distortion at full volume and that can be reduced to personal taste through CV63.

The recordings capture the impressive sound of the Class 56 and its V16 engine with a range of functions available including several horn tones, the ability to notch the power up and down (which makes the driving experience superb!) and more.

The model itself is finished to the high standard we expect from the Hornby Class 56. From front to back this big diesel is highly detailed with fine cantrail grilles and superb reproductions of the substantial bogies.

All wheel drive is catered for in the powerful mechanism which also features

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3033XS
Description:	Class 56 56095 <i>Harworth Colliery</i> , Railfreight coal sector
Scale:	'OO'
Price:	£247.99
Era:	8/9
DCC:	DCC sound fitted
DCC:	Small tension locks in NEM pockets

rotating roof fans driven from the motor via a rubber belt. On the track we found this sample to be a smooth and quiet performer (with the decoder sounds off) and it offers more than enough haulage capacity with the ability to move a 15 coach train with absolute ease.

This new DCC sound fitted Class 56 is another superb model and one which sounds just right. (MW)



Castle

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R2994XS
Description:	Collett 'Castle' 4-6-0 7029 Clun Castle, BR lined green
Scale:	'OO'
Price:	£266.49
Era:	5
DCC:	DCC sound fitted
Couplings:	Small tension locks in NEM pockets



Rear wheel drive classics from Oxford Diecast



Oxford Diecast has added two new classic cars to its range of 'OO' scale (1:76th) road vehicles in the shape of the pre-1967 Volkswagen Beetle and the Renault Dauphine.

Of the two the Beetle is by far the best known and Oxford has created a tooling which replicates the early years of the 'large rear window' design while still retaining the sloping headlights and small rear taillights.

Interestingly American specification 'tow rail' bumpers have been chosen for the model rather than the more traditional British style which featured a single level bumper front and rear. Even so, this is an excellent model of a car which was a common sight on roads across the UK in the 1960s.

The Renault Dauphine is perhaps less well known, not least because it was only produced between 1956 and 1967. It too was rear engine with rear wheel drive, but rather than the air-cooled engine of the Beetle it was

equipped with an updated version of the 4CV water cooled engine.

The model captures the spirit of these unusual cars with its four door saloon, distinctive headlight arrangement and bodyshape. The model also features neat detailing in the bodysides for the radiator air intake and similarly for the rear grille.

Both models are excellent and offer something both common and rare from Britain's roads in the mid 1960s. (MW)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76VWB002 (VW Beetle, red), 76RD001 (Dauphine, blue)
Scale:	'OO'
Price:	£3.95 each
Era:	5

Weathered wagon triple packs



Bachmann has added two new weathered triple packs to its range covering the BR 16ton mineral wagon and the BR 12ton plywood sided ventilated box van.

Each trio features individually numbered wagons with detail differences in the weathering. This is particularly noticeable on the mineral wagons where the rust patterns differ on each model for a more authentic appearance.

The box vans have a simpler weathered finish consisting of a brown dirt colour over the chassis and bodysides and a darkened roof.

These new triple packs are a great way to add more variety to freight formations for the BR steam and green diesel period and offer good value for money too. (MW)



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	37-235 (weathered mineral wagons), 38-185 (weathered box vans)
Description:	Triple pack of weathered BR 16ton mineral wagons, BR grey
Description:	Triple pack of weathered BR 12ton box vans, BR bauxite
Scale:	'OO'
Price:	£27.40 (minerals), £29.70 (box vans)
Era:	4/5
Couplings:	Small tension locks in NEM pockets

Brand new Mk I full brake arrives for 'N'

N' GAUGE is benefitting from arrival of a brand new model of the BR Mk I Gangway Brake (BG) to go with the recently launched new series of BR Mk I carriages.

The BG is an essential part of steam era passenger and parcels formations with over 1,000 built between 1951 and 1963. The vehicles were distinctive in being some 6ft shorter than the passenger Mk I vehicles at 57ft.

Bachmann's new BG has been produced to the same high standards laid down by the new Mk I carriages. It features a highly detailed body with flush glazing, detailed

bogies and underframe equipment and a finely finished roof. It is fitted with scale carriage wheels and also has NEM coupling pockets which retain standard 'N' gauge Rapido couplings.

Livery application had been achieved to a high standard on our BR maroon sample. The fine straw lining above and below the windows looks superb while numbering and lettering is fully legible on both the bodyside and chassis solebar.

The arrival of the BG ticks another important box in 'N' gauge rolling stock, particularly as these vehicles had such a long lifespan. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	374-036
Description:	BR Mk I BG E80533, BR maroon
Scale:	'N'
Price:	£19.70
Era:	5
Couplings:	Rapido couplings in NEM pockets



N Gauge Society launches QUEEN MARY BRAKE



THE DETAILS

Manufacturer:	www.ngaugesociety.com
Cat No:	377-875Z (Southern Railway brown Queen Mary brake van) 377-876Z (BR bauxite Queen Mary brake van) 377-876X (EWS maroon Queen Mary brake van)
Scale:	'N'
Price:	£19.95
Era:	3, 5 and 9 respectively
Couplings:	Rapido couplings in NEM pockets

The N Gauge Society has released its exclusive model of the Southern Railway built 25ton Queen Mary bogie brake van with a range of liveries to suit all periods of operation.

The Queen Mary is available exclusively through the N Gauge Society to members only. It has been produced by Bachmann's Graham Farish arm for the society and features a wealth of fine detail to match current production standards for ready-to-run 'N' gauge.

The body accurately captures the impressive proportions of the van with its large verandas while the central section features glazed windows throughout – even in the lookouts on the sides.

Similarly the bogies have been neatly produced to be accurate representations of the real

fittings including the large steps which are a prominent feature of this area. The underframe is fully detailed with brake rigging and brake vacuum reservoirs. (MW)





BCK and RMB variants arrive

Adding further to the range of BR Mk 1 carriages available for 'N' gauge are these two brand new models of the Brake Corridor Composite (BCK) and Restaurant Miniature Buffet (RMB) from Bachmann's Graham Farish arm.

Both models are superbly finished in terms of detail with accurate bodysides and underframe fittings. The sample of the BCK was finished in BR carmine and cream livery – which always looks attractive on the Mk

I while the RMB is finished in BR Southern Region green livery.

Like the body detail the livery has been applied to a high standard with excellent attention to detail in terms of lettering and numbering.

All in all a pair of highly useful coaches which are being released in BR carmine and cream, BR maroon, BR Southern Region green, BR Western Region chocolate and cream and BR blue and grey. (MW)

THE DETAILS

Manufacturer: www.bachmann.co.uk

Cat No: 374-081 (BCK),
374-108 (RMB)

Description: BR Mk 1 BCK M21029,
BR carmine and cream
BR Mk 1 RMB S1849,
BR Southern Region green

Scale: 'N'

Price: £19.70 each

Era: 4/5 respectively

Couplings: Rapido couplings in
NEM pockets



Dapol releases new GBRf Class 66s

Dapol has added two new versions of its Class 66 to the shelves of retailers with the arrival of 66720 in its unique and striking artwork livery and 66729 Derby County in GBRf's blue and orange colour scheme.

The two models use Dapol's standard tooling for the low emission Class 66/7s used by GBRf which offers a wealth of detail and an accurate body profile. The chassis features an NEM 6-pin DCC decoder socket as well as NEM coupling pockets and working directional lights.



During our tests we found both samples to be smooth running and quiet throughout the

THE DETAILS

Manufacturer: www.dapol.co.uk

Cat No: ND201D (66729), ND201E (66720)

Description: Class 66 66729 Derby County, GBRf blue and orange

Description: Class 66 66720, GBRf children's graphic livery

Scale: 'N'

Price: £84.95 each

Era: 9

DCC: DCC ready, 8-pin socket

Couplings: Rapido couplings in NEM pockets

speed range. The lights also illuminate at low voltages without any flicker. Haulage capacity is impressive too with both samples being subjected to a 20 coach train which they tackled with ease.

Livery application on both samples is superb and particularly on the model of 66720 where the two sided artwork really stands out.

For those modelling the current railway these two new Class 66s will be attractive propositions – and rightly so. (MW)

THE BRITISH RAIL EMI ELECTRICS

Almost 30 years ago the last of the EMI electric locomotives were taken out of service, despite being a highly-successful design with many years of life left. **EVAN GREEN-HUGHES** explains how this pioneering class came about – and why they met an early end.

ELECTRIFICATION of the railways is currently a hot topic in the railway press, but electric railways have been with us for more than 100 years and one notable case has already passed into history.

The Woodhead line was a route which traversed hilly country between Sheffield, Wath yard and Manchester. By the 1930s this line was almost at capacity with a staple diet of heavy freight trains mixed with express and local passenger traffic.

A formidable obstacle from either direction was almost 20 miles of continuous climb to the summit tunnel at Woodhead, which taxed steam locomotives to the limit on heavy freight

trains, which were often reduced to a crawl.

The London and North Eastern Railway (LNER) was an enthusiastic exponent of electrification and had had experience of 1,500v DC overhead schemes, even during the 1920s seriously suggesting that the East Coast Main Line between York and Newcastle should be modernised on the principle. It was therefore a logical step to suggest that the Woodhead route would benefit from electric traction, with new locomotives which would have superior haulage capacity, greater efficiency and which could work trains at higher speeds and provide more capacity for the route.

Authorisation was given in 1936 and at Doncaster works Sir Nigel Gresley, the



EMI 26021 comes down Thurgoland bank at Wortley with a train of coal empties for Wath in 1956. [Kenneth Field/Rail Archive Stephenson.](#)



Sporting BR mixed traffic lined black EMI 26035 passes through Penistone station with an Up freight from the Manchester direction on a wet day in 1956. [Kenneth Field/Rail Archive Stephenson.](#)

LNER's Chief Mechanical Engineer, set about designing a completely new locomotive following consultations with manufacturers and exploratory visits to other railways abroad. In 1939 electrical equipment for 70 locomotives was ordered from Metropolitan Vickers but unfortunately, before the scheme could be brought to completion, the Second World War broke out and work was abandoned for the duration.

However, Sir Nigel's prototype electric locomotive was sufficiently far advanced for permission to be given it to be completed. It was a classic DC design with simple resistance control, mounted on two four-wheel bogies which were designed so that forces from the buffing and trailing loads were transmitted from bogie to bogie via an intermediate coupling. The couplers and buffers were also mounted on the outside of the bogies, rather than on the body, which therefore did not have to take any of the load. The flat-fronted cabs and box-like shape had a workmanlike appearance with the locomotive being finished in green livery and carrying the number 6701.

Early trials

Completed in 1941 the new locomotive, which was five years later to be identified as the first



member of the EMI class, and which was also Sir Nigel Gresley's only electric locomotive design, was taken for proving trials on the Manchester South Junction and Altrincham Railway, a suburban system which had been jointly electrified at 1500v DC by the LNER and the LMS in 1931. The trials were successful but there was no work for 6701 there and it was duly stored until the Sheffield-Manchester scheme could be completed.

When the War ended in 1945 the country's finances were in a parlous state and money was not immediately available to re-commence electrification work on the Woodhead line and therefore agreement was reached with Netherlands State Railways, which were seriously short of motive power, for the new locomotive, by this time renumbered 6000, to be sent out for normal service work.

The loan period commenced in 1947 and whilst abroad 6000 acquitted itself well, proving capable of handling passenger and freight trains and during this period it amassed many thousands of miles running. The tests did show up some deficiencies, in particular with the riding of the bogies at higher speeds, and as a result changes were made to the bogies themselves, the bogie coupling and the upper structure springing. These worked well and

remained with the locomotive for the rest of its life. 6000 was returned to the UK in 1952 and was promptly officially given the name *Tommy*, by which name it had been known in Holland.

In production

Orders for a production version were placed after nationalisation in 1948, with 57

built at the former LNER works at Gorton, near Manchester, with electrical equipment coming from nearby Metropolitan Vickers at Dukinfield. When the first of these appeared in 1950 the most obvious difference from the prototype was that the cab had been enlarged and redesigned to incorporate a separate side window, with a door to the rear of this. All ➤



The pioneer of the EMI class 26000 *Tommy* stands in ex-works condition at Gorton in November 1955. [Chris Forest/Rail Archive Stephenson](#).



had the improved bogie design and nine were fitted with steam heating equipment so that they could be used to haul passenger trains. The livery applied was the new BR mixed traffic livery of black, lined out with red, grey and cream lining.

Prior to the Woodhead route being completed, running-in tests took place on the newly-electrified Liverpool Street to Shenfield line but this work was transferred to Wath shed in June 1951 when the first section of the new line became available. Meanwhile 26020 made a VIP appearance at the 1951 Festival of Britain for which it was specially prepared with polished cab window surrounds and stainless steel handrails.

The first locomotives entered service in February 1952, operating between Wath and Dunford Bridge but there were problems with adhesion and train loads had to be reduced from 850tons to 750tons until modifications could be applied. Services were extended when the new Woodhead tunnel was opened in June 1954.

During 1955 five more EM1s were fitted with steam heating equipment but the class was

mainly used for heavy freight work, for which purpose it was eminently suited. Between 1966 and 1970 21 non-heat-fitted EM1s were equipped with air brake equipment, with the air receivers being mounted in the unused boiler space. At the same time they were fitted out for multiple working. Another nine were similarly treated in 1973-1977, with the bulk of these being used to haul heavy merry-go-round coal trains.

"The Class was entirely suited to heavy freight work."

EVAN GREEN-HUGHES

Over time some EM1s lost their vacuum braking equipment altogether and there were thus four variations - as built with vacuum brake and no heat; dual braked locomotives; vacuum brake locomotive with steam heat and air

brake only locomotives. Duties were extended in 1968 when the six express passenger EM2s were sold off to Netherlands Railways and the remaining passenger trains were entrusted to the older and smaller design.

Withdrawals began in 1970 shortly after passenger services over the Woodhead route were abandoned with 26035/26042 being the first to be condemned, although they were both out of traffic with serious internal damage at the time. Other locomotives were taken out of service gradually and some were

cannibalised for spares until 1981 when the line closed, by which time only 34 remained.

Liveries

The BR mixed traffic livery which had been applied to the class from new remained with many for much of their early life, although some of those used on passenger services were repainted in British Railways lined passenger green. Prototype *Tommy* also lost its original green in favour of British Railways lined black and was amongst the first withdrawals in 1970. The British Rail corporate era saw the class repainted in BR blue with full yellow ends but there were several variations in style and in typeface used. The TOPS system saw the class renumbered 76001-76057, from 1972-1974 with gaps due to withdrawals.

Apart from *Tommy* there were 12 other named EM1s with 26046-26057 all being named after characters from Greek mythology. All the names were applied between 1959 and 1961 and were removed between 1968 and 1970.

During 1976 some class members swapped identities with 76003 becoming 76036 and vice versa; 76018 swapped with 76035; 76038 with 76050; 76039 with 76048 and 76044 with 76031. This was presumably to keep locomotives being modified for multiple unit control together in number series.

BR EMI BO+BO FACTS AND FIGURES


Class (from 1945)	EMI
Numbers	26000-26057 (later 76001-76057)
Built	1941 (26000) 1950 (26001-26057)
Total built	57
Withdrawn	1970-1981
Length	50ft 4in
Width	9ft
Height	13ft (over body) 21ft (pantographs fully extended)
Power supply	1500v DC overhead
Control system	Electro-pneumatic
Wheel arrangement	Bo+Bo
Wheel diameter	4ft 2in
Horsepower	1,868hp
Traction motors	4x Metropolitan Vickers Type 186
Maximum speed	65mph
Weight	87tons 15cwt
Maximum tractive effort	45,000lbs
Continuous tractive effort	8,800lbs at 56mph
Brakes	Air, electric regenerative and rheostatic (locomotive) Vacuum (train), as built
Train heat (where fitted)	Bastain and Allen electric steam boiler
Boiler tank capacity	240gallons (except 26000, 210gallons)

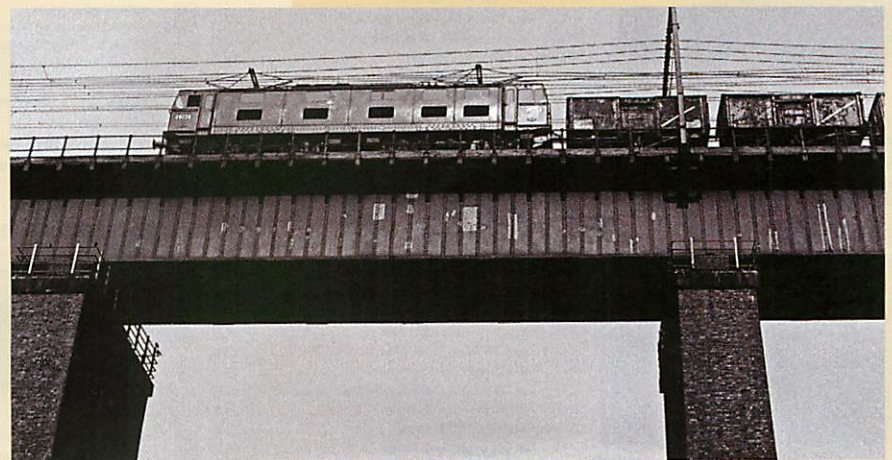
With a long rake of coal wagons behind EMI 26026 joins the Great Central main line at Barnsley Junction just before passing Penistone with a loaded train from Wath in 1956.

Kenneth Field/Rail Archive Stephenson.

Following the closure of the Woodhead system in 1981 the locomotives which remained were still in good operational condition and could have had many years life left in them. Unfortunately time had moved on and most of the subsequent electrification schemes had been on the 25kV AC system so there was no work for them in this country. Hopes of selling them off abroad came to nothing and so, inevitably, they were all sent for scrap with most being cut up by CF Booth of Rotherham during 1983.

Fortunately the EMIs were regarded as so significant in the development of electric traction that 26020, the same locomotive featured at the Festival of Britain, was claimed for the National Railway Museum at York where it is on display in the Great Hall. Also still existing is a complete cab from 76039 (pre-TOPS 26039 and after 1976 76048) at the Manchester Museum of Science and Industry.

Had the Woodhead route not been selected for closure, which itself was a result of the change in the pattern of supply for coal-fired power stations West of the Pennines, the EMIs would doubtless have soldiered on for many more years. As pioneers of electric traction for main line use these locomotives were a huge advance over anything which had preceded them and deserve a prominent place in any account of this country's railway history. 



The impressive steel girders of Dinting viaduct are topped by EMI 26039 as it crosses with a Westbound coal train on April 6 1968. Patrick Russell/Rail Archive Stephenson.



By now wearing BR green with small yellow warning panels EMI 26022 passes Dinting station with a Westbound coal train on April 6 1968. Patrick Russell/Rail Archive Stephenson.



New Bachmann Steam Locomotives

For any models pre-ordered price is guaranteed at the pre-ordered price

20-209	A2 Blue Peter BR late green - Limited Edition in wooden display box - last few	£124.49
30-060c	Standard 4MT 75002 in BR late green - split from Kader set (Last few)	£77.50
30-002	Robinson 04 Class 2-6-0, 63635 BR early crest	£109.50
30-004	Robinson 04 Class 2-6-0, 63598 in BR early black Weathered	£122.49
30-006	Robinson 04 Class 2-6-0, 3547 in UNER black	£117.49
30-010	Class TF 2-6-0 53806 in BR early black	£109.00
30-085	Class 3200 Duke of Earl 90022 in BR early black Weathered	£115.95
30-086	Class 3200 Duke of Earl 90017 in BR early black (Preserved)	£108.95
30-087c	Class 3200 Duke of Earl 32003 in GWR green	£122.49
30-115	Standard 4MT 4-6-0 75027 BR late green Single Chimney (M)	£79.50
30-116	Standard 4MT 4-6-0 75059 BR late green D Chimney	£79.50
30-117c	Standard 4MT 4-6-0 75074 BR late green DOC FITTED	£84.50
30-118	Standard 4MT 4-6-0 75033 BR late black	£74.50
30-127	30xx ROD 2-6-0 Locomotive, BR Black early emblem	£129.99
30-128	30xx ROD 2-6-0 Locomotive, BR Black late emblem	£129.99



31-129	30xx ROD 2-6-0 Locomotive, GWR green - STOCK	£125.75
31-175	Jubilee SWR 45611 'Hong Kong' BR early green	£84.50
31-176	Jubilee SWR 45693 'Yokohama' BR early green, DOC SOUND	£199.49
31-178c	Jubilee SWR 45659 'Drake' in BR late green	£95.49
31-186	Jubilee 45687 'Baron' BR Lined Green Late Crest Fowler Tender	£87.49
31-210	Petrol Class 'Royal Leicestershire Regiment' BR early green	£87.49
31-211	Petrol Class 'Home Guard' BR late green	£87.49
31-457	Next Class 2MT 2-6-2 Tank, 41310 in BR early black	£58.95



31-476a	G2A 0-8-0 loco, 49402 BR early black DOC FITTED Stock	£85.99
31-479	G2A 0-8-0 Loco, 49094 in BR late black weathered	£89.95
31-478	G2A 0-8-0 Super D, 49287 in BR early black	£87.50
31-527	Class A2, 60538 'Tudor Minster' BR Apple green	£104.50
31-528	Class A2, 60533 'Happy Knight' BR late green	£115.95
31-529	Class A2, 60533 'Iron Engineer' BR early green	£115.95
31-530	Class A2, 526 'Sugar Palm' UNER lined green	£115.95
31-625	Class 3F 0-6-0 Tender Locomotive, 43474 in BR late black	£67.00



31-626	Class 3F 0-6-0 Tender Locomotive, 43186 in BR Early Black	£67.00
31-627	Class 3F 0-6-0 Tender Locomotive, 3502 in UMS black	£67.00



31-716	B1 Class 4-6-0 Loco, 61180 in BR late black (M) new DOC ready chassis	£83.50
31-975a	3MT 2-6-4 Tank loco, 80200 in BR lined early green	£71.99
31-976a	3MT 2-6-4 Tank loco, 80200 in BR lined early green	£71.99
30-005	Half Class locomotive, 4962 'Ragley Hall' BR early green	£84.50
30-083	Half Class locomotive, 4962 'Ragley Hall' BR early green	£84.50
30-130	45xx Class 2-6-2 Panicle Tank, 4571 in BR late green (slope tank)	£63.75
30-155c	N Class 2-6-0 Mogul, 31969 in BR early black weathered	£92.95
30-180	Crab 2-6-0 loco, 42919 in BR late black	£74.49
30-181	Crab 2-6-0 loco, 13000 UMS Maroon	£82.50
30-209	Class BT50 0-6-0 PT Panicle Tank, 3711 in BR early black	£82.50
30-215	Class 57xx Panicle Tank, 5775 in GWR green	£53.95
30-216	Class 57xx Panicle Tank, 8732 in BR late black	£53.95
30-231	3F Jinty 0-6-0 Tank loco, 47394 in BR late black	£52.95
30-280	K3 Class 2-6-0 locomotive, 61899 in BR late black Weathered	£83.95
30-310	Collect Goods 0-6-0 with ROD tender GWR green	£55.95
30-550	A1 Class, 60163 'Tornado' BR Apple green	£117.50
30-559	A1 Class, 60157 'Great Eastern' BR late green	£103.49
30-579	Next Class 2MT Mogul, 43096 in BR late black	£69.50
30-581	Next Class 2-6-0 loco, 43018 in BR early black	£93.75
30-629a	Next Class 2 46446 in BR late black	£72.50
30-630	Next Class 2MT Mogul, 6402 in UMS plain black	£72.50
30-656	9F Class, 92002 BR early black	£112.49
30-875c	Fairburn 2-6-4 Tank loco 42065 BR early black - DOC FITTED	£89.49
30-952a	Standard Class 4MT, 76079, 2-6-0 loco BR early black (last Lancel)	£75.50

New Bachmann Diesel Locomotives



31-030	Class 350/1 'Desiro' 4 Car EMU 350-102 in Silver Link livery	£119.50
31-031	Class 350/1 'Desiro' 4 Car EMU 350-238 in London Midland livery pre-order	£119.50
31-032	Class 350/1 'Desiro' 4 Car EMU 350-102 in London Midland livery pre-order	£119.50
30-051b	Class 2700 2 car DMU Irish 'Iarnród Éireann' commuter livery-split from set	£84.00
31-255c	Midland Blue Pullman 6 car set Nanking Blue pre-order	£305.99
31-255c	Midland Blue Pullman 6 car set Nanking Blue full yellow ends pre-order	£305.99
31-265	Class 419 MVM Motor Luggage Van, BR plain green	£67.50
31-266	Class 419 MVM Motor Luggage Van, BR green Sm yellow Panel	£67.50
30-267	Class 419 MVM Motor Luggage Van, BR Blue	£67.50
31-325	Class 105 Coaches 2 car DMU BR Blue	£81.49
31-327	Class 105 Coaches 2 car DMU, BR Green small yellow panel SPECIAL PRICE	£72.49
31-360	Class 03 Diesel Shunter D0011 in BR Plain Green	£51.75
31-361a	Class 03 Diesel Shunter D0009 BR Green wasp stripes	£51.75
31-363	Class 03 Diesel Shunter 03162 in BR Blue, air tanks weathered	£52.75
31-375	Class 416 2EPB 2 car EMU BR Blue	£89.50
31-377	Class 416 2EPB 2 car EMU BR Blue and grey	£84.50
31-511	Class 158 2 car DMU, Arma Trans Wales	£72.95
31-516	Class 158 2 car DMU, Central Trans - stock	£74.49
31-575	Windhoff MPV (Multiple Purpose Vehicle) Network Rail	£104.50
31-576	Windhoff MPV (Multiple Purpose Vehicle) Network Rail DOC FITTED	£119.50
31-577	Windhoff MPV (Multiple Purpose Vehicle) Rail track	£104.50



31-586	Class 70 Power Haul Diesel, 70003 in Freightliner SPECIAL PRICE	£69.49
31-650	Class Diesel, 47535 University of Leicester BR LL Blue	£75.25
31-651	Class 47 Diesel, 47612 'Tian' BR Intercity	£75.25
31-652	Class 47 Diesel, 47474 'Sir Roland Hill' BR Parcels Red	£75.25
30-029a	Class 20 Diesel, 20090 in Railfreight large logo	£51.95
30-034c	Class 20 Diesel, D8138 in BR green DOC SOUND FITTED	£144.75
30-035a	Class 20 Diesel, 20136 BR Blue Domino headcode	£56.75
30-036	Class 20 Diesel, 20128 with discs, weathered	£50.00
30-051c	Class 42 Wapship, D667 'Zenth' BR green DOC FITTED	£69.25
30-052a	Class 42 Wapship, D623 'Hermes' BR plain green	£59.25
30-056c	Class 42 Wapship, D627 'Velly' BR Blue DOC FITTED	£69.25
30-116a	Class 08 Diesel Shunter D0386 in BR green with hazard stripes	£57.50
30-328	Class 25/1 Bo-Bo Diesel, D5182 in BR green sm yellow panels	£52.49
30-329	Class 25/2 Bo-Bo Diesel, 25251 in BR weathered blue	£54.75
30-330c	Class 25/1 Diesel, D5183 in BR green sm yellow panels, DOC SOUND FITTED	£143.75
30-371c	Class 37 Diesel, 37147 'Highland Railway' Large L DOC SOUND FITTED	£154.75
30-383	Class 37 Diesel, 37428 'David Lloyd George' in Petroleum grey	£65.49
30-384	Class 37 Diesel, 37406 'Salthouse' in Distribution grey	£65.49
30-385	Class 37 Diesel, 37415 Intercity Mainline NEW	£65.49
30-387	Class 37 Diesel, 37506 Railfreight red stripe	£65.49
30-404c	Class 25/3 Bo-Bo Diesel, 25276 in BR blue DOC SOUND FITTED	£134.49
30-406	Class 25/3 Diesel, D5255 in BR two tone green	£52.49
30-407	Class 25/3 Bo-Bo Diesel, 25279 in BR weathered blue (Washed out look)	£55.25
30-429c	Class 24 Bo-Bo Diesel, D5100 in BR green DOC SOUND FITTED	£134.49
30-430b	Class 24 Diesel, D5061 BR plain green	£52.49
30-465	Class 170 3 car DMU, Cross Country Trans	£89.49
30-466	Class 170/3, London Midland City Livery	£79.49
30-480c	Class 40, D0211 'Mauritania' BR Disks, DOC SOUND FITTED pre-order	£145.50
30-515	Derby Lightweight 2 car DMU in BR green with small yellow ends - pre-order	£82.50



30-516	Derby Lightweight 2 Car DMU in BR green with Speed whiskers	£84.50
30-517	Derby Lightweight 2 Car DMU in BR Blue	£82.50
30-526b	Class 55 Diesel, 55019 'Ballymore' BR Blue DOC SOUND FITTED	£154.75
30-529a	Class 55 Diesel, D9014 'Duke of Wellington's Regiment' BR green	£74.50
30-530c	Class 55 Diesel, 9005 'The Prince of Wales's own Regiment of Yorkshire' BR Blue	£74.50
30-603	Class 220 4 Car DMU 220017 Cross Country SPECIAL PRICE	£99.99
30-652b	Class 44 Peak, 44005 'Cross Fell' BR Blue DOC SOUND FITTED	£160.75
30-677a	Class 45 Diesel, 45120 in BR blue split head code	£71.49
30-678c	Class 45 Peak, D27 in BR green split headcode DOC SOUND FITTED	£159.75
30-703	Class 46 Peak, D186 in BR blue weathered	£71.50
30-728c	Class 66 Diesel, 66546 Freightliner, DOC SOUND FITTED	£164.00
30-735	Class 66 Diesel, 66209 in EWS weathered livery	£88.75



30-750c	Class 57 Diesel, 57003 'Freightliner Evolution' DOC SOUND FITTED	£159.75
30-783c	Class 370 Diesel, 37049 in BR blue DOC SOUND FITTED	£154.50
30-804	Class 47 Diesel, D1825 in BR two tone green	£69.25
30-805	Class 47 Diesel, D1547 in BR Blue	£69.25
30-900b	Class 108 2 car DMU in BR green with speed whiskers	£72.49
30-903	Class 108 3 car DMU, Greater Manchester PTE	£69.49
30-904c	Class 108 2 car DMU BR Blue DOC FITTED	£102.00
30-925	Class 150/1 2 car DMU, First Northwestern	£73.49
30-926	Class 150/1 2 car DMU, 'Central Trans'	£73.49
30-935	Class 150/2, 2 car DMU, 'Arma Trans'	£73.49
30-936	Class 150/2, 2 car DMU, 'Regional Railways'	£73.49
30-976c	Class 66 Diesel, 66412 DRS Blue DOC FITTED	£73.25
30-978	Class 66 Diesel, 66725 'Sunderland' GBR	£73.50
30-979	Class 66/9 Diesel, 66412 DRS - Malcolm Rail	£68.49

Bachmann, Coaches, wagons, Trackside Figures, couplings, wheels, bogies buildings etc - most in stock - call for availability - competitively priced

Hornby 2012 New Steam Locomotives

due first quarter - PRE-ORDER NOW

R3016a	BR 4-6-0 Standard 4 MT 75000 Class	£112.50
R3017a	BR 2-6-4 Stanier AP Class - late BR, weathered	£85.00
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R3019	UMS 4-6-2 Duchess of Hamilton Princess Coronation Class Special Ed.	£111.50
R3020	BR 0-6-0 A1A 'Tanner' Class 32670 Early Crest	£49.99
R3021	GWR 0-4-2T 14XX Class 4819	£55.50
R3022	UNER 0-6-0ST Class J53 9833	£44.50
R3023	UNER 0-6-0ST Class J52 Early Crest	£44.50

Hornby 2012 New Diesel / Electric Locomotives

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R2967	1934 Brighton Belle Pullman Train Pack	£148.00
R4512/3/4	1934 Brighton Belle Pullman Cars for above - each	£37.49
R2968	1967 Brighton Belle Pullman Train Pack	£148.00
R4527/8/9	1967 Brighton Belle Pullman Cars for above - each	£37.49
R3067	Stewart Rail Class 92 Co-Co Electric 'Bart the Engine'	£59.99
R3068	Freightliner Class 86 Bo-Bo Electric	£45.00
R3084/5	Railfreight Sub-Sector Class 56 Co-Co Diesel 'Castle Donnington' DOC Sound	£179.99
R3141	DB Schenker Class 60 Co-Co Diesel 60099 'Tara Steel'	£119.00
R3146	BR Class 101 DMU Train Pack blue / grey	£79.99
R3147	BR Class 101 DMU Train Pack green	£79.99
R3149	DB Schenker Class 92 Co-Co Diesel / Electric 92042	£62.99

Hornby 2012 New Coach Pack

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R4534	BR Pull-Push Train Coach Pack BR Green	£59.99
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Hornby 2011/10 New Steam Locomotives

Please note: We haven't listed all the DCC models we keep in stock - please call for your requirements

R3075	N15 Class, 785 'Sir Mador de la Port' SR green Limited Edition Royal Mail	£134.50
R3076	King Class 4-6-0 locomotive, 7002 'King William IV' Royal Mail LE	£134.50
R3077	A143 Class 4-6-2 loco, 4473 'Royal Lancer' UNER green Royal Mail LE	£134.50
R3078	Dean Class 2721 0-6-0PT Panicle tank, 2785 in GWR green	£25.95



R3079	Churchward County class, 4-4-0 loco, 3821 'County of Bedford' Great western	£59.00
R3080	A1 Class, 60163 'Tornado' in British Railways lined Apple green	£82.49
R3081	A1 Class 'Tornado' in BR early crest Brunswick green - Split from set	£82.50
R3082	8F Class 2-8-0 loco, 48706 in BR late black (M)	£104.75
R3024	Ex LMS Class 4-6-0 loco, 45120 in BR early black	£51.75
R3023	Class 194 0-6-0ST loco 68006 in BR late black	£57.25
R3022	AX Class 'tanner' 0-6-0 loco, 2662 in Southern green	£49.75
R3021	Stanier AP 2-6-4 Tank, 42613 in BR late black weathered	£79.49
R3018	Rebuilt Royal Scot Class, 46115 'Scots Guardsman' in BR late green	£97.00
R3016	Standard Class 4MT, 75072 in BR early black	£107.49
R3015	Princess Class loco, 46207 'Princess Arthur of Connaught' BR late maroon	£103.49
R3014	Duchess Class locomotive, 6233 'Duchess of Sutherland' UMS black	£104.50
R3013	A3 Class, 'Coronation' in BR late green	£104.50
R3012	A4 Class, 'Morrin' in BR late green	£113.75
R3011	Ex SR Q Class 0-6-0 loco, in BR late black	£82.75
R3007	Thompson L1 Class 2-6-4 Tank Loco, 67159 in BR late black (M)	£86.00
R3006	Class 28 Class 2-8-0 loco, 3864 in BR early black (M)	£102.75
R3005	28xx Class 2-8-0 Loco, 2845 in BR late black, (M)	£102.75
R3000	Thompson B1 Class, 61243 'Sir Harold Mitchell' BR late black	£96.75



R2999	Thompson B1 Class, 61138 in BR early black - All new Model	£96.75
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R2998	Thompson B1 Class, 1040 in UNER black - All new Model	£96.75
R2995a	Black 5 4-6-0 locomotive, 45010 in BR late black W DOC SOUND FITTED	£206.99



R2994c	Castle Class 'Dun Castle' BR late green DOC SOUND FITTED	£209.99
R2995a	Princess Royal Class, 45208 'Princess Helena Victoria' BR late maroon	£209.99
R2996a	Duchess Class, 6232 'Duchess of Montrose' UMS maroon - DOC SOUND FITTED	£209.99
R2997a	Duchess Class, 6233 'Duchess of Sutherland' UMS maroon split from pack	£119.49
R2998	Churchward County Class, 3818 'County of Radnor' in GWR Split from set	£72.50
R2999	rebuild MN, 35026 'Lampart & Hot Line' BR late green	£110.50
R2999	Thompson L1 2-6-4 Tank 6717 BR Apple Green	£86.50
R2937	County Class 4-6-0, 1006 'County of Cornwall' GW lined green	£52.75
R2936	Un rebuilt Pattern Class 5532 'Ilustrious' UMS maroon	£52.75
R2935	LXV 0-4-0 Pig tank loco 51235 in BR black	£49.75
R2934	BR Class, 72005 'Clan Macgregor' BR late green	£110.50
R2933	M7 Class 0-4-4 Tank loco, 242 in BR Malachite green	£82.49
R2932	B176 'Sandringham' Class, 61650 'Grimby Town' BR late green pre-order	£93.50
R2931	B176 'Sandringham' Class, 61637 'Thorp Hall' BR early green pre-order	

R2962	Class 56 Diesel, 56040 'Oystermouth' in BR large lagoon grey	£98.50
R2949	HST 2 car Pack, 'Cross Country'	£129.50
R2948	HST Pack 2 car Pack, 'East Midlands'	£129.50
R2946	4HP 4 car EMU in BR blue	£124.00
R2939	Class 33 Diesel, 60537 in BR green	£37.00
R2934	Class 08 Diesel Shunter (8865) EWS	£59.00
R2932	Class 153 Single car DMU Arrol	£59.50
R2931	Class 153 Single car DMU London Midland	£59.50
R2900s	Class 31 Diesel, 31247 in Railfreight Large Lugs, SOUND FITTED	£179.50
R2899s	Class 60 Diesel, 60042 Hundred of Hoot SOUND FITTED	£179.00
R2876	GWR Express Parcel 'Rail Car No34 Chocolate and cream'	£59.50
R2872	Class 43 HST power car and trailer 'First Great Western'	£129.50
R2802s	Class 50 Diesel, 50015, DCC SOUND FITTED	£169.50
R2772	Class 87 Electric Loco, 87010 Britannia BR blue	£49.50
R2755	Class 86 Bo-Bo Electric Loco, 86259 'Les Reus' in Electric Blue	£49.50
R2752	Class 56 Diesel, 56032 'County of South Glamorgan' Sub-Sector grey	£72.49
R2704	HST Power Car & Dummy pack Virgin red and black	£117.00
R2703	HST Power Car & Dummy pack, GNER blue	£117.50

Hornby Digital

R8249	Standard 8 pin loco chip	£11.50
R8245	Sapphire Loco Chip 21 Pin with 8 pin converter	£22.99
R8213	DCC Select Digital Control unit	£69.50
R8214	DCC Elite Digital Control unit	£165.50

New Train Packs/Sets

R3059	Tornado Express, with 'Tornado' in BR green & 3 mark 1 coaches	£119.99
R2986	Train Pack 4 Date with the Ducty, with Taurillon Castle and 3 coaches	£199.00
R2981	London 1948' pack with N2 06-2 Tank loco + 2 LNER tank coaches	£165.00
R2980	London 1908' pack with Churchward County 4-4-4 loco and two Dersley coaches	£139.99
R2979	'West Coast Pullman' Black 5 44322 & 3 WC Pullmans	£161.50
R1139	'The Blue Rapier' Train Set with 3 car Javelin train	£75.99
R2961	Class 395 Javelin London 2012 livery	£119.50
R2955	'Virgin Charter Relief' train pack Class 90 + DVT	£104.50
R2908	Freeworks at Chilcompton W/C Dorchester & 3 Stanier coaches	£225.50
R2887	Thamesford express, Black 5 (LMS) and 3 Stanier coaches	£99.50
R2806	The last Single Wheeler with LMS 2-2-2 loco & 3 collection coaches	£99.50
R2797	White Pullman - with King Arthur 'Sir Lancelot' & 3 Pullmans	£125.00

New Hornby Coaches

R444s	All the 12 wheel and 8 wheel Pullmans in stock 'Neptune', 'Car98' 'Rosemary', 'Octavia', 'Car 27', 'L17', 'Zemba', 'Car 66', and others	£37.49
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R4519/20/21/22 BR Gresley Suburban in maroon, each



R4519/20/21/22 BR Gresley Suburban in maroon, each



R4519/20/21/22 BR Gresley Suburban in maroon, each



R4473 British Railways lined maroon Observation Car

SR & BR Maroon Coaches



MPK314 Class 56 Diesel, 56010 'Kings Own Scottish Borders' Two tone green

MPK377	Class 55 Diesel, 55002 'The Kings Own Yorkshire Light Infantry' TTG	£110.00
MPK315	Class 55 Diesel, 55020 'Nimbus' Two tone Green	£110.00
MPK376	Class 55 Diesel, 55001 'St Paddy' BR two tone green	£110.00
MPK344	Class 55 Diesel, 55013 'Black Watch' BR two tone green	£110.00
MPK377	Class 55 Diesel, 55012 'Orpello' BR two tone green	£110.00



MPK407 4-6-0 Jubilee Class, 45682 'Talafarg' BR late green

MPK005 Class 47 Diesel, 47086 'Colossus' BR blue Domino head codes

MPK015 Class 47 Diesel, 47080 'Titan' in BR blue Domino head codes

Silver Fox Models

Ready to Run 00 gauge Classic Diesel & Electric and rolling stock



SF006 Irish OE 'West' coach in Infrastructure yellow



SF015 Class 7 Diesel, 37419 in DB Schenker red livery

SF025 Class 47 Diesel, 47347 in 'Metals' Sector plate grey

SF027 Class 47 Diesel, 47237 in Adrenza Freight

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SF027 Class 47 Diesel, 47237 in Adrenza Freight



MM0141 Class 141 Bo-Bo Diesel locomotive B141 in OE Irish livery

MM0142 Class 141 Supertrain Livery with Staff Collector no 142

4010 Type 4 Co-Co prototype diesel DP2 in BR Green and two tone green LE pre-order



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E8	Stanier Class 2-6-4 Tank locomotives - call for availability	£495.00
E10	Scotch Class, in a variety of liveries and specs coming soon	£495.00

New range of Gauge 0 Tintplate 6 wheel coaches in various different liveries sold in sets of 3.

Price will be £185-£195.00 depending on roof style. Call 0844 543 8034 to enquire

NEW Bassett Lowke trains, gauge 0 tintplate



B99053 Peckett 0-4-0 Saddle Tank, 'Wernham' maroon livery

BL99054 Maunsell N Class Mogul, 1823 Southern Maunsell green

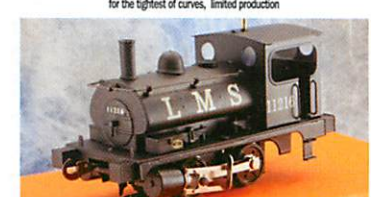
BL99064 Maunsell N Class Mogul, 31816 BR late black (gloss finish)

B9901b J39 0-6-0 locomotive, 64757 in BR late black

We have large stocks of Bassett Lowke Tintplate Gauge 0 wagons, please call 0844 543 8034 for list

Along Classic Lines gauge 0 tintplate

All new model with switch for two and 3 rail running 12 V DC, for the tightest of curves, limited production



A002 L&Y Class 21 'Pug' 0-4-0ST Saddle tank LMS black LE of 50

A003 L&Y Class 21 'Pug' 0-4-0ST Saddle tank British Railways early black LE of 50

A004 L&Y Class 21 'Pug' 0-4-0ST Saddle tank British Railways late black LE of 50



A005 L&Y Class 21 'Pug' 0-4-0ST Saddle tank Industrial 'Prince' maroon LE of 50 - Pre-order

A001 L&Y Class 21 'Pug' 0-4-0ST Saddle tank L&Y black LE of 50 - Pre-order

Pre-Owned Hornby Locomotives 00 Gauge

Duchess Class 4-6-2 locomotive, 'City of Leeds' BR late maroon

Duchess Class 4-6-2 locomotive, 'City of Chester' BR late maroon

Duchess Class 4-6-2 locomotive, 'City of Leicester' British Railways' black

Princess Class 4-6-2 locomotive, 'Princess Arthur of Connaught' BR maroon

A4 Class, 60027 'Merlin' British Railways' experimental purple/blue

D6884 A4 Class 4488 'Malver' in LNER blue Gold plated version LE fitted

R9991s A4 Class, 60018 'Sparrow Hawk' BR early blue DCC SOUND FITTED

R2535 A4 Class, 60029 'Woodcock' BR late green

R2054 A4 Class, 60103 'Flying Scotsman' BR late green

Nine Mills

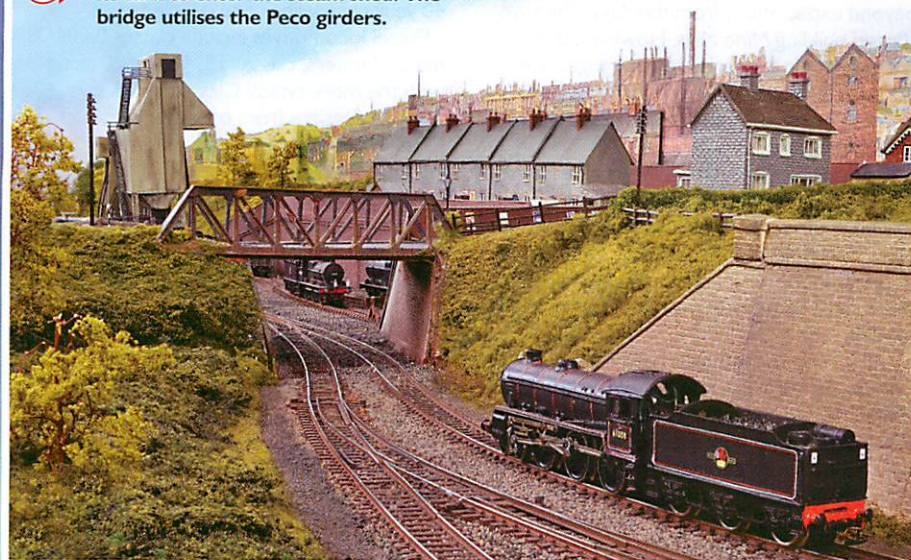
DAVE FORSHAW, GORDON FORRESTER and **DAVE KENT** are the custodians of a fabulous 'N' gauge layout which really shows the potential of the smaller scale for operation. *Photography, Trevor Jones.*



The coaling plant towers over several Fowler locomotives – a 'Compound' 4F and 7F – along with a 'Black Five' and a 9F. The coal and ash plant are based on the examples at Carnforth, scratchbuilt from plasticard by a friend who was working at Steamtown at the time.



Langley kit built 'BI' 61008 Kudu waits its turn to enter the steam shed. The bridge utilises the Peco girders.



STATISTICS

Owner:	Worthing Model Railway Club
Scale:	'N'
Length:	20ft
Width:	8ft
Track:	Peco code 80
Control:	Analogue
Period:	1950s-1960s Midland/Western Region

NINE MILLS is a fictitious Motive Power Depot located in the South Midlands where the London Midland & Scottish Railway (LMS) and Great Western Railway (GWR) both had depots. By the early 1960s the Midland shed has been replaced by a new diesel servicing facility: the GWR shed remains in use, but the steam locomotives continue to use the ex-LMS coaling and ash plant.

Behind the depot is a cross country main line, running a wide range of local and long distance inter regional passenger services, including some displaced from the West Coast Main Line due to electrification work. The line also sees extensive freight workings, often pausing nearby in the passing loops. The engineers' department has taken over some of the rationalised sidings, but the brewery remains rail served. This gives members a reason to run Midland, Western and BR Standard rolling stock as well as inter-regional trains from Southern and Eastern regions.

The layout measures 20ft x 8ft, built from twelve 4ft x 2ft baseboards - five scenic at the front, five fiddle yard at the rear, and one linking the front and rear at each end giving a central operating well. A continuous circuit with the two track main line, steam and diesel MPD and sidings gives up to five operator positions, with viewing from two sides, and an 18-road fiddle yard.

The name, Nine Mills is not exactly an original name for an 'N' gauge layout: it was intended as a temporary project name during construction, but then we didn't want to change it!

Inspiration

Nine Mills started life in 1989 with just the steam depot as an end to end layout with a fiddle yard at one end and run round loops at both ends were built over the following few years - though the fiddle yards were longer than the scenic section! A temporary solution was to cover the run round loop at the one end with a hill, thus hiding the fiddle yard and providing more of a scenic section. However the other end with its sidings and loop was really defeating the flexibility and operating potential of 'N' gauge to show full length trains, as the two track main line was just being used as a single track dumbbell.

After spending six years in Nottinghamshire, Dave Forshaw returned to Worthing in 2002 and the decision was taken by the club to modify Nine Mills into a large continuous circuit layout. A further ten 4ft x 2ft baseboards were constructed, four scenic and six for the fiddle yard, to create what you see today.

Life on the road

By 2006 the rebuilt layout was sufficiently complete to begin exhibiting it again. At first this was locally in Sussex, giving us our first »

logistical challenge. As the layout now has 12 baseboards, lighting gantry, control panels, power box, tools, spares, rolling stock boxes etc., there was a lot of equipment to move. This was normally done with a hired van, but in recent years we have been able to borrow a local Scout group's large box trailer, which reduces exhibitor's expenses, and with a ramp at the rear is easier to load.

It takes us about two hours to erect and level up the layout after unloading at shows, including running twenty 25-way cables to the control panels. After a track clean we are ready to start test running. Then begins the laborious task of putting the stock on the layout, which actually takes longer than putting up the layout, which is the downside of having installed a large capacity fiddle yard! However, it does mean a visitor sees 22 trains in each direction before the same one comes round again, likely to take about 45 minutes. The fiddle yard can hold 44 trains, swallowing over 600 wagons and 200 coaches with 40 locomotives to haul them. There are then typically a further 50 locomotives on shed, plus a few in sidings, meaning we have to maintain a fleet of well over 100 locomotives on the layout at any one time. Exhibition visitors are often fascinated to see so much stock in one place.

Rolling stock

The quality and range of stock has improved beyond expectations from the days when we started building Nine Mills. However, there are still gaps in the ready-to-run ranges and we have built and converted many items to fill these holes to create a more complete and authentic scene.

Steam locomotives normally get at least the addition of lamps, brake pipes and real coal and maybe some weathering. I used to buy vacuum pipes by the dozen but now they are now normally in the 'bits bag' along with holes in the buffer beam ready to be fitted on modern models.

Whilst most locomotives have Farish origins, we still run a number of Minitrix - the 'Britannia' and '9F' have great haulage ability on trains of heavy kit built coaches and wagons, which their Farish counterparts won't shift.

The new generation of locomotives from Farish and Dapol are excellent, but it is also worth mentioning the range from Union Mills. Whilst not having the level of detail we now see from Farish and Dapol, these are great locomotives for heavy haulage. Trains with heavy loads are often pulled by Union Mills Fowler '3Fs' or '7Fs' (both the LNWR 'G2' and Fowler versions). The '2P' is good for the kit


built coaches with a high white metal content and the Peco 'Jubilee's don't really show their 40 year old tooling once detailed.

Diesel locomotives include classes 03/04/08 diesel shunters, classes 15, 16 and 20 along with the more typical Class 25s, 31s, 37s, 40s and 47s. Designs from other regions, such as Class 33s and prototypes such as 10000 and Falcon also appear.

Several of the kits - steam and diesel - are from manufacturers who are no longer trading and thus no longer available. The lesson seems to be that if you like something, then buy it while you can.

It will soon be possible to eliminate the last of the old Farish Poole coaches with their peculiar colours once the newly retooled Mk 1 BG and GUVs become available. The rest of the Mk 1 fleet is either the new tooling or the much improved last generation of the old tooling with correct colours and printed detailing. A few old coaches have been used as donors for etched overlays of non available types, such as the sleepers (but not for much longer as these are also due for release by Farish later this year).

As a London Midland oriented layout there is also a lot of ex-LMS Stanier stock in evidence. Many of these Ultima Models coaches will be >>



Gordon operates the steam shed from the main control panel. This allows us to run any part of the layout from up to six different controllers. Handheld and panel mount controllers are from Kent Panel (now produced by All Components) and Gaugemaster.

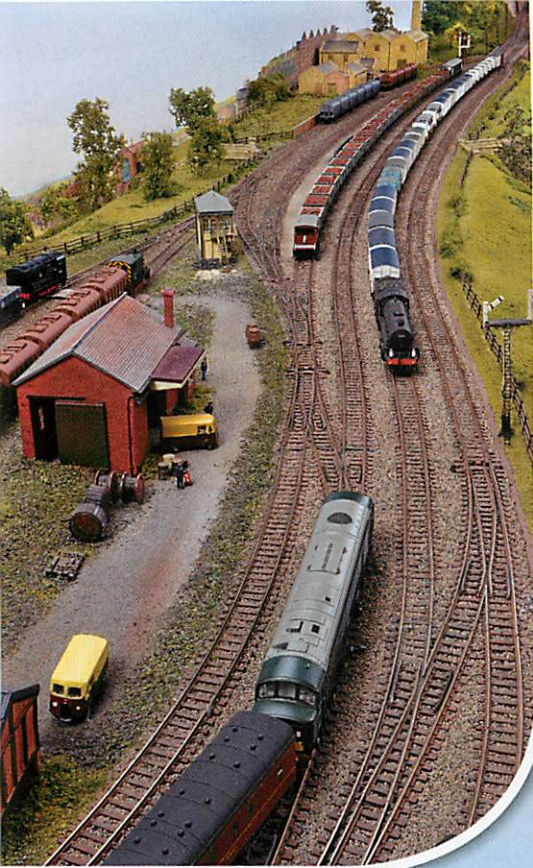


A busy time on the diesel shed, with Brush and BR Type 2s, BTH Type 1 and English Electric Type 4. A new English Electric Type 3 is refuelling. The breakdown crane (Fleetline/Skytex kit) is ready for action.



Farish 'Duchess' 46229 Duchess of Hamilton crosses the river working hard with a Northbound express.





seen running on the layout. The early kits have recently been recycled into other Stanier coach variants using the original aluminium floor and roof sections 'cut and shut' into various lengths, but adding new white metal ends and underframe details from Etched Pixels, which has relaunched many of the Ultima kits and detailing parts. Some printed sides and other detailing parts are also still available from the N Gauge Society.

As a cross country route we can justify some interlopers from other regions so there is a rake of Dapol's superb Gresley coaches, as well as some old BH Enterprises kit versions and Thompson coaches from the same source. From the Western region a few Collett coaches will be seen, and some Southern green or WR chocolate and cream Mk 1s.

Suburban stock is not forgotten with both BR and LMS Farish versions, and a Mk 1 rake from Beaver kits built before the Farish ones appeared. To bring the coaching stock to a



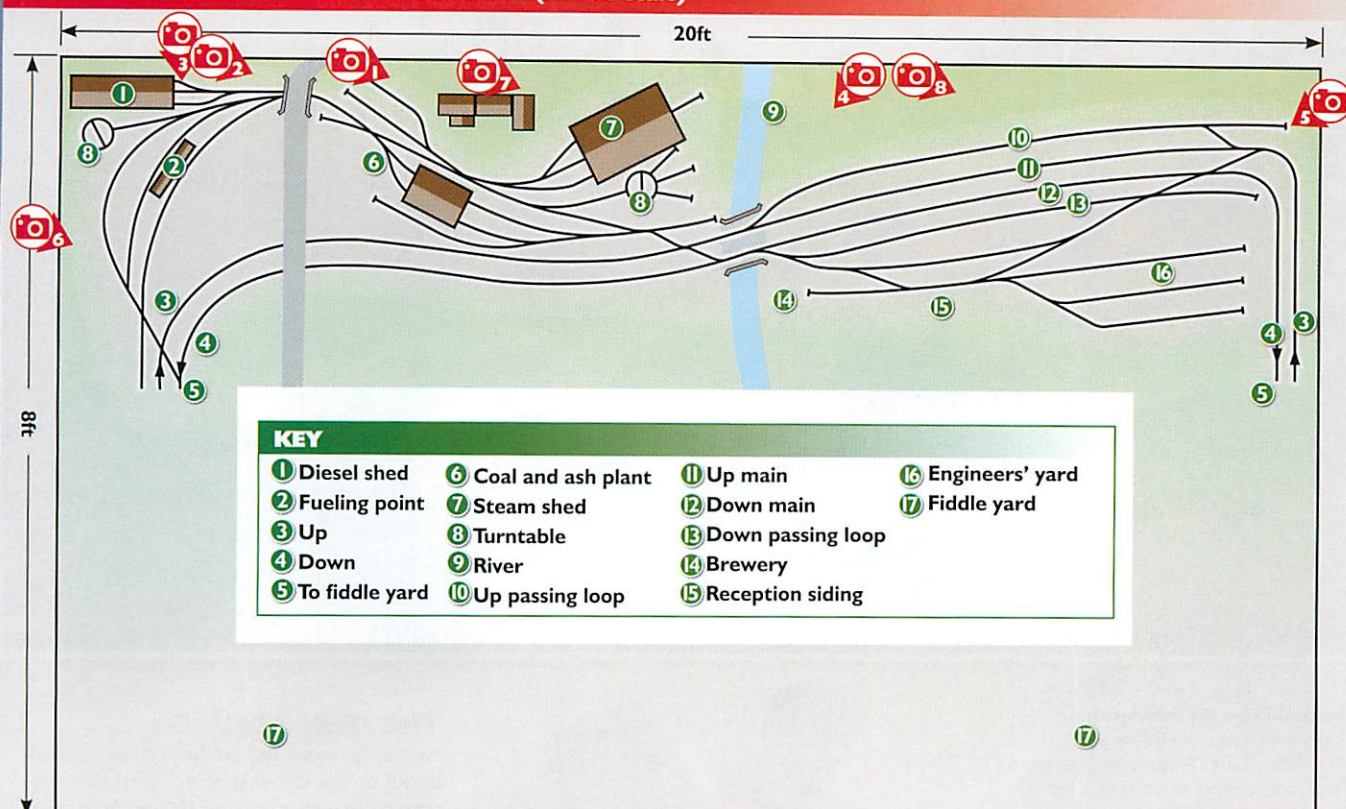
Old and new come together as a Farish Peak and 'BI' meet. The 'BI' is working a fish train made up of Dapol blue spot vans, Foxhunter ex-LNER fish vans, and Farish insulated containers.

close we should mention DMUs as these were rapidly displacing locomotive hauled trains at the time. For a long time the only ready-to-run first generation DMU model was the Metro Cammell Class 101 and whilst there is still an original still in the fleet, the excellent new replacement version means it will be rarely seen. The Derby Class 108 makes an appearance in several guises as released by Farish. BH Enterprises kit built Class 104 BRCW and Swindon Cross Country Class 123 can also be seen. The Class 104 currently uses a Tomix chassis and the 123 a shortened Farish Class 158 later type split frame chassis, which can relatively easily be adjusted to fit a 64ft long vehicle by adjusting the bogie pivot points inwards and shortening one of the drive shafts.

The wagon fleet is where we have the greatest variety, ranging from 30 year old Peco 10ft wheelbase wagons to the latest Farish and Dapol releases, appropriate to the period. More importantly though a large number of kits from the N Gauge Society, Parkwood Models (now also owned by the N Gauge Society), Parkside Dundas, Fleetline, Foxhunter, Chivers, to name a few make up the numbers.



NINE MILLS TRACK DIAGRAM (Not to scale)



The mainly Mainstreet card kit based town backs onto the railway, with Union Mills 'G2' 49378 passing below and 'Princess Royal' 46200 The Princess Royal hauling a Northbound sleeping car train.

Almost every prototype running in the early 1960s that has been produced by these manufacturers will be seen on the layout, giving over 100 different wagon types. Loaded open wagons feature real coal, stone, sand, and chalk. Tanks, tractors, cars, lorries, pipes, girders and various Ten Commandments loads are all carried too.

Many trains are made up with a mix of vehicles from different manufacturers, such as the ballast train made up with Grampus and Mermaid from Parkside Dundas, with Dapol Dogfish and 'N' Gauge Society Walrus hoppers and Shark brake vans. The 'Condor' container train uses Parkwood, Peco and Skytrex containers, not only on conflat, but a variety of open 10ft and 15ft wheelbase wagons. The breakdown train has a 45ton Fleetline crane together with Peco barrier wagons, Ultima Stanier BG, Lima Siphon G as a tool van, N Gauge Society Salmon track carrier and Farish brake vans.

DG Couplings are fitted to many locomotives and train ends, and some wagons to allow some hands free shunting, and also because the stock is used on another layout with a terminus station.

Development at WMRC

Dave Forshaw has been building another project set in the North West at the end of the 1960s and as a result building and conversion of a number of locomotives in BR blue livery with their pre TOPS numbers.

In some cases, this means un-refurbishing the existing model, as many are portrayed in their later life guises, to return them to their as built condition. A number of Class 47s, 50s and 86s have been treated so far, or should I say Brush and English Electric Type 4s and BR AL6s!

These, together with selected green diesels, will form the motive power. A number of period blue/grey coaches, mainly Mk 2a and Mk 2c have been converted from the Farish air conditioned variants using Electra Graphics vinyl sides, adding roof vents and altering the underframe equipment.

On the wagon front period pre TOPS air braked wagons make an appearance with HOP AB (later HAA) from Peco, and the then brand new standard 20ft 9in wheelbase vehicles as vans COV AB and opens OPEN AB (later known as VAA and OAA). There are also Freightliners and 100ton bogie tanks mixed with appropriate existing vacuum braked and unfitted stock.

In order to tweak the layout, the steam shed is converted to a preservation centre, and given that the coaling stage and ash plant are modelled on Carnforth, an impression of Steamtown is created. Adding some preserved steam locomotives and several more waiting to be rescued - along with a few wagons and coaches - completes the altered scene. There are plenty of withdrawn mainly old Poole Farish locomotives in my spares box for conversion into rusting hulks.

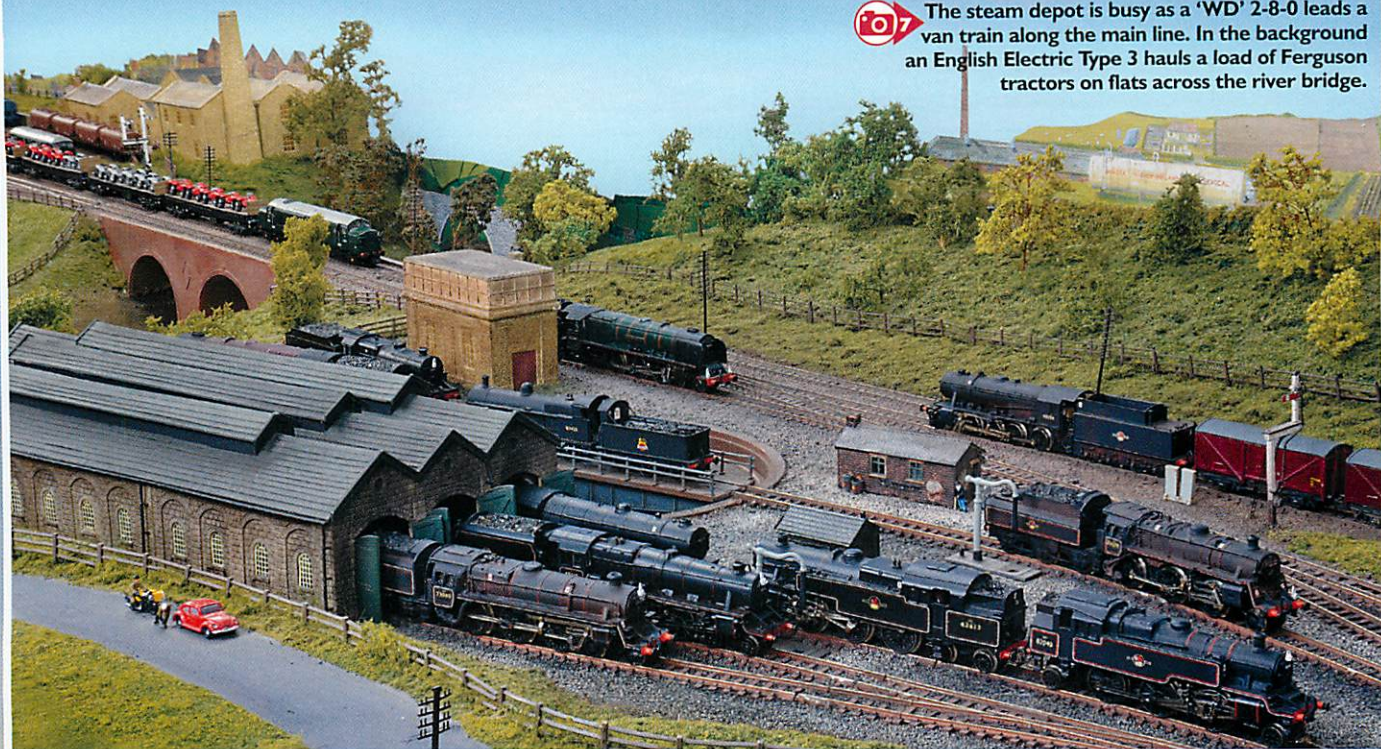
To complete the transformation, additional circa 1970 period vehicles are added to the layout along with some BR corporate image signage, and there we have a Northern England West Coast Main Line just before the wires arrived.

We of course continue to add additional small details and little cameos to fill gaps and create more interest on the layout. We will continue to add appropriate period stock such as the previously mentioned new Farish coaches, and the Blue Pullman (on an excursion?) when released.





The steam depot is busy as a 'WD' 2-8-0 leads a van train along the main line. In the background an English Electric Type 3 hauls a load of Ferguson tractors on flats across the river bridge.



Gordon and Dave Forshaw working the main lines from the fiddle yard panels. With about 150 locomotives in our fleet, conversion to DCC was not a viable option, so analogue control is in use for the foreseeable future.



The next step

As may be expected we have a replacement layout on the drawing board, with planning now quite well advanced and ready to start cutting timber. This is an ambitious project to create most of Preston station and the junction area just south, creating an almost 'opposite' layout to Nine Mills, modelling a large station but no locomotive sheds. We're not yet sure how we're going to build the overall roof - but that's part of the challenge!

This will be a larger layout with an initial length of 24ft and a scenic depth of over 3ft (versus 2ft of Nine Mills). The existing 18 road fiddle yard will be incorporated into the layout to provide the core WCML trains, but additional storage will be built immediately behind the scene for the West Lancashire lines (Liverpool, Southport, Blackpool) and East Lancashire lines (Manchester and beyond), creating a total of six through running lines. With an increasing pool of stock we expect to be able to run this layout in circa 1960s or 1970s periods. Excursions to Blackpool were still big business in the early 1960s and this creates the opportunity for some interesting visiting locomotives and stock from other regions. In the long term there is the option of modelling the area north of the station which includes the junction for the Fylde coast and the north to Lancaster, Carlisle and Scotland and maybe some locomotive facilities.

This year the Nine Mills is due to appear at Perth in June, the 'N' Gauge Show at Leamington Spa in September, and our own show at Worthing on September 15/16. There are bookings into 2013 and 2014 for Watford Finescale and Warley so far.

Due to the long life of the layout, numerous current and former club members have worked on Nine Mills over the years. In recent years, the current three man team has done most of the modelling, with Gordon specialising in electrics, and Dave Kent on scenic detailing. Thanks also to regular guest operator, Reg Skelhorn from the Elizabethan Railway Society who joins us at many exhibitions. 

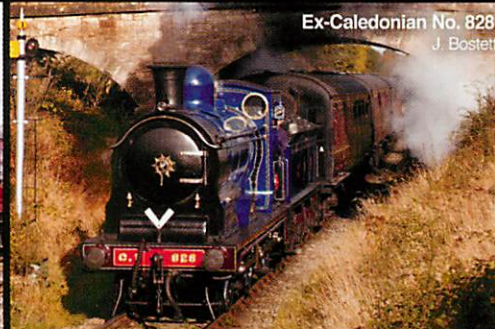
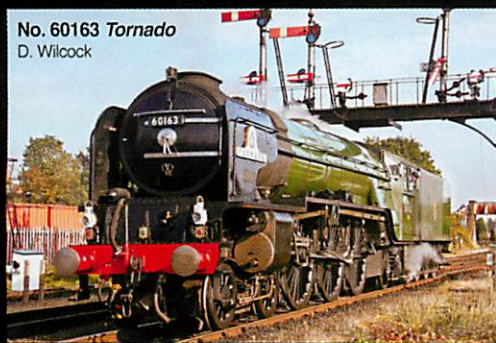
 **'Britannia' 70054**
Dornoch Firth with
a **Crownline** detailing
kit hauls a rake of
Ultima Stanier stock
while rebuilt Crosti
'9F' 92026 hauls a
steel train into the
loop ready for an
express to overtake.



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MON 23: SCOTTISH DAY with 70000, 828, 44806 (as 44801)

TUES 24: 1950s WEST MIDLANDS DAY with 49395, 7822, 5199

WEDS 25: TORNADO 'LITTLE & LARGE' DAY with 60163, 1744, 58926

THURS 26: NORTH WEST 1950s DAY with 49395, 58926, 44806

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MIKE WILD

BOLSOVER AND SEVEN LANE PIT has been the focus of attention here in the Hornby Magazine office ahead of the Leamington and Warwick Model Railway Exhibition on January 21/22 following construction of its new fiddle yard.

Between Christmas and New Year Hornby Magazine's operating team of Graham Muspratt, Richard Proudman and I got together to tackle a few jobs on the layout together with some modifications to the fiddle yards for Ashland – Hornby Magazine's layout in a weekend challenge project (HM51).

The first job on Bolsover was to tackle a couple of ailing point motors which refused to throw over properly. Fixing these problems has opened up new operation potential as we now have full access to the goods yard at the front of the layout and it is also possible to set a goods back into the outer loop for shunting.

The new fiddle yard was all but complete in the final days running up to the show with only final configuring of the point accessory decoders to complete and a lot of packing to do by January 19.

However, these changes have led to the necessity to enhance the control options for the layout. Previously we have operated it with Hornby's RailMaster software on a laptop plus a single handheld device which is still undergoing Beta testing prior to launch. However, we now need three operators permanently in control of Bolsover to ensure a smooth flow of trains on the main lines and in the colliery.

To do this two additional handsets have been acquired which will link into the main laptop through a wireless network hidden beneath the layout. Adding further to this the change to the fiddle yard has been a

complete overhaul of how the computer is used for the layout and the addition of a second 22in monitor to allow the track plan to be adequately displayed for the operators to work with.

There are now three dedicated positions for operation of Bolsover:

1. Inner main line operator and point control located in the centre of the layout.
2. Outer main line operator and goods yard shunter located on the outside of the layout.
3. Colliery shunter located in the centre of the layout.

These three positions mean that all drivers have full view of operations and through the use of macros to control the fiddle yard points a smooth flow of trains should follow – certainly once we have all got used to how the new system works.

A substantial amount of communication will



ROL!

Jobs this month

- * Prepare Bolsover for Leamington
- * Adjust point motors
- * Develop control system

be needed between the operators to bring all the elements of the new arrangements together, but as we approach the show we have a great deal of confidence that we will be able to put on a good show at the weekend – particularly with a fully sound fitted fleet of models to work with!

BIG CHIMNEY

PHIL PARKER

FLOCKBURGH, our 3mm scale layout, has a photograph bought from International Models for a backscene. It's very nice and attracts a lot of positive comments from visitors, but there is a big problem. At the baseboard joint it has become tatty. Attempts at repairing or patching it have been unsuccessful as I can't match the delicate shades in the blue sky. Replacing the whole thing isn't an option either as there are several feet of cliff stuck to it.

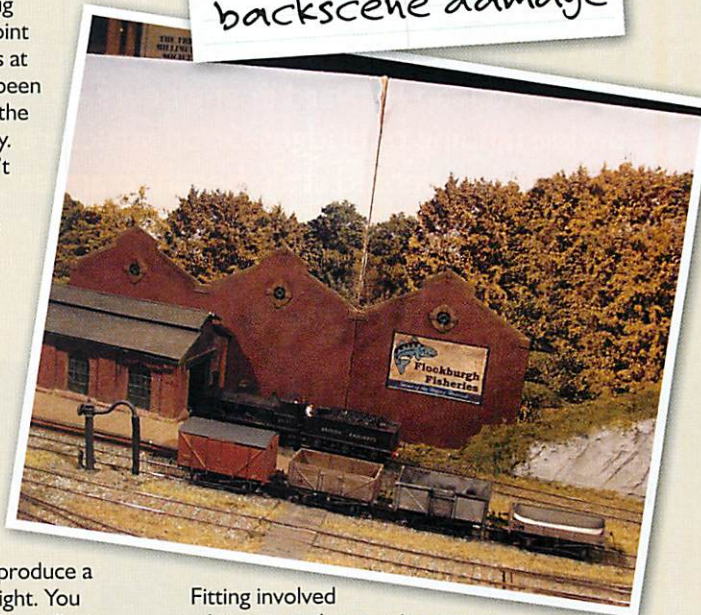
At times I wish we'd just done the job with a wash of sky colour emulsion.

With a major exhibition approaching, it was time to do something and we had an idea. The gap is between two Flockburgh Fisheries buildings. If the factory gained a chimney, this would cover up the damage nicely.

It took several attempts to produce a cardboard shell that looked right. You can't, or at least I can't, find plans of tall chimneys anywhere so working out how much taper the stack should have was guesswork. As it turns out, the answer is "very little". The card was covered with Slaters brick embossed plasticard. Several layers built up the top as this tended to be a bit ornamental.

Jobs this month

- * Cover up backscene damage



Fitting involved

nothing more than carving away a bit of ground cover and Blu-tacking the model in place over the joint. Without the layout set up, my attempts at matching colours of the brickwork weren't very good but I pretended that this was a replacement stack. At least people can't see the damaged paper behind it now.



Bridges

**PART
TWO**

The coming of the railways resulted in a massive leap forward in engineers' understanding of bridges. Soon structures on an unprecedented scale began to appear, as **EVAN GREEN-HUGHES** explains.



EARLY RAILWAY builders were faced with many problems which had never been faced before by civil engineers. In the turnpike age roadbuilders were able to navigate hills on gradients possible for mail coaches but beyond the capabilities of the early steam locomotives. When the road had to cross terrain which would have provided a route impossible to a coach and horses, the route could be varied so that it ran at an angle across the hillside, thus reducing the slope.

For the canal builders this solution was not practical and so locks were used to raise the level from one section to another. Also much of the canal network was built on the contour system in which the route sticks to a particular level, winding its way around hillsides as it does so. The big disadvantage with this method is that many miles can potentially be added to a journey and sometimes complete U-turns are performed as the route meanders its way through the countryside.

At first, civil engineers followed the patterns of their fathers, and the first routes had long flat sections with inclines at each end, often worked by steam engines much in the fashion of the canals, and many notable routes were built in this way. There is a good example of one of these early lines near Grosmont in North Yorkshire where the original route of the Pickering-Whitby line contains an incline, which was later by-passed by what was to become the North Yorkshire Moors Railway.

Obviously contour-hugging or routes containing inclines were not practical solutions for the first main lines, which would have to take a more direct course from place to place, and neither was the Roman principle of building straight roads which ran directly up and over natural obstacles, whatever the resulting gradient. Inevitably these direct routes would cross wide valleys, the crossing of which would require structures of hitherto unimaginable proportions.

New solution

George Stephenson was faced with this problem when he laid out the line for the Liverpool and Manchester Railway in 1828 for at Collins Green near Warrington he was faced with carrying his line over the Sankey Brook. Here it was necessary to cross the valley at a height of 70ft so that there would be sufficient clearance for the Mersey flats on the canal below. The resulting nine-arch structure, approached by 900 yards of viaduct, was the prototype for many similar viaducts. The structure required huge foundations which had to be dug down many feet until a secure footing could be obtained and used the arch principle in which the load is passed outwards and downwards until it reaches solid ground at each end. In this case, the viaduct had to be tied into the embankment as there was no existing rock onto which the load could be transferred.

Engineers' understanding of viaduct construction advanced so quickly that by 1840 it proved possible to build a 111ft high 27 arch structure right across the town of Stockport. This bridge was built for the »

An Ivatt '4MT' 2-6-0 crosses Sleekburn viaduct from South to North Blyth with a train of coal empties at sunset in 1966.

W. Verden Anderson/Rail Archive



English Electric Type 4 D362 comes round the curve from the 2¼mile Tay Bridge at Wormit with an Aberdeen to Edinburgh Waverley express in September 1964. [W Verden Anderson/Rail Archive](#)



Stockport viaduct was a major achievement and when constructed it was the longest viaduct in the world, although that soon changed. On April 20 1968 Stanier '8F' 2-8-0 48773 crosses Stockport viaduct with a rail tour. [Brian Stephenson](#).



The most modern railway bridge in the UK is the Medway Viaduct on the high speed line from London St Pancras to the Channel Tunnel. A Class 373 Eurostar hurries away from the camera across the Medway bridge forming train 9036, the 15.32 St Pancras to Paris Nord on Sunday April 19 2009. [Brian Stephenson](#).



Glenfinnan viaduct was constructed entirely of concrete and was a major step forward in viaduct and bridge construction. Thompson 'B1' 4-6-0 61355 comes off Glenfinnan viaduct with a Mallaig to Fort William train on April 3 1961. [David Hepburne-Scott/Rail Archive Stephenson](#).

Manchester to Birmingham main line and was widened in 1890 to take more tracks: it is still used today by express trains between Manchester and London.

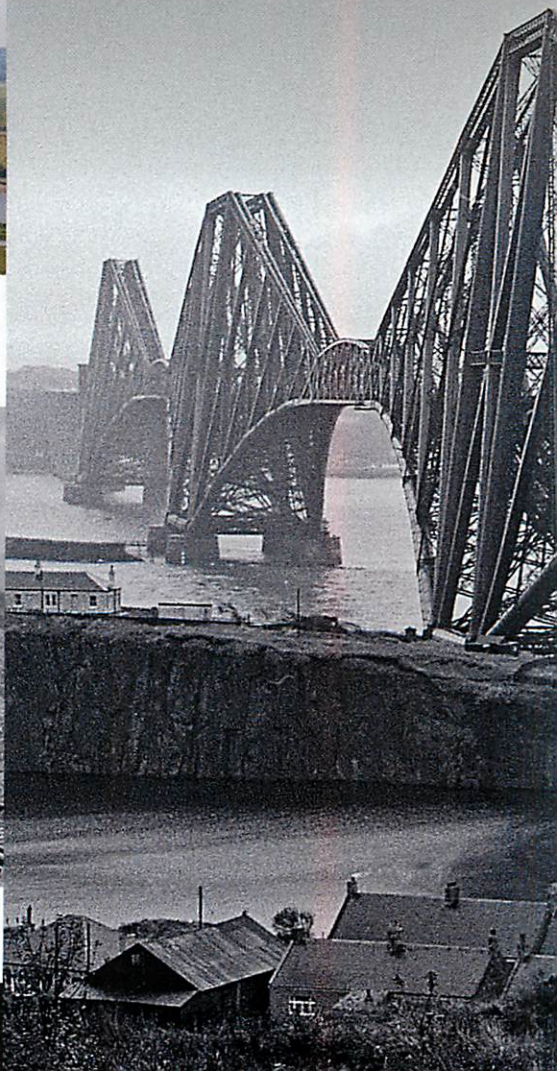
Although this was the largest in the world when constructed it was eclipsed time and time again until eventually the largest viaduct in the UK was constructed, the monumental 82-arch Harringworth Viaduct, which crosses the River Welland in Northamptonshire. This structure is 1,275 yards long and 40ft high and was completed in 1878. Within half a century man had learned to cross even the most formidable of obstacles.

Heavy metal

As the tracks advanced, there were still problem areas where the conventional masonry viaduct was unsuitable. Many of these were where a huge span was required at great height while others crossed shipping lanes where an arch of sufficient size could not be constructed which would allow sea-going vessels to pass underneath.

In road-building days many of these large crossings had been made by using suspension bridges but this type of design is unsuitable for very heavy loads applied at random over differing parts of the structure such as trains as its strength is derived from the combined efforts of the drop cables. In addition, the movement of the deck, however small, would make the laying of permanent way impracticable.

Alternative methods needed alternative materials, one of which was iron. The first



large wrought iron structure was completed in 1857 in Weischel in Germany with multi-arch structures following soon after. By using iron it was possible to build bridges which were much lighter than they would have been had they been of masonry, and as a result it was possible to site the piers further apart. Iron bridges also largely did away with the need for extensive and heavy abutments because the bulk of the load was transmitted vertically into the pillars.

As with masonry structures iron bridges became larger and more complex as the years progressed with one of the longest ever constructed being finished in 1878, and crossing the Tay, near Dundee. This 2¾mile long structure was of lattice girder design and made of wrought and cast iron parts resting on pillars sunk down to the river bed. Unfortunately due to design errors and some defective parts this structure collapsed the following year, just as a train was passing over it during a gale.

Although bridges such as that over the Tay were normally successful when properly constructed they still had the disadvantage that they required pillars to be constructed at regular intervals. Such a solution was not possible when Robert Stephenson wished to build a bridge to Anglesey from the Welsh mainland as the Admiralty demanded that there were to be no obstructions in the busy waterway below. His solution was to build a bridge in which the trains ran inside a large box girder, which was supported on two large columns, one at each end. Prior to this

bridge wrought iron spans had been limited to just over 30ft long by the manufacturing process but in this bridge the main spans were no less than 460ft long. This extremely successful bridge lasted until 1970 when it was destroyed in a major fire started by vandals. Today the columns support a new bridge, though there is a smaller bridge on the same principle at Conwy.

Perhaps the most monumental of the metal bridges was that over the River Forth near Edinburgh and completed in 1890. This gargantuan structure is 1.6miles long and 151ft high to rail level, with supporting towers which are 330ft high and constructed on the cantilever principle. Originally this bridge was to have been of similar construction to that over the Tay but the collapse of that structure caused the railway companies to rethink their plans. This bridge was the first to be made completely of steel, including the supports and was of such quality and strength that it is still in use today and is in such good condition that it will be with us for hundreds of years to.

Hard rock

Concrete bridges first appeared in the mid 19th century with that at Cromwell Road in West London on the District Line being one of the earliest. The material gained in popularity, particularly where no local stone was present

for building with perhaps the largest of the early mass concrete structures being the 21-arch Glenfinnan Viaduct on the West Highland line's Mallaig extension of 1897 which was built entirely on a curve at a height of 90ft above the surrounding land.

The adding of steel reinforcement to concrete enabled even bigger structures to be constructed and today almost all new bridges are built of concrete. On the new high-speed

line from London to the Channel Tunnel one of the longest single span concrete structures in the world designed specifically for rail use was built over the River Medway in Kent and completed in 2002. This bridge is almost a mile

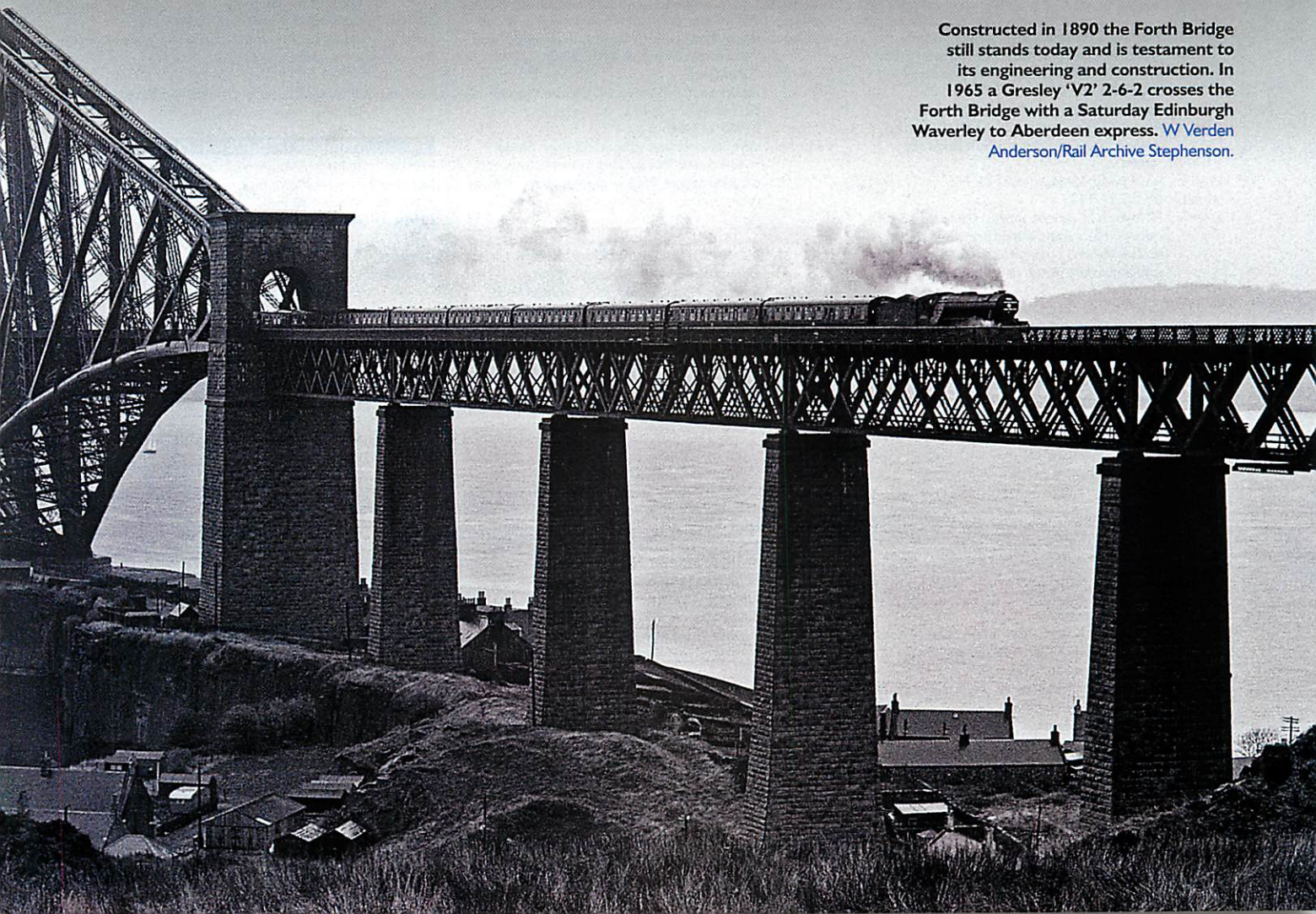
long with the longest span being of 450ft over the river itself. Designed for trains running at over 180mph the supports of this bridge have had to be specially designed to prevent them toppling over in the unlikely event of two high speed trains applying their emergency brakes on the structure at the same time.

It is unlikely that modellers anywhere will have the chance to reproduce any of these truly amazing structures in miniature, as their large size would preclude them being reproduced in anything smaller than an aircraft hangar, but fortunately we still have the opportunity to examine these structures for real and to marvel at the skills of those who constructed them. [Hura](#)

"Iron bridges became larger and more complex"

EVAN GREEN-HUGHES

Constructed in 1890 the Forth Bridge still stands today and is testament to its engineering and construction. In 1965 a Gresley 'V2' 2-6-2 crosses the Forth Bridge with a Saturday Edinburgh Waverley to Aberdeen express. [W Verden](#)
[Anderson/Rail Archive Stephenson.](#)



HORNBY MAGAZINE SHOW GUIDE

Welcome to the **HORNBY MAGAZINE** Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

FEBRUARY 2012

11 Biggleswade Model Railway Exhibition

Hosts: East Beds Model Railway Society
Location: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Times: 10.30am-5pm
Prices: Adults £4, Concessions £3, Children £2, Family (2+2) £10.
Website: www.ebmrs.org.uk
Contact: 01626 864942
Features: 12 layouts, trade support, societies, refreshments, free parking and disabled access to all areas except stage in the main hall.

11 Newbury Model Railway Exhibition

Hosts: Newbury Model Railway Club
Location: St Bartholomew's School, Andover Road, Newbury RG14 6NQ
Times: 10am-5pm
Prices: Adults £3.50, Concessions £3, Children £2, Family (2+2) £9. A free entry form for children accompanied by a paying adult can be downloaded from the website
Website: www.newburymrc.co.uk
Contact: 07941 075165
Features: 15 layouts in various gauges, trade support, other railway related exhibitors, refreshments, extensive free parking and disabled access.

11/12 The Festival of British Railway Modelling

Hosts: Warners Exhibitions with support from Doncaster and District Model Railway Club
Location: Doncaster Exhibition Centre, Doncaster DN2 6BB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7/£8, Children £3/£3.50 (first price in each category is for advance purchase tickets)
Website: www.model-railways-live.co.uk
Contact: 01778 391123
Features: 30 layouts in various gauges, trade support, refreshments and disabled access. A free shuttle bus will operate between Doncaster station and the venue on both days.

11/12 Open Weekend - Brandon

Hosts: Thetford and District Model Railway Society
Location: Breckland Middle School, Crown Street, Brandon, Suffolk IP27 0NJ
Times: 10.30am-4.30pm both days
Prices: Free admission
Website: www.tdmrs.co.uk
Contact: 01842 813100
Features: An opportunity to see the club's layouts and some invited guests in an informal atmosphere. The open day is the first in a series of events to celebrate the history of Breckland Middle School which is due to close at the end of the academic year.

11/12 Gartell Light Railway Model Railway Exhibition

Hosts: Gartell Light Railway
Location: Gartell Light Railway, Common Lane, Yenston, near Templecombe, Somerset BA8 0NB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, Concessions £3 (GLR train tickets not included)
Website: www.glr-online.co.uk
Contact: 07970 113270
Features: 10 layouts, trade support, demonstrations, historical displays and refreshments. Train service operating on GLR 2ft gauge railway. In aid of GLR and Cale Rail Society.

18 Gosport Railroad Meet and Mini Exhibition

Hosts: Solent Sub Group of NMRA
Location: St Mary's Parish Centre, Green Road, Alverstoke, Hampshire PO12 2ET
Times: 10am-4pm
Prices: Adults £1, Children 50p
Website: www.freewebs.com/gosportrailroadgroup
Contact: 07766 536481
Features: More than 20 mainly North American theme layouts in various gauges, trade support, club sales, refreshments, free parking and disabled access. Visitors are welcome to bring their own stock to run on the layouts.

18 Milton Keynes Model Railway Exhibition

Hosts: Milton Keynes Model Railway Society
Location: Courtside Sports Hall and Refectory, Milton Keynes College, Bletchley MK3 6DR (opposite Bletchley station)
Times: 10am-4pm
Prices: Adults £4, Concessions/Children £2.50
Website: www.mkmrs.org.uk
Contact: 01908 375226
Features: More than 20 layouts in various gauges, trade support, refreshments, free parking and disabled access. See website for discounts available if travelling via the Marston Vale railway line.

18 Warminster Model Railway and Transport Exhibition

Hosts: Warminster & District Model Railway Group
Location: Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire BA12 9DQ
Times: 10am-5pm
Prices: Adults £5, Concession £4, Children (under 14) £2, Family (2+2) £12
Contact: 01985 213458
Features: Layouts in various gauges, displays, model roadvehicles, free parking, refreshments and disabled access. Free vintage bus service from town centre.

18 RISEX 2012 Model Railway Exhibition

Hosts: Risborough and District Model Railway Club
Location: Community Centre (adjacent to Springs Swimming Pool), Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX
Times: 10am-5pm
Prices: Adults £3, Children £2
Website: www.rdmrc.nildram.co.uk
Contact: 01844 275748
Features: Layouts and demonstrations.

18 Saffron Walden Annual Model Railway Show

Hosts: Saffron Walden Model Railway Club
Location: United Reformed Church and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG
Times: 10am-4.30pm
Prices: Adults £2.50, Children £1
Contact: 07816 213442
Features: At least eight layouts in various gauges, trade support, refreshments and disabled access. No car parking on site, use nearby Swan Meadow pay and display car park.

18 31st Tonbridge Model Railway Exhibition

Hosts: Tonbridge Model Railway Club
Location: The Angel Centre, Vale Road, Tonbridge, Kent TN9 1SF
Times: 10am-5pm
Prices: Adults £5, Concessions £4, Children (10-16) £1, Accompanied Children under 10 free
Website: www.tonbridgemrc.com

Contact: 07940 161663

Features: Around 25 layouts, trade support, demonstrations and disabled access. Less than ten minutes walk from town centre bus stops and railway station.

18/19 Ebor Model Railway Exhibition

Hosts: Ebor Group of Railway Modellers
Location: Heworth Church Hall, Melrosegate, York YO31 0RP
Times: 10am-4pm both days
Prices: Adults £2, Children £1
Contact: 01904 790373
Features: Layouts in various gauges, trade support, refreshments, no disabled toilets.

18/19 Leicester Model Railway Exhibition

Hosts: Syston Model Railway Society
Location: Sileby Community Centre, High Street, Sileby LE12 7RX
Times: 10am-4.30pm both days
Prices: Adults £3, Concessions £2.50, Accompanied Children free, Family (2+2) £6
Website: www.systonmrs.org.uk
Contact: 0116 260 5760
Features: 12 layouts in various gauges, trade support, tombola, refreshments and free parking.

18/19 20th Annual Watford Finescale Model Railway Exhibition

Hosts: Watford and District Model Railway Club in association with North London Group
Location: Parmiter's School, High Elms Lane, Garston, Watford WD25 0UU
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £5, Accompanied Children under 16 free
Website: www.watforddmrc.org.uk
Contact: 01923 440264
Features: 21 layouts in various gauges, trade support, lectures, societies and refreshments.

26 Ilkeston 10th Annual Exhibition

Hosts: Ilkeston (Woodside) Model Railway Club
Location: Trowell Parish Hall, nr Ilkeston NG9 3QA
Times: 10am-4.30pm
Prices: Admission £3, Accompanied Children under 16 free
Contact: 01773 712648
Features: Layouts in various scales, trade support, club stall, refreshments, free parking and disabled access.

24/25/26 Model Rail Scotland

Hosts: Association of Model Railway Societies in Scotland
Location: The Scottish Exhibition and Conference Centre, Glasgow, Scotland
Times: Fri 11am-6pm, Sat 10am-6pm, Sun 10am-5pm
Prices: Adults £9/£10, Children £5/£6, Family (2+2) £24/£25 (first listed prices are in advance)
Website: www.modelrail-scotland.co.uk
Contact: 0870 040 4000 (advance ticket hotline)
Features: 50% bigger for 2012, layouts in various gauges including Hornby Magazine's St Stephens Road, trade support, demonstrations, society stands, refreshments, disabled access and parking on site.

MARCH 2012

3 Abingdon Model Railway Exhibition

Hosts: Abingdon Model Railway Club Ltd
Location: White Horse Leisure and Tennis Centre, Audlett Drive, Abingdon OX14 3PJ
Times: 10am-5pm
Prices: Adults £6, Children £4, Family (2+2) £14 (children must be accompanied by an adult at all times)
Website: www.admrc.org.uk
Contact: 01235 530574
Features: More than 26 layouts, 20 trade stands, demonstrations, societies, refreshments and free parking.

2/3/4 The Northern Model Engineering Exhibition
Hosts: Meridienne Exhibitions
Location: EventCity, next to Trafford Centre, Phoenix Way, Manchester M41 7TB
Times: Fri/Sat 10am-5.30pm, Sun 10am-5pm (last admission one hour prior to closing each day)
Prices: Adults £7/£8, Concessions £6/£7, Children (5-14inc) £2/£3, Family (1+3) £9/£11, Family (2+3) £16/£19 (first listed price is for advance purchase tickets available until 17 February 2012)
Website: www.northernmodellengineeringexhibition.co.uk
Contact: 01926 614101
Features: Model engineering, industrial heritage, model railways, marine modelling, aircraft, remote control cars, trucks and tanks, trade support.

3/4 Mansfield Model Railway and Photography Exhibition
Hosts: Mansfield St Peter's Model Railway Group
Location: St Peter's Centre, Church Side, Mansfield NG18 1AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, Concessions £3, Children £1
Website: www.mansfieldmodelrailway.co.uk
Contact: 01623 469068
Features: Eleven layouts in various gauges and eras, trade support, demonstrations and refreshments.

3/4 Preston Model Railway Exhibition
Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College, St Vincents Road, Fulwood, Preston PR2 8UR
Times: 10am-5pm both days
Prices: Adults £6, Children £4, Family (2+2) £15 (see website for details of free child admission)
Website: www.prestonanddistrictmrs.org.uk
Contact: 07775 326204
Features: 21 layouts, trade support, societies, refreshments, free parking and disabled access.

3/4 Rainhill Model Rail 2012
Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3.50, Concessions/Children £2.50, Family (2+2) £9.50
Website: www.rainhillmrc.org.uk
Contact: 01925 226266
Features: Layouts in various gauges, trade support, club shop, demonstrations, refreshments and disabled access.

3/4 33rd Romsey Model Railway Exhibition
Hosts: Romsey and District Railway Modellers Society
Location: Crosfield Hall, Broadwater Road, Romsey SO51 8GL
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £3, Children £2, Family (2+2) £8
Website: www.rdrms.hampshire.org.uk
Contact: 01794 521937
Features: Around twelve layouts in various gauges, trade support, refreshments, free parking on Sunday and disabled access.

3/4 Tenterden Model Railway Exhibition
Hosts: North Kent Model Railway Group
Location: Homewood School, Ashford Road, Tenterden, Kent TN30 6LT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, Concessions £3, Children £2, Family (2+2) £10
Contact: 07803 229235
Features: 22 layouts, 16 trade stands, refreshments, free on site parking and disabled access.

10 Northampton Model Railway Show
Hosts: International Model Railroad Group
Location: Malcolm Arnold Academy, Trinity Avenue, Northampton NN2 6JW
Times: 10am-5pm
Prices: Adults £4, Concessions £3, Family (2+2) £10
Website: www.northamptonmodelrailwayshow.co.uk
Contact: 01601 415020
Features: More than 20 layouts from 'Z' to 'G' gauge, trade support, raffle, refreshments, free car parking and disabled access.

10 Swindon Model Railway Exhibition
Hosts: Swindon Model Railway Club
Location: Gorse Hill Baptist Church, Cricklade Road, Swindon SN2 1AA
Times: 10am-5pm
Prices: Adults £3, Children £2.50, Family (2+3) £10
Contact: 07880 654755

Features: More than 10 layouts in various gauges, trade support, refreshments, free parking nearby and disabled access.

10 Wealden Personal Layout Show
Hosts: Wealden Railway Group
Location: Arundel 1st Scout Hall, Green Lane Close, off Canada Road, Arundel, West Sussex BN18 9HG
Times: 10am-5pm
Prices: Adults £3, Children free admission
Website: www.wealden.weebly.com/index
Contact: 07714 101015
Features: Layouts in various gauges, one trade stand, club sales stand, refreshments, parking at or close to the venue and disabled access.

10/11 Basingstoke Model Railway Exhibition
Hosts: Basingstoke and North Hants Model Railway Society
Location: Aldworth Science College, Western Way (off Brighton Hill roundabout), Basingstoke RG22 6HA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Concessions £4, Family (2+3) £14
Website: www.bnhmrs.hampshire.org.uk
Contact: 07768 728684
Features: 25 layouts, trade support, free parking and disabled access.

10/11 Macclesfield Model Railway Exhibition
Hosts: Macclesfield Model Railway Group
Location: Tytherington High School, Manchester Road, Macclesfield, Cheshire SK10 2EE
Times: 10am-5pm both days
Prices: Adults £5, Concessions £4, Children £2.50
Website: www.macclesfieldmrg.org.uk
Contact: 07594 564220
Features: 13 layouts in various gauges, trade support, demonstrations, club stand, refreshments, free parking and disabled access.

10/11 Merseyside Hobbies Toys and Model Railway Exhibition
Hosts: World of Motion
Location: Pacific Road Arts Centre, Pacific Road, Birkenhead, Merseyside CH41 1LJ
Times: Sat 12noon-4pm, Sun 10.30am-4pm
Prices: Adults £4, Accompanied Children free
Website: www.worldofmotion.co.uk
Contact: 0151 638 3915
Features: Layouts in various gauges, society stands, model boats and aircraft, tram and bus rides by local preservation society and Wirral Transport Museum will be open.

10/11 Nelson Model Railway Exhibition
Hosts: Brierfield Model Railway Club
Location: St Luke's Church, Brierfield, Nelson BB9 5JW
Times: 10am-5pm both days
Prices: Adults £3, Children £1.50
Contact: 07770 331348
Features: Working layouts, trade support, drive-a-train, refreshments and disabled access. Event to raise funds for St Luke's Church, Brierfield.

10/11 West Mercia Model Railway Exhibition 2012
Hosts: Wyre Forest Model Railway Club
Location: Perdisswell Leisure Centre, Bilford Road, Worcester WR3 8DX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Concessions £4, Children £2.50, Family (2+2) £12.50
Website: www.wyreforestmrc.com
Contact: 01562 515152
Features: 18 layouts, trade support, demonstrations, refreshments, free parking and disabled access.

17 Chesham Model Railway Exhibition
Hosts: Chesham Model Railway Club
Location: Elgiva Theatre, St Mary's Way, Chesham, Buckinghamshire HP5 1LL
Times: 10am-5pm
Prices: Adults £3.50, Concessions £3, Children £2.50, Family (2+3) £10
Contact: 01494 782347
Features: 12 layouts, trade support, large club second hand stand, refreshments and disabled access. Close to Chesham underground station and town centre car parks.

17/18 East Grinstead Model Railway Exhibition
Hosts: East Grinstead Model Railway Club
Location: Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY

Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £4.50, Concessions/Children (5-16) £3, Family (2+2) £12.50
Contact: 01342 314228
Features: 14 layouts in various gauges, trade support, refreshments, free parking and disabled access.

17/18 Heywood Model Railway Exhibition
Hosts: Heywood Model Railway Group
Location: Warwick Mill, Oldham Road, Middleton M241AZ
Times: 10am-5pm both days
Prices: Adults £4, Concessions/Children £3, Family £11
Website: www.hmrg.co.uk
Contact: 07732 781989 or 07710 229450
Features: More than 15 layouts in various gauges.

17/18 The Midlands Garden Rail Show
Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, nr Leamington Spa CV31 1XN
Times: 10am-4pm both days – last admission one hour before closing
Prices: Adults £6.50, Children accompanied by a paying adult free
Website: www.largescalmodelrail.co.uk
Contact: 01926 614101
Features: Layouts in 'O' gauge, 'G' scale, Gauge 1 and 16mm, trade support and societies.

17/18 Nailsea Model Railway Exhibition 2012
Hosts: Nailsea and District Model Railway Club
Location: Nailsea School, Mizzyeard Road, Nailsea, North Somerset BS48 2HN
Times: Sat 10.30am-5.00pm, Sun 10am-4.30pm
Prices: Adults £4.50, Concessions £3.50, Child £2.50, Family £11
Contact: 01934 838444
Features: 20 layouts, trade support, demonstrations, societies, refreshments and disabled access.

17/18 Nottingham East Midlands Model Railway Exhibition
Hosts: Nottingham (Bulwell) Model Railway Society
Location: Harvey Hadden Sports Complex, Bilborough Park, Wigman Road, Bilborough, Nottingham NG8 4PB
Times: Sat 9.30am-5.30pm, Sun 10am-5pm
Prices: Adults £8, Concessions £7, Child £2, Family (2+2) £18
Website: www.nottingham-modelrailway.org.uk
Contact: 0115 939 9097
Features: 26 layouts in all popular gauges, scales and prototypes, trade support, demonstrations and free parking on site.

17/18 Perth Green (Jarrow) Model Railway Exhibition
Hosts: Perth Green Model Railway Club
Location: Perth Green CA, Inverness Road, Jarrow, Tyne and Wear NE32 4AQ
Times: Sat 10am-5.00pm, Sun 10am-4pm
Prices: Adults £4, Concessions £3, Child £2
Website: www.perth-green-mrc.webs.com
Contact: 0191 489 3743
Features: 16 layouts from 'N' to 'O' gauge, trade support, demonstrations, refreshments, free parking and disabled access to all areas except the stage.

24 Tring-Rail 2012
Hosts: Tring and District Model Railway Club
Location: The Red Cross Hall, Town Centre, Tring, Hertfordshire HP23 5AZ
Times: 10.30am-5pm
Prices: Adults £2.50, Child £1.50, Family (2+2) £6
Website: www.tdmrc.co.uk
Contact: 01525 850703
Features: Members and visiting layouts, trade support, preservation societies, refreshments and disabled access. Venue accessible from town centre car parks.

* Entries marked in blue are new to the show guide

PLANNING AN EXHIBITION?
 ● Is your club or society planning a model railway exhibition? *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show to the readers. contact *Hornby Magazine* by calling 01733 270044 or e-mail: showguide@wildcomms.com please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

TOY FAIRS

BIG SOUTHERN READING VINTAGE Train Collectors Fair, Riverhead Leisure Centre, Richfield Avenue, Reading, RG1 8EQ Sunday 4th March 2012. 10.30am-3.30pm Adults £3.50, Seniors £3.00, Accompanied children .50p Family ticket 2+2 £7.00 For further details please contact Tony Oakes 01270 841558/01270 652773 Mob: 07825 631323

CANTERBURY, St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN. SRP Toy Collectors Fair, Saturday 4th March 2012 Set up 8am. 10.30 - 2.00pm Info: Gerry 0773 999 8012/01322 662729 srptoy@hotmail.com

NEEDHAM MARKET TOY AND TRAIN FAIR. Needham Market Community Centre, Suffolk IP6 8BB Sunday 4th March Sunday 10.30am - 3.00pm Adults £1 Children Free. Refreshments available. Organised by Stowmarket Railway Club. Tel: Contact: 07766 365282 www.stowrailclub.org

RUGBY EVENING TOY & TRAIN COLLECTORS FAIR. Tuesday 6th March 2011 80 Stalls The Benn Hall, Newbold Road, Rugby, Warwickshire, CV21 2LN. 7pm - 9pm Adults £1.50 Seniors £1.20 Children £1.00 www.bpfairs.com Tel: 01604 846688

STAFFORD SHOWGROUND TOY & TRAIN COLLECTORS FAIR. The Prestwood Suite, Stafford Showground, Weston Road, Stafford ST18 0BD Sunday 11th March 10.30am - 3.30pm 230 stalls Adults £3 Seniors £2.50 Children £1 www.bpfairs.com Tel 01604 846688

ASHFIELD TOY AND TRAIN FAIR, Festival Hall, Kirkby in Ashfield, Nottingham NG17 7DJ Sunday 11th March 2012 10-3 Good access, refreshments, free parking. Contact Malc: 07951 072790.

STOKE ON TRENT TOY AND TRAIN COLLECTORS FAIR, Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT Saturday 17th March 2012. 10.30am - 2.00pm Adults £1.00 For further details please contact Tony Oakes 01270 841558/01270 652773 Mob: 07825 631323

RAYLEIGH, Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex, SS6 9BZ. SRP Toy Collectors Fair, Sunday 18th March 2012 Set up 7am. 10.00 - 2.00pm Info: Gerry 0773 999 8012/01322 662729 srptoy@hotmail.com

ST. ALBANS TOY & TRAIN COLLECTORS' FAIR, Friday 23rd March Francis Bacon Maths and Computing College, Drakes Drive, St. Albans, Hertfordshire. AL1 5AR 1900-2100. Adults £1.20, children under 18 FREE. Up to 80 tables. The largest evening toyfair! To hire table: Ian Shave 01929 480103 www.3countiestoyfairs.com

DERBY (Trains only) COLLECTORS FAIR, Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby DE3 0DA Saturday 24th March 2012 10.30am - 1.30pm Adults £1.00 For further details please contact Tony Oakes 01270 841558/01270 652773 Mob: 07825 631323

ORPINGTON, Crofton Halls, Station Road, Orpington, Kent BR6 8PR. SRP Toy Collectors Fair, Saturday 24th March 2012 Set up 8am. 10.30 - 2.00pm Info: Gerry 0773 999 8012/01322 662729 srptoy@hotmail.com

BURTON-UPON-TRENT TOY AND TRAIN FAIR, Town Hall, DE14 2EB, Wednesday 28th March 2012. 6.30pm - 9 pm. Always a good selection of rail and diecast. Contact Malc 07951 072790.

HAYWARD HEATH, Clair Hall, Perry Mount Road, Haywards Heath, West Sussex. RH16 3DN. SRP Toy Collectors Fair, Saturday 31st March 2012 Set up 8am. 10.30 - 2.00pm Info: Gerry 0773 999 8012/01322 662729 srptoy@hotmail.com

EPSOM & EWELL TRANSPORT FAIR Bourne Hall, Spring Street, Ewell, KT17 1UF. Saturday 14th April 2012. 10.00am - 3.30pm. Admission £2.00. Contact Julian Bowden 07932 812268

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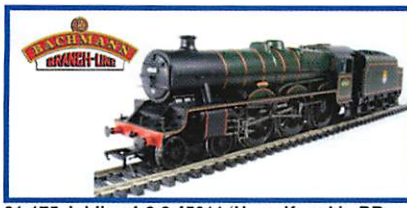
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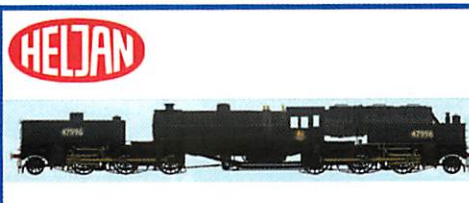
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36-558 6-pin 2 function decoder (suitable for 00 and N Gauge Locos) £14

Base Toys

Commercial & Public Services

N002 Abbot CX7 flatbed 'BRS Argyl Group' (circa 1949 - 1959) NEW .. £5

N005 Abbot CX7 flatbed 'James Spencer' (circa 1954 - 1964) NEW .. £5

NEW



N004 Foden DG flatbed 'BRS Bouts Tiltolton' (circa 1945 - 1955) NEW .. £5

N006 Leyland FG van 'Kossett Carpets' (circa 1966 - 1975) .. £5

Dapol - Steam locos

ND095F Britannia Pacific 4-6-2 70030 'William Wordsworth' in British Railways Green late crest .. £96

ND095C Britannia Pacific 4-6-2 70038 'Robin Hood' in British Railways Green early crest .. £96

ND120A Class B1 4-6-0 1234 'LNER Green' (list £109.95) BARGAIN .. £69

ND120B Class B1 4-6-0 61097 'BR Black early crest' .. BARGAIN .. £69

ND079F Class B1 4-6-0 2963 'Everton' LNER Apple Green .. £85



ND079e Class B1 4-6-0 61555 'Middlesbrough' BR Green late crest (not early as listed elsewhere) .. £85

ND135C Hall class 4-6-0 6910 'Gossington Hall' BR lined black early emblem .. £85

ND100m Terrier Tank 0-6-0 'Martello' Stroudley Livery .. £54

Diesel locos

ND201A Class 66 66553 Freightliner (powered). Revised WIPAC lighting .. £88

ND145C Class 26 #26038 Red Stripe Railfreight Grey 'Scottie Dog' E76

NEW



ND201E Class 66 diesel GBRF Euro 'Childrens' NEW .. £79

ND201C Class 66 diesel in EWS 'Powered' .. £80



ND201D Class 66 diesel 66729 in GBRF Europorte 'Derby County' .. £69

ND127 Class 66 Freightliner 66527 - unpowered dummy .. £24

ND200A Class 67 # 67018 Keith Heller DB Schenker Red (Pw) .. £85

ND101H Class 67 Diesel 67002 EWS Livery .. £83

ND101I Class 67 Diesel 67030 EWS Livery .. £83

ND0008R Class 73 Electro Diesel EN005 in BR Blue .. £89

Electric locos

ND099K Class 86 Bo-Bo Electric 86415 Triple Grey 'Distribution Sector' new style panton .. £84

DMU's

ND119a Class 121 Bubble Car BR Green 'Whiskers' 55023 (was originally announced as 55032) (Unpowered Dummy) .. £40



ND118D Class 121 Bubblecar Network South East 55022 .. £82

ND119d Class 121 Bubblecar Network South East 55028 .. £40

ND114d Class 153 DMU '153332 in Northern Rail (motorised) .. £82

ND114e Class 153 DMU '153334 London Midland (motorised) (list £107) .. BARGAIN .. £56

ND112b Class 156 2 car DMU 156416 Regional Railways .. £85

HST Trainpacks



ND122c Class 43 HST book pack (253028) 43056 (powered) 43057 (dummy) FO MkII and SO MkII in InterCity Executive (list £159.95) .. BARGAIN .. £104

ND122d Class 43 HST book pack 43071 (powered) and 43067 (dummy) FO MkII and SO MkII in Virgin (list £159.95) BARGAIN .. £104

ND122f Class 43 HST Book Set in First Great Western Livery .. £128

ND122e Class 43 HST Book Set Grand Central Livery (new version DVT Power Cars) .. £128

Coaches

NC211B Gresley brake coach in LNER teal .. £18

NC208B Gresley first class coach in LNER teal .. £18

NC209F Gresley third class coach in LNER teal .. £18

Wagons

NB115A 6 wheel milk tanker 174 Co-Op Milk .. £11

NB115D 6 wheel milk tanker 27 LMS NEW .. £11



NEW



NB115C 6 wheel milk tanker 49 Express Dairy NEW .. £11

NB115B 6 wheel milk tanker Milk Marketing Board .. £11

NC210B Gresley LNER Teak Buffet #2124 Light Bar Ready .. £19

2F013001 LMS Gunpowder van NEW .. £7

2F013002 LMS Gunpowder van. Weathered NEW .. £8

NB076g Megafret Wagon 33 68 490 9 918-4 (Weathered) .. £26

NB116d Pair of 2 GBRF FEAB spine wagons containers 640623 & 640624 .. £22

NB116a Pair of 2 GBRF FEAB spine wagons containers 640623 & 640624 .. £22

2F071005 SR 7 plank wagon. Weathered NEW .. £7

2F071006 SR 7 plank wagon. Weathered NEW .. £8

Spares, repairs, couplings, maintenance

NSPARE7A 1 pair of coupling magnets .. £5

NSPARE7 1 pair of magnetic NEM couplers .. £5

Trackside Accessories

N-CAT 1 Overhead Catenary Single Mast (Pack of 10) .. £4



372-207 Class 3F Jinty 47472 in BR Black late crest. £52

372-054 Class 4F 44330 Fowler G-6-0 & tender in BR Black Late Crest. £70



371-908 Class 57xx 0-6-0 Pannier tank 5757 in BR Black Late Crest. .. £51



372-802 Class A1 60147 'North Eastern' in BR Green Early Emblem. .. £111



372-800 Class A1 60163 'Tornado' in BR Doncaster Green (as per mainline use) .. £121

372-075 Class B1 1000 'Springbok' LNER Green .. £82

372-076 Class B1 61139 BR Lined Black Early Emblem .. £82

372-077 Class B1 61251 'Oliver Bury' BR Lined Black Late Crest. £82

372-479 Jubilee 45596 'Bahamas' BR Lined Green Late Crest and Double Chimney .. £95

372-227 Midland Crab 2-6-0 42765 & tender BR lined black early emblem .. £88

372-450 Standard 4MT 2-6-0 76053 BR Lined Black Early Emblem. BR1B Tender .. £79



372-651 Standard 4MT 2-6-0 76069 BR Lined Black Late Crest BR1B Tender .. £79



372-137 Stanier Class 5 45110 BR Lined Black Late Crest .. £84

372-135 Stanier Class 5 5020 LMS Black .. £84

Diesel locos



371-062 Class 03 Diesel Shunter 03066 BR Blue Wasp Stripes & Air Tanks. .. £46

371-060 Class 03 Diesel Shunter D2011 BR Green. .. £46



371-061 Class 03 Diesel Shunter D2388 BR Green Wasp Stripes. .. £46

371-053 Class 04 diesel shunter D2259 in BR Plain Green Late Crest. .. £52

372-952 Class 14 diesel No 14029 in BR blue (list £72.95) BARGAIN .. £49



372-975 Class 24 diesel 24035 in BR blue .. £64

371-078 Class 25/3 Diesel D7549 BR Two-Tone Green Weathered .. £64



371-467 Class 37/0 diesel 37239 in BR Railfreight coal .. £73

371-465 Class 37/0 diesel 37254 in BR blue .. £74

371-161 Class 37/6 diesel 37672 Transrail (without lights) (list £89.95) .. BARGAIN .. £54

371-603 Class 42 Warship Diesel D815 'Druid' BR Maroon (list £99.95) .. BARGAIN .. £67

371-603A Class 42 Warship Diesel D829 'Magpie' BR Maroon (with 6-pin DCC socket) .. £73

371-575A Class 45 Diesel D55 BR Green Late Crest. .. £73

371-528A Class 47 diesel 47403 'The Gordale' BR Blue full yellow ends .. £75

372-242 Class 47 diesel 47474 'Sir Rowland Hall' BR Parcels red & grey .. £75

372-240 Class 47 diesel 47535 'University of Leicester' BR blue large logo .. £75

372-241 Class 47 diesel 47612 'Titan' in BR Intercity .. £75

371-253A Class 50 Diesel 50033 'Glorious' BR Blue Full Yellow Ends. .. £66



371-654 Class 57/0 diesel 57011 in DRS (list £95) .. BARGAIN. .. £49



371-392 Class 66/7 diesel 66725 'Sunderland AFC' in GBRF (list £95.95) .. BARGAIN. .. £59



372-920 Deltic Prototype DP1 Blue & Cream (list £109.95) .. BARGAIN. .. £76



371-777 Class 90 electric 90046 Electric Freightliner .. £74

371-503 Class 101 2 car DMU BR Blue & Grey 'Express Parcels' .. £98

371-502 Class 101 2 car DMU BR Blue (with 6-pin DCC socket) .. £73

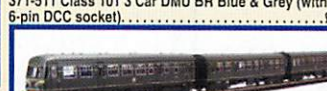


371-500 Class 101 2 car DMU in BR green. .. £72

371-501 Class 101 2 car DMU in Regional Railways .. £72



371-511 Class 101 3 car DMU BR Blue & Grey (with 6-pin DCC socket) .. £89



371-512 Class 101 3 car DMU BR Green Speed Whiskers. .. £98

371-510 Class 101 3 car DMU BR Blue. Was earlier advertised as BR green .. £89

371-878 Class 108 2 car DMU BR Blue - E53931 + E51562. New tooling. (with 6-pin DCC socket) .. £83



371-879 Class 108 2 car DMU BR Green Speed Whiskers M51563 + M50926. (with 6-pin DCC socket) .. £83

371-876 Class 108 2 car DMU in BR blue .. £68



371-885 Class 108 3 car DMU in BR blue (list £120) .. BARGAIN. .. £79

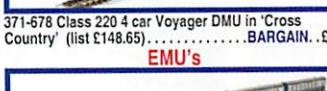
371-431 Class 170/2 2 car DMU in 'Cross Country' .. £75



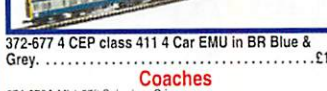
371-675 Class 220 001 4 car 'Maiden Voyager' in Virgin Trains .. £88



371-678 Class 220 4 car Voyager DMU in 'Cross Country' (list £148.65) .. BARGAIN. .. £99



372-677 4 CEP class 411 4 Car EMU in BR Blue & Grey. .. £124



374-270A Mk1 57h Suburban Crimson .. £13

374-186A Mk1 BSK Brake Second Corridor (SR) Green (Blue Riband) .. £16

374-185A Mk1 BSK Brake Second Corridor Crimson & Cream (Blue Riband) .. £16

374-256A Mk1 CK Composite Corridor Crimson & Cream (Blue Riband) .. £16

374-257A Mk1 CK Composite Corridor Maroon (Blue Riband) .. £16

374-153C Mk1 FK First Corridor Maroon .. £13

374-062A Mk1 SK Second Corridor Blue & Grey (Blue Riband) .. £16

374-061A Mk1 SK Second Corridor Coach BR Maroon (Blue Riband) .. £16

374-012A Mk1 SO Second Open Maroon (Blue Riband) .. £16

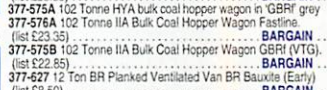
374-827 Stanier 2nd class brake in BR Maroon M575SM .. £14

374-852 Stanier Vestibule Composite BR Maroon M575SM .. £14

374-847 Stanier Vestibule First Corridor BR Maroon M1062M .. £13

374-841A Stanier Vestibule Second BR Crimson & Cream .. £13

374-842 Stanier Vestibule Second BR Maroon M544SM (list £18.60) .. BARGAIN .. £13



373-554B 100 Ton Bogie Tank Wagon 'BP' Black Weathered .. £11

373-850B 102 tonne HPA bulk coal hopper wagon EWS .. £18

373-577 102 Tonne HPA Bulk Coal Hopper Wagon GBRF 'Coal' (list £23.35) .. BARGAIN .. £14

373-575A 102 Tonne HPA bulk coal hopper wagon in GBRF grey .. £18

373-576A 102 Tonne HPA Bulk Coal Hopper Wagon Fastlane (list £23.35) .. BARGAIN .. £14

373-576B 102 Tonne HPA Bulk Coal Hopper Wagon GBRF (VTO) (list £22.55) .. BARGAIN .. £14

373-627 12 Ton BR Planked Ventilated Van BR Bauxite (Early) (list £8.50) .. BARGAIN .. £5

373-628 12 Ton BR Planked Ventilated Van BR Bauxite (Late) (list £8.50) .. BARGAIN .. £5

373-525A 20 Ton brake van BR Bauxite .. £7

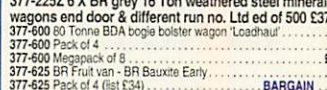
373-828 22 Ton Presflo Bulk Powder Wagon 'Cement Marketing Board - Snowcrete' Light Grey .. £8



377-827 Pack of 4 22 Ton Presflo Bulk Powder Wagon 'Blue Circle Bulk Cement' Brown. (list £38.40) .. BARGAIN. .. £30

377-827 Single .. £9

373-900D 45 tonne HAA Hopper Freight Brown. .. £8



377-225F 6 X BR grey 16 Ton weathered steel mineral wagons end door & different run no. Ltd of 500 £37.50 .. £14

377-600 80 Tonne BDA bogie bolster wagon 'Loadhaul' .. £53

377-600 Pack of 4 .. £108

377-625 BR Fruit van - BR Bauxite Early .. £27

377-626 BR Fruit van - BR Bauxite Late .. £27

377-628 Pack of 4 (list £34) .. BARGAIN .. £23

377-628 Pack of 4 (list £34) .. BARGAIN .. £23

373-037C Bulk aggregate hopper PGA wagon 'ARC' yellow .. £7

377-925 PCA Metalfab Bulk Powder Wagon 'Blue Circle Cement' (list £9.70) .. BARGAIN .. £7

377-926 PCA Metalfab Bulk Powder Wagon Grey. (list £9.70) BARGAIN .. £7

377-727 SPA Wagon Steel Coils EWS .. £12

377-727 Pack of 4 (list £59.80) .. BARGAIN .. £48

377-725 SPA Wagon Steel Coils Railfreight Red. .. £12

377-725 Pack of 4 (list £59.80) .. BARGAIN .. £48



377-840 Triple pack 22 Ton presflo wagons BR bauxite early - weathered. .. £25



373-270 Triple pack 8 Ton cattle wagons BR bauxite early - weathered. .. £22

Train Sets - analogue control

370-255 Colliery Classic Freight set Class 14 in NCB and 3 coal wagons. £78

370-025A Complete 0-6-0 LMS Stanier steam train set 3 wagons .. £40

Train sets - DCC control

370-060 Digital Commuter set 2 lone green Class 24 and 2 Maroon Mk1 coaches. .. £122



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Buses

379-593 Bristol Lodekka "Western"	£6
379-591 Bristol Lodekka Eastern National	£6
379-532 Bristol RELH Royal Blue	£6
379-503 Bristol VRT United	£6
379-500 Bristol VRT Western National	£6
379-515 Harrington Cavalier Trent	£6
379-576 Leyland National United Counties	£6

Buildings & structures. Non-railway

42-074 Bus Depot	£34
42-204 Low Relief Bonded Warehouse NEW	£20
42-206 Low Relief Corner Pub NEW	£20
42-203 Low Relief Corner Store NEW	£10
42-004 Provender store BR type	£12

Buildings & structures. Railway-related

42-064 Art Deco Signal Box	£18
42-066 Art Deco Station Building	£37
42-087 Bluebell Waiting Room NEW	£35

NEW



42-073 Suburban Station Building NEW	£20
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Wheel Sets

379-412 Pack of 10 axles coach wheels	£5
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Hornby

Buildings & structures. Railway-related

NB018 Cotswold Stone Walls - Pack 2	£5
NB300 Wooden station carriage - Lyddell End "Village & Town" range	£3.50

Oxford Diecast Ltd - Cars

NJAG9002 Jaguar MkIX Black/Snowdrop Green	£3
NJAG9001 Jaguar MkIX Cream/Imperial Maroon NEW	£2.50

Buses

NRF006 AEC RF London Transport (Late 70s) NEW	£5
NRM013 Routemaster bus "Bow Centenary" NEW	£4.50

Commercial & Public Services

NLAN188006 Land Rover Series 1 88" Hard Top Post Office Telephones NEW	£3
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Peco - Wagons

NR-44FW BR Butterley steel coal wagon in bauxite. Weathered	£7
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Buildings & structures. Railway-related

NB-55 Turntable Kit, well type, deck length 151mm	£12
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Spares, repairs, couplings, maintenance

SL-311 Insulated Flat Joiners Fishplates for N & O gauge (12 per pack)	£1.50
SL-310 Rail Joiners/Fishplates for N & O gauge (24 per pack)	£1.50

Setrack Code 80

ST-9 2 Power Clips	£2
ST-11 Double straight track	£1.10
ST-19 N Setrack No. 4 radius double curve	£1
ST-17 N Setrack No.3 radius double curve (8 form a circle)	£1.75
ST-12 No.1 radius double curve	£1.20
ST-13 No.1 radius single curve	£1
ST-15 No.2 radius double curve	£1.25
ST-16 No.2 radius single curve	£1.25
ST-8 Setrack Buffer Stop	£1.25



ST-6 Setrack left hand point insulfrog	£8
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ST-5 Setrack right hand point insulfrog	£8
ST-2 Short straight	£0.80
ST-1 Standard straight track	£1

Streamline Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible track	£2.90
SL-300F Pack of 30	£68
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers	£3
SL-302F Pack of 30	£78



SL-E399F 3-way finescale turnout	£26
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SL-E387F Finescale curved double radius left hand point electrofrog	£3.50
SL-E386F Finescale curved double radius right hand point electrofrog	£3.50
SL-E390F Finescale double slip electrofrog	£3.50
SL-E390F Finescale double slip insulfrog (finescale only)	£3.1
SL-E396F Finescale left hand large point electrofrog	£3.50
SL-E396F Finescale left hand medium point electrofrog	£3.50
SL-E396F Finescale right hand large point electrofrog	£3.50
SL-E396F Finescale right hand medium point electrofrog	£3.50
SL-E391F Finescale right hand small point electrofrog	£3
SL-E383F Finescale scissors crossover electrofrog	£52
SL-E397F Finescale Y Point. Electrofrog	£10



Streamline Code 80 Universal

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track	£2.70
SL-302 Pack of 25	£53
SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track	£2.60
SL-300 Pack of 25	£52
SL-E389 Left hand large point electrofrog	£3
SL-E389 Left hand medium point electrofrog	£3
SL-E389 Left hand medium point insulfrog	£3
SL-E388 Right hand large point electrofrog	£3
SL-E388 Right hand medium point electrofrog	£3
SL-E388 Right hand medium point insulfrog	£3
SL-397 Y Point insulfrog	£8

OO Gauge

Bachmann UK - Steam locos

32-232 3F Fowler, later 47500 0-6-0 tank in BR black late crest	£53
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32-875DC Farburn 2-6-4 tank 42065 BR lined black early emblem (DCC On Board)	£90
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31-479 G2A (Super D) 0-8-0 49094 & tender (no back cab) in BR black late crest. Weathered	£86
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31-0012 Robinson ROD Class O4 2-8-0 63743 (lined 9c) in BR black late crest (weathered). Ltd Edition of 512 (list £148.72) BARGAIN	£119
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31-010 S&DJR Class 7F 2-8-0 53806 in BR Black early emblem	£107
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31-011 S&DJR Class 7F 2-8-0 53809 in BR Black late crest	£107
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32-130 45xx 2-6-2 Prairie tank 4571 in BR lined green late crest	£62
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31-527 A2 class 4-6-2 60528 "Tudor Minstrel" in BR apple green single chimney	£104
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31-716 B1 61180 in BR lined black late crest weathered	£81
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31-976A BR Standard Class 3MT Tank 82030 BR Lined Green Late Crest	£68
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32-005 Hall Class 4-6-0 4962 "Ragley Hall" in BR green early emblem Collett Tender	£82
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32-829A Ivatt Class 2MT 2-6-0 46446 in BR Lined Black late crest	£69
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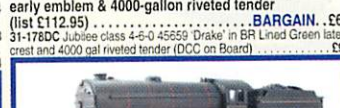
31-457 Ivatt class 2MT 2-6-2 Tank 41310 in BR lined black early emblem	£57
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31-177DS Jubilee 4-6-0 45593 "Kolhapur" in BR green early emblem (DCC Sound on board)	£179
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31-175 Jubilee 4-6-0 45611 "Hong Kong" BR green early emblem & 4000-gallon riveted tender (list £112.95) BARGAIN	£69
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31-178DC Jubilee class 4-6-0 45559 "Drake" in BR Lined Green late crest and 4000 gal riveted tender (DCC On Board)	£94
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32-280 K3 2-6-0 61869 stepped tender in BR Lined Black late crest. Weathered	£82
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32-165DC N class 2-6-0 31869 & tender in BR lined black early emblem weathered (DCC On Board)	£90
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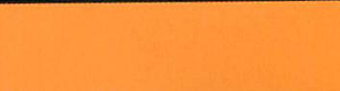


31-212 Patriot class 4-6-0 5541 "Duke Of Sutherland" in LMS crimson	£89
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31-001 Robinson ROD Class O4 2-8-0 63601 in BR black late crest (list £131.50) BARGAIN	£89
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31-002 Robinson ROD Class O4 2-8-0 63635 in BR black early emblem	£100
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31-115 Standard 4MT 4-6-0 75027 single chimney in BR lined green late crest BR2 tender (weathered) (list £110.90) BARGAIN	£64
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31-118 Standard 4MT 4-6-0 75033 single chimney loco in BR lined black late crest and BR2 tender (list £105.60) BARGAIN	£64
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31-116 Standard 4MT 4-6-0 75069 double chimney in BR lined green late crest & BR1B tender (list £105.60) BARGAIN	£67
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31-117DC Standard 4MT 4-6-0 75074 in BR lined black early emblem. DCC fitted (list £120) BARGAIN	£67
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Diesel locos

31-362A Class 03 diesel shunter 03045 BR blue wasp stripes and air tanks	£51
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31-363 Class 03 diesel shunter 03162 in BR blue air tanks weathered	£54
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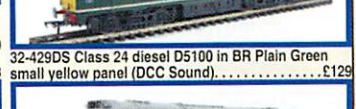
32-029A Class 20 diesel 20090 Railfreight indicator discs	£52
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32-036 Class 20 diesel 20126 in BR blue indicator discs (weathered)	£50
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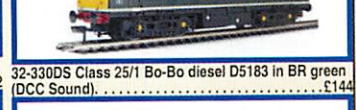
32-035A Class 20 diesel 20136 in BR blue domino head code box (DCC Sound)	£57
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32-034DS Class 20 diesel D5136 BR green centre head code box (DCC Sound)	£145
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32-430B Class 24 diesel D5081 in BR Plain Green	£52
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32-429DS Class 24 diesel D5100 in BR Plain Green small yellow panel (DCC Sound)	£129
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32-330DS Class 25/1 Bo-Bo diesel D5183 in BR green (DCC Sound)	£144
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32-329 Class 25/2 Bo-Bo diesel 25231 in BR blue weathered	£55
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32-404DS Class 25/3 Bo-Bo diesel 25276 in BR blue (DCC Sound)	£144
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32-781 Class 37/0 diesel 37251 in BR Blue centre head code and bufferbeam skirts	£66
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32-384 Class 37/4 diesel 37406 "The Saltire Society" Railfreight Distribution Sector	£84
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32-385 Class 37/4 diesel 37415 in InterCity Mainline	£84
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32-377DS Class 37/4 diesel 37417 "Highland Region" in BR Large logo blue (DCC Sound). £155



32-388 Class 37/4 diesel 37427 "Bont Y Bermo" in BR Large logo blue. Weathered. £77
32-383 Class 37/4 diesel 37428 "David Lloyd George" Railfreight Petroleum Sector. £64



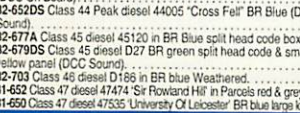
32-387 Class 37/5 diesel 37506 in Railfreight Red Stripe flush front. £61



32-386 Class 37/5 diesel 37513 in Railfreight Metals Sector flush front. £61



32-052A Class 42 Warship diesel D823 "Hermes" in BR plain green late crest. £59
32-060D Class 42 Warship diesel D827 "Kelly" BR blue (DCC On Board). £70
32-051DC Class 42 Warship diesel D867 "Zenith" BR green late crest (DCC On Board). £70



32-652DS Class 44 Peak diesel 44006 "Cross Fell" BR blue (DCC Sound). £161
32-677A Class 45 diesel 45120 in BR blue split head code boxes. £68
32-679DS Class 45 diesel D27 BR green split head code & small yellow panel (DCC Sound). £160
32-703 Class 45 diesel D186 in BR blue Weathered. £72
31-652 Class 47 diesel 47474 "Sir Rowland Hill" in Parcels red & grey. £76
31-650 Class 47 diesel 47535 "University Of Leicester" BR blue large logo £76



32-804 Class 47 diesel D1572 in BR two tone green. £71



32-526DS Class 55 Deltic diesel 55018 "Ballymoss" in BR blue (DCC Sound). £155



32-531DC Class 55 Deltic diesel 9005 "The Prince of Wales's own Regiment of Yorkshire" in BR Blue (DCC On Board). £89



32-529A Class 55 Deltic diesel D9014 "The Duke of Wellington's Regiment" in BR two tone green. £73



32-750DS Class 57/0 diesel 57003 "Freightliner Evolution" in Freightliner (DCC Sound). £161
32-752 Class 57/0 diesel 57602 First Great Western (list £92.40). BARGAIN . £59
32-979 Class 60 diesel 60010 "Emmerton Variant" 66412 DRS Malvern Rail. £74



32-734 Class 66 diesel 66152 in DB Schenker (EWS). £69



32-735 Class 66 diesel 66209 in EWS weathered. £89



32-728DS Class 66 diesel 66546 in Freightliner (DCC Sound). £164
32-976DC Class 66/9 diesel 66412 DRS (DCC on board) (list £107.55). BARGAIN . £86
32-978 Class 66/9 diesel 66725 "Sunderland AFC" First GBRI (21-pin plug). £69
31-685 Class 70 Powerhaul diesel 70003 in new Freightliner green. £79
31-683 Class 70 Powerhaul diesel 70005 in new Freightliner green. £76

DMU's



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC on Board). NEW £97
31-325 Class 105 2 car Cravens DMU BR blue yellow ends. Norwich/Lowestoft. £84
31-327 Class 105 2 car Cravens DMU BR green half yellow ends. Harwich/Manningtree. £79



31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers. £85



31-326 Class 105 2 car Cravens DMU in BR green speed whiskers. Kings Cross/Welwyn Garden £72



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit). NEW £89



31-537 Class 105 Cravens 2 Car DMU in BR green half yellow ends (Power Twin Unit). NEW £89



31-536 Class 105 Cravens 2 Car DMU in BR green speed whiskers (Power Twin Unit). NEW £89



32-900B Class 108 2 Car DMU BR Green With Speed Whiskers (with 8-pin DCC socket). Destination - Hitchin/Bedford. £72



32-903 Class 108 2 car DMU in BR/Greater Manchester PTE white & blue. Chester/ Manchester (list £99.95). BARGAIN . £58



32-926 Class 150/1 2 car DMU "Centro". Dorridge/ Snow Hill (list £98.95). BARGAIN . £62
32-925 Class 150/1 2 car DMU "First North Western". Preston/ Blackpool (list £98.95). BARGAIN . £64



32-925Z Class 150/2 2 car DMU "Original Provincial". Limited edition NEW. £95



32-935 Class 150/2 2 car DMU "Arriva Trains Wales/ Trenau Arriva Cymru". Shrewsbury/ Cardiff (list £98.95). BARGAIN . £59



32-935Z Class 150/2 2 car DMU "Merseyrail". Hatton's Limited edition of 512. Manchester Vic/ Liverpool (list £95.35). BARGAIN . £74



31-511 Class 158 2 car DMU in "Arriva Trains Wales/ Trenau Arriva Cymru". Blank destination (list £94.75). BARGAIN . £59
31-514 Class 158 2 car DMU in "Northern Rail". Blank destination £82



32-464 Class 170/2 Turbostar 3 car DMU in "ONE Anglia" (list £117). BARGAIN . £62



32-465 Class 170/2 Turbostar 3 car DMU in "Cross Country". Nottingham/ Cardiff (list £122.70) BARGAIN £75
32-467 Class 170/4 3 car DMU in ScotRail. £96



32-466 Class 170/5 2 car DMU in "London Midland" £84



32-603 Class 220 Virgin Voyager 4-car DEMU in "Cross Country" (list £140.70). BARGAIN . £89



32-627 Class 221 5 car "Doctor Who" DMU in "Virgin Trains" (list £158.35). BARGAIN . £98

EMU's



31-030 Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded). £118
31-425A Class 411 4 car CEP EMU in BR green. £112



31-427A Class 411 4-car CEP EMU in BR blue/grey (list £148.15). BARGAIN . £89



31-377 Class 416 2 car EPB EMU in BR blue & grey £88



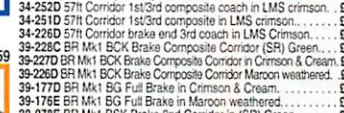
31-375 Class 416 2 car EPB EMU in BR blue (with corrected running numbers). £85



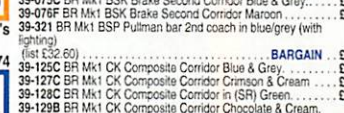
31-376 Class 416 2 car EPB EMU in BR green. £84

Coaches

34-328 50ft Parcels van in BR blue. £17
34-328 Pack of 4 (list £84). BARGAIN . £58
34-327D 50ft Parcels van in LMS crimson. BARGAIN . £58
34-327D Pack of 4 (list £84). BARGAIN . £58
34-252D 57ft Corridor 1st/3rd composite coach in LMS crimson. £18
34-251D 57ft Corridor brake and 3rd coach in LMS crimson. £18
34-226D 57ft Corridor brake and 3rd coach in LMS crimson. £18
39-177D BR Mk1 BSK Brake Composite Corridor (SR) Green. £22
39-227D BR Mk1 BSK Brake Composite Corridor in Crimson & Cream. £22
39-228D BR Mk1 BSK Brake Composite Corridor Maroon weathered. £22
39-177D BR Mk1 BSK Full Brake in Crimson & Cream. £22
39-176E BR Mk1 BSK Full Brake in Maroon weathered. £22
39-078E BR Mk1 BSK Brake 2nd Corridor in (SR) Green. £22
39-080 BR Mk1 BSK brake 2nd corridor Intercity executive (list £25.95). BARGAIN . £14
39-080 Pack of 4 (list £103.80). BARGAIN . £41
39-075C BR Mk1 BSK Brake Second Corridor Blue & Grey. £20
39-076F BR Mk1 BSK Brake Second Corridor Maroon. £20
39-321 BR Mk1 BSK Pullman bar 2nd coach in blue/grey (with lighting) (list £32.60). BARGAIN . £19
39-125C BR Mk1 CK Composite Corridor Blue & Grey. £20
39-127C BR Mk1 CK Composite Corridor Crimson & Cream. £19
39-128C BR Mk1 CK Composite Corridor in (SR) Green. £22
39-129B BR Mk1 CK Composite Corridor Chocolate & Cream. (list £25.95). BARGAIN . £19
39-126F BR Mk1 CK Composite Corridor in Maroon weathered. £22
39-151E BR Mk1 FK 1st Class Corridor in Maroon weathered. £23
39-156 BR Mk1 FK corridor 1st Regional Railways (list £25.95) BARGAIN £12
39-280B BR Mk1 FK Pullman Kitchen 1st Umler & Cream "Falcon" (With Lighting). £26
39-291 BR Mk1 FK Pullman parlour 1st coach in blue grey (with lighting) (list £32.60). BARGAIN . £19
39-273A Pack of 4 (list £103.80). BARGAIN . £69
39-271C BR Mk1 GUV in Maroon. Weathered. £21
39-271D Pack of 4 (list £112.40). BARGAIN . £54
39-271C Megapack of 8 (list £224.80). BARGAIN . £22
39-184A BR Mk1 NEA Full Brake in Royal Mail. £63
39-184A Pack of 4 (list £107). BARGAIN . £82
39-425 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey. £30
39-425 Pack of 4 (list £145). BARGAIN . £112



39-430 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Letters Large Red. (list £145). BARGAIN £112
39-430 Single. £30



39-435 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (list £145). BARGAIN £112
39-435 Single. £30
39-105A BR Mk1 RU Restaurant Buffet Car in Crimson & Cream. £22
39-100B BR Mk1 RU restaurant car M1984 blue/grey (list £25.95). BARGAIN . £21
39-028E BR Mk1 SK 2nd Corridor in (SR) Green. £22
39-027G BR Mk1 SK 2nd Corridor in Crimson & Cream. £22
39-052F BR Mk1 SO 2nd Open in Crimson & Cream. £22
39-311 BR Mk1 SP Pullman parlour 2nd coach in blue/grey (with lighting). £27
39-310B BR Mk1 SP Pullman Second Parlour Umler & Cream "Car No 34F" (With Lighting). £25
39-201B BR Mk1 Super BG full brake "Royal Mail" (list £25.95) BARGAIN £14
39-201B Pack of 4. £51
39-411 BR Mk2A BFK brake corridor 1st Intercity blue/grey (list £25.95). BARGAIN . £12
39-371 BR Mk2S BSO brake open 2nd Intercity blue/grey (list £25.95). BARGAIN . £11
39-330 BR Mk2S FK corridor 1st in blue/grey (list £22.95) BARGAIN . £15



39-435 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (list £145). BARGAIN £112
39-435 Single. £30
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364-368 SMITHDOWN ROAD, LIVERPOOL, L15 5AN

TEL: 0151-733 3655 FAX: 0151-734 4040

All prices valid until 08/03/12, errors excepted.

All items actually in stock when advert created

We do not try to foretell the future by stating "on order" items are included. Current availability & news on forthcoming items on our live websites. Our computer calculates that all products in this ad should last the time period of the magazine. Spikes in sales will of course effect this claim.

34-453A Thompson 63ft brake 2nd coach in BR maroon.	£18
34-453A Thompson 63ft brake composite coach in BR maroon.	£18
34-651B Thompson 63ft full brake in crimson & cream.	£18
34-654B Thompson 63ft full brake in maroon.	£18

Wagons

38-190A 10 ton insulated van in BR light blue.	£25
38-190A Pack of 4 (list £37.80)	BARGAIN £25
38-190A Megapack of 8 (list £75.60)	BARGAIN £56



38-220A Pack of 4 100 ton TEA bogie crude oil tanker wagon in 'BP' Black. (list £102.40)	BARGAIN £80
38-220A Single	£21
38-220A Megapack of 8 (list £204.80)	BARGAIN £158



38-221 Pack of 4 100 ton TEA bogie crude oil tanker wagon in Shell BP black. (list £102.40)	BARGAIN £64
38-221 Single (list £25.60)	BARGAIN £19
38-221 Megapack of 8 (list £204.80)	BARGAIN £124
38-110A 100 Ton TEA bogie tanker wagon 'Shell' Grey	£28
38-110A Pack of 4 (list £115.80)	BARGAIN £89
38-110A Megapack of 8 (list £231.60)	BARGAIN £179
37-628A 100 Ton Trival BPA steel strip carrier in EWS (weathered) £20	
37-628A Pack of 4 (list £104.80)	BARGAIN £70
37-754C 12 Ton fruit van in BR Bauxite.	£26
37-754C Pack of 4 (list £33.20)	BARGAIN £26
37-754C Megapack of 8 (list £66.40)	BARGAIN £50
37-779B 12 Ton mogo van in BR Bauxite.	£26
37-779B Pack of 4 (list £33.20)	BARGAIN £26
37-779B Megapack of 8 (list £66.40)	BARGAIN £50
37-900A 12 ton planker stock absorbing van with plank ends BR Bauxite.	£27
37-900A 12 ton planker stock absorbing van with plank ends BR Bauxite.	£27
38-160B 12 ton planker vent van in BR Bauxite (Early).	£27
38-160B Pack of 4 (list £33.20)	BARGAIN £26
38-160B Megapack of 8 (list £66.40)	BARGAIN £50
37-802C 12 Ton planker ventilated van BR Bauxite.	£27
37-802C Pack of 4 (list £33.20)	BARGAIN £26
37-802C Megapack of 8 (list £66.40)	BARGAIN £50
38-231A 12 ton planker ventilated van plywood doors in BR Bauxite (Late).	£28
38-231A Pack of 4 (list £33.20)	BARGAIN £26
38-231A Megapack of 8 (list £66.40)	BARGAIN £50
38-082B 12 ton shuck absorbing open wagon BR Bauxite.	£27
38-082B Pack of 4 (list £33.20)	BARGAIN £26
38-082B Megapack of 8 (list £66.40)	BARGAIN £50
38-070D 12 Ton Southern planker ventilated van in large Southern grey.	£28
38-070D Pack of 4 (list £33.20)	BARGAIN £26
38-070D Megapack of 8 (list £66.40)	BARGAIN £50
38-385 12 Ton ventilated fruit van in BR Early Bauxite.	£26
38-385 Pack of 4 (list £33.20)	BARGAIN £26
38-385 Megapack of 8 (list £66.40)	BARGAIN £50
37-729B 12 ton ventilated van in BR (WR) Bauxite.	£27
37-729B Pack of 4 (list £33.20)	BARGAIN £26
37-729B Megapack of 8 (list £66.40)	BARGAIN £50
37-730B 12 ton ventilated van in GWR dark grey.	£27
37-730B Pack of 4 (list £33.20)	BARGAIN £26
37-730B Megapack of 8 (list £66.40)	BARGAIN £50
38-380 12 Ton ventilated van with corrugated ends BR Early Bauxite.	£26
38-380 Pack of 4 (list £33.20)	BARGAIN £26
38-380 Megapack of 8 (list £66.40)	BARGAIN £50
38-326 13 Ton High Sided Steel Open Wagon (Chain Pockets) BR Late Bauxite.	£27
38-326 Pack of 4 (list £33.20)	BARGAIN £26
38-326 Megapack of 8 (list £66.40)	BARGAIN £50
38-328 13 Ton High Sided Steel Open Wagon (Smooth Sides) BR Late Bauxite.	£27
38-328 Pack of 4 (list £33.20)	BARGAIN £26
38-328 Megapack of 8 (list £66.40)	BARGAIN £50
37-355B 13 Ton Steel Sand Tippler Wagon BR Bauxite.	£26
37-355B Pack of 4 (list £27.20)	BARGAIN £26
37-355B Megapack of 8 (list £54.40)	BARGAIN £50
37-675B 14 Ton tank wagon 'Midell'.	£26
37-675B Pack of 4 (list £33.20)	BARGAIN £26
37-675B Megapack of 8 (list £66.40)	BARGAIN £50
37-658B 14 Ton tank wagon large filler 'Fina'.	£26
37-658B Pack of 4 (list £33.20)	BARGAIN £26
37-658B Megapack of 8 (list £66.40)	BARGAIN £50



37-377G Pack of 4 16 Ton Pressed End Door Steel Mineral Wagon BR Grey weathered. (list £34.80)	BARGAIN £27
37-377G Single	£8
37-377G Megapack of 8 (list £69.60)	BARGAIN £52
37-226F 16 Ton Steel Mineral Wagon BR Bauxite With Top Flap Doors.	£27
37-226F Pack of 4 (list £34.80)	BARGAIN £27



37-225F Pack of 4 16 Ton Steel Mineral Wagon BR Grey With Top Flap Doors. (list £34.80)	BARGAIN £26
37-225F Single	£7
37-225F Megapack of 8 (list £69.60)	BARGAIN £52
37-252E 16 Ton steel mineral wagon in BR Bauxite without top flap doors.	£27
37-252E Pack of 4 (list £34.80)	BARGAIN £27
37-252E Megapack of 8 (list £69.60)	BARGAIN £52
38-301F 20 Ton Toad brake van in BR Bauxite.	£27
38-301F Pack of 4 (list £33.20)	BARGAIN £26
38-301F Megapack of 8 (list £66.40)	BARGAIN £50
38-325F 25 Ton Queen Mary brake van in BR Bauxite.	£14
38-325F Pack of 4 (list £34.80)	BARGAIN £27
38-325F Megapack of 8 (list £69.60)	BARGAIN £52
38-141 28 ton sliding door box van VDA (COV AB) bauxite. (list £16.20)	BARGAIN £11
38-141 Pack of 4 (list £72.80)	BARGAIN £39
38-141 Megapack of 8 (list £145.60)	BARGAIN £70
38-140 28 ton sliding door box van VDA in Railfreight red/grey.	£14



33-928A Pack of 4 30 Ton bogie bolster in BR grey steel girders. (list £47.20)	BARGAIN £36
33-928A Single	£10
33-928A Megapack of 8 (list £94.40)	BARGAIN £70

38-041A 31 Tonne OBA open wagon in Railfreight	£13
38-041A Pack of 4 (list £52)	BARGAIN £53



38-043 31 Tonne OBA open wagon high end in EWS (list £14.95)	BARGAIN £10
38-043 Pack of 4 (list £59.80)	BARGAIN £39
38-056A 31 Tonne OCA dropside open wagon in Railfreight.	£13
38-056A Pack of 4 (list £56)	BARGAIN £46
38-100B 34 tonne PNA ballast/spoil wagon 7 rib in Railtrack	£28
38-100B Pack of 4 (list £39.80)	BARGAIN £30
38-100B Megapack of 8 (list £79.60)	BARGAIN £60
38-120A 35 ton VAA sliding door box van in Railfreight red & grey	£14
38-120A Pack of 4 (list £46.40)	BARGAIN £24
38-131A 40 Ton Seazon (Ex-Seazon) VGB bogie hopper wagon	£18
38-131A Pack of 4 (list £91)	BARGAIN £69
38-131A Megapack of 8 (list £182)	BARGAIN £110
38-900E 45 ton bogie well wagon in GWR dark grey	£28
38-900E Pack of 4 (list £33.20)	BARGAIN £26
38-900E Megapack of 8 (list £66.40)	BARGAIN £50
38-079B 45 Ton bogie well Wagon LNER Grey With Boiler	£28
38-079B Pack of 4 (list £33.20)	BARGAIN £26
38-079B Megapack of 8 (list £66.40)	BARGAIN £50
37-576B 45 Ton TTA Tank Wagon 'Esso' Grey	£27
37-576B Pack of 4 (list £33.20)	BARGAIN £26
37-576B Megapack of 8 (list £66.40)	BARGAIN £50
38-079B 45 Ton bogie well Wagon LNER Grey With Boiler	£28
38-079B Pack of 4 (list £33.20)	BARGAIN £26
38-079B Megapack of 8 (list £66.40)	BARGAIN £50
37-063 5 Plank wagon wooden floor 'J Skinner'	£27
37-063 Pack of 4 (list £34)	BARGAIN £27
37-063B 5 Plank wagon wooden floor BR Grey	£26
37-063B Pack of 4 (list £34)	BARGAIN £27
37-081E 7 Plank end door wagon in BR Grey.	£27
37-081E Pack of 4 (list £34.80)	BARGAIN £27
37-185 7 Plank wagon coke rails 'Cory Brothers'.	£28
37-185 Pack of 4 (list £35.20)	BARGAIN £28
37-185B 7 Plank wagon coke rails 'Exeter Gas'.	£28
37-185B Pack of 4 (list £35.20)	BARGAIN £28
37-135 8 Plank end door wagon 'James & Emanuel'	£27
37-135 Pack of 4 (list £34.80)	BARGAIN £27
37-207 8 Plank wagon coke rails 'Thos W Ward'	£27
37-207 Pack of 4 (list £35.20)	BARGAIN £27
37-161 8 Plank wagon fixed end 'Foster & Co'.	£27
37-161 Pack of 4 (list £34.80)	BARGAIN £27
37-161B 8 Plank wagon fixed end 'Isleworth Coal'.	£28
37-161B Pack of 4 (list £34.80)	BARGAIN £27
37-158B 8 Plank wagon fixed end in BR Grey.	£28
37-158B Pack of 4 (list £34.80)	BARGAIN £27
37-112B 8 Ton Cattle Wagon BR Bauxite (Late).	£28
37-112B Pack of 4 (list £35.40)	BARGAIN £28
37-112B Megapack of 8 (list £70.80)	BARGAIN £54



37-710B Pack of 4 8 ton cattle wagon in BR Bauxite (Early) (list £35.40)	BARGAIN £28
37-710B Single	£8
37-710B Megapack of 8 (list £70.80)	BARGAIN £54



37-711B Pack of 4 8 Ton Cattle wagon in GWR Dark Grey. (list £35.40)	BARGAIN £28
37-711B Single	£8
37-711B Megapack of 8 (list £70.80)	BARGAIN £54



38-351 Pack of 4 BAA steel carrier wagon in Railfreight Metals Sector steel coils. (list £83.80)	BARGAIN £65
38-351 Single	£17



37-978 Pack of 4 Conflat wagon AF container in light blue. (list £38.20)	BARGAIN £30
37-978 Single	£8
37-978 Megapack of 8 (list £76.40)	BARGAIN £58
38-345 FNA nuclear flask wagon in standard Buff flat floor & round buffers	£21



38-347 FNA nuclear flask wagon in standard Buff sloping floor & oval buffers.	£21
38-346 FNA nuclear flask wagon in standard Buff sloping floor, changeover valve & round buffers.	£21
37-303 Intermodal bogie wagon 2 45ft containers 'ASD'.	£25
37-303A Intermodal bogie wagon 2 45ft containers 'DHL'.	£26



37-304 Intermodal bogie wagon 2 45ft containers 'Malcolm Logistics'.	£24
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37-321A Intermodal Bogie Wagons With Two Pairs 20ft Containers 'CMA CGM & Hyundai'.	£29
37-321A Pack of 4 (list £143).	BARGAIN £114
37-320A Intermodal Bogie Wagons With Two Pairs 20ft Containers 'K Line & MOL'.	£29
37-320A Pack of 4 (list £143).	BARGAIN £114



38-250 Pack of 4 4IPA Twin Double Deck Car Transporter 'STVA' Red. (list £138)	BARGAIN £109
38-250 Single	£29
38-211 JJA auto ballast wagon in Railtrack flat top profile.	£27
38-211A JPA Bogie Cement Hopper 'VTG - Castle Cement'.	£22
38-201A Pack of 4 (list £106.80)	BARGAIN £85
38-201A Megapack of 8 (list £213.60)	BARGAIN £166
38-201B JJA Bogie Cement Hopper 'VTG - Castle Cement'.	£22
38-240 Pack of 4 (list £91.80)	BARGAIN £61
38-242 MBA Megabox High-Sided Bogie Box Wagon EWS	£26
Weathered (without Buffers)	£20
38-242 Pack of 4 (list £96.40)	BARGAIN £70
38-242 Megapack of 8 (list £192.80)	BARGAIN £150
38-063 MEA 45 tonne open box wagon in Coal sector grey & yellow.	£29
38-063 Pack of 4 (list £36.60)	BARGAIN £29
38-063 Megapack of 8 (list £73.20)	BARGAIN £57
38-062A MEA 45 tonne open box wagon in EWS.	£28
38-062A Pack of 4 (list £36.60)	BARGAIN £29
38-062A Megapack of 8 (list £73.20)	BARGAIN £57
38-010A MEA bogie box mineral (balast/spoil) wagon in EWS ex-Leadford.	£27
38-011A Pack of 4 (list £34)	BARGAIN £23
38-013A MFA open box wagon in EWS - weathered.	£28
38-013A Pack of 4 (list £37.80)	BARGAIN £25
38-2302 Pack of 3 12T Ventilated Van Plywood Doors BR Bauxite (Early) weathered (different numbers) Hattons Ltd Ed of 504.	£28.60
38-2702 Pack of 3 Presflo 22 Ton 'Blue Circle' Railfreight Brown weathered (with different running numbers).	£31.55
37-665B Pack of 3 x 14 Ton tank wagons 'Esso' black (weathered) £23	
38-271A Presflo 22 Ton 'Cement Marketing Board-Snowcrete' Light Grey	£29
38-271A Pack of 4	£28

Train Sets - analogue control

30-601 Virgin Voyager 3 car train set.	£83
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Cars

Train sets - DCC control



44-533 Bister of 8 cars to fit IPA car transporter wagon. 2 needed for each 38-250	£10
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Buildings & structures. Non-railway

44-074 Bus Depot.	£36
44-111 Coal Stables.	£31
44-110 Farm House.	£31
44-212 Low Relief Block of Flats.	£31
44-215 Low Relief Cinema.	£33
44-206 Low Relief Corner Pub.	£25
44-205 Low Relief Industrial Unit.	£29
44-213 Low Relief Modern Office Suites NEW.	£29
44-214 Low Relief Railway Hotel.	£27
44-094 Modern Town House Under Construction.	£21
44-106 Red Brick Carthouse and Stables.	£28
44-105 Red Brick Pig Sty.	£10
44-125 Rural Workers Cottages.	£27
44-124 Village Pub.	£33

Buildings & structures. Railway-related

44-153 2 straight platforms - Great Central style.	£12
44-065 Art Deco Platform Centre Building.	£17
44-067 Art Deco Platform End Building - use 2 of these 44-065.	£14



44-064 Art Deco Signal Box (list £29.95)	BARGAIN £19
44-064 Art Deco Station Building	£42
44-066 Ash Plant (based on Camford, Lancashire) (list £79.95)	BARGAIN £57
44-099 Blue Anchor Signal Box.	£34
44-087 Bluebell Waiting Room.	£30
44-112 Carriage Shed Walkways.	£28
44-083 Carriage Shed.	£28
44-072 Depot Crane.	£26
44-070 Double track Coaling tower for coaling up to 4 loco's.	£84.95
44-115 Great Central Gentlemen's Toilet.	£12
44-120 Great Central Water Column and Arm.	£22
44-043 Linsdale Transformer Site.	£32



44-096 Wooden Engine Shed NEW.	£33
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DCC control equipment

36-500 E2 Command DCC controller - boxed	£62
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Scenic items. Man made. Not railway

44-536 Domestic/Small Industrial Tank NEW.	£15
44-016 Fuel Storage Tanks.	£19
36-025 10 x M2 Couplings mini type - short.	£4
36-030 10 x M2 Couplings NEM shaft (straight) pocket.	£4

Track & Points

36-603 Long straight track nickel silver (same as R603).	£2.50
36-603 Box of 10	£24

Track Maintenance Vehicles



31-576DC Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (DCC on board).	£117
31-575 Windhoff MPV Multi-Purpose master and slave units 'Network Rail'.	£108
31-577 Windhoff MPV Multi-Purpose master and slave units 'Railtrack'.	£108

Wagon/truck plastic kits

38-005B 48 Tonne HSA (ex HEA) hopper Wagon BR Bauxite weathered.	£5
38-005B Pack of 4 (list £41)	BARGAIN £32
38-005B Megapack of 8 (list £82)	BARGAIN £62
37-327C 90 tonne JGA bogie hopper wagon in Budon Lime Industries.	£19
37-327C Pack of 4 (list £92.80)	BARGAIN £74
37-327C Megapack of 8 (list £185.60)	BARGAIN £144

Wheel Sets



OPENING HOURS

8AM TO 6PM - MON TO SAT

10AM TO 4PM - SUNDAY

ALL SHOWN ITEMS IN STOCK WHEN ADVERT CREATED



D1000a Class 22 B-B Diesel Hydraulic 6326 (font B) in BR Blue. Full yellow ends & split headcode box. £125
D1000e Class 22 B-B Diesel Hydraulic 6313 (font A) in BR Green. Small yellow panel & split headcode box NEW £125



D1000d Class 22 B-B Diesel Hydraulic 6319 (font A) in BR Green. Small yellow panel & split headcode box NEW £125

Coaches

C095C 57' Stanier non corridor composite coach BR Carmine red. Plastic kit £8
C096C 57' Stanier coach non-corridor brake in BR Carmine unlined. Plastic kit £8
C097C 57' Stanier coach non-corridor comp BR Maroon lined LMS. Plastic kit NEW £9

Wagons

4F030002 15 ton steel mineral in BR bauxite. Weathered NEW £9
4F060001 Grampus wagon in BR Bauxite NEW £12
4F060002 Grampus wagon in BR Bauxite. Weathered NEW £14
BHATSPEC855a JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29101 weathered. Hatton's exclusive (list £21.95) BARGAIN £17
BHATSPEC855b JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29101 weathered. Hatton's exclusive (list £21.95) BARGAIN £17
BHATSPEC855c JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29102 weathered. Hatton's exclusive (list £21.95) BARGAIN £17
BHATSPEC855d JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29161 weathered. Hatton's exclusive (list £21.95) BARGAIN £17
B910a KTA wagon GERRS 97762 & 40 ft high cube container. £29
B910a KTA wagon GERRS 9771 & 40 ft high cube container. £29
B909C Megafret twin pack & container. £29
B909D Megafret twin pack & container. £29
B1009 Milk tanker in Unigate Dairies. £12
4F036001 Pack of 5 BR bulk grain wagons. £36



4F036002 Pack of 5 BR bulk grain wagons. Weathered NEW £39



B913d Pair of 2 FEAB spine wagons Freightliner containers 640313 & 640314 NEW £25
B913e Pair of 2 FEAB spine wagons Freightliner containers. £25
B913a Pair of 2 FEAB spine wagons GBRF containers 640628 & 640624 NEW £25
B913b Pair of 2 FEAB spine wagons GBRF containers 640627 & 640628 £25
B8501 Silver Bullet ICA wagon - pristine - 33 87 789 9055 - Hatton's 1st edition of 250. (list £27.95) BARGAIN £22
B850e Silver Bullet ICA wagon - pristine - 33 87 789 9030 - Hatton's 1st edition of 250. (list £27.95) BARGAIN £22
B850h Silver Bullet ICA wagon - pristine - 33 87 789 9105 - Hatton's 1st edition of 250. (list £27.95) BARGAIN £22
B747k Telescopic hood wagon in "VTG" Ferrywagon. 589 9 074. Hatton's 1st edition of 320. (list £24.95) BARGAIN £19
B747l Telescopic hood wagon in "VTG" Ferrywagon. 589 9 080. Hatton's 1st edition of 320. (list £24.95) BARGAIN £19
B747j Telescopic hood wagon in "VTG" Ferrywagon. 589 9 088. Hatton's 1st edition of 320. (list £24.95) BARGAIN £19
A021 Unpainted 6 wheel milk tanker. £7

Spares, repairs, couplings, maintenance
OOSPARE1 10 connecting bars for spine wagons and Megafrets NEW £2
B805 100ml of track cleaning fluid for the B800 Track Cleaner £7

Track Maintenance Vehicles



B800 Loadhaul Non-motorised OO Track Cleaner motorised cleaning heads and vacuum - Loadhaul £52

EFE Diecast Buses & Vehicles - Buses

35206EFE 36' BET 6 Bay Single Lamp 'East Yorkshire' £22
35208 36' BET 6 Bay Single Lamp 'Midstone & District' £22
35305 36' BET 6 Bay Twin Lamps Bus 'Southdown' £22
25306 AEC double coach 'East Yorkshire' £23
30604 AEC Penwin 'Northern NBC' £18
30711 AEC Renown Bus 'Greater Manchester PTE' £23
23321 AEC RF coach 'Greenline BEA' single decker NEW £27
34108 AEC RT Bus 'London Transport' £22
24502 Alexander Atlantean bus 'Newcastle Corporation' £22



16228 Bristol MW/LS Coach in Royal Blue "Western National" £26
20432 Bristol VR III 'Reble NBC' £23
18613 Bristol VR III Open top bus in Arriva Wales £23
29011 G.M. Fleetline 'Strathtay' double decker bus NEW £27
26807 Leyland Duplex Coach 'Barton Transport' £23
15807 Leyland PD1 Lowbridge bus 'Scottish Motor Traction' NEW £27
16133 Leyland PD2 Highbridge 'Southdown' £26



16012 Leyland PD2 Lowbridge "East Yorkshire". NEW £27
20905 Leyland PS2 Window half cab coach "North Western" £15
28612 Leyland Titan d/doors d/deck bus "West Coast Motors" £16
27309 Leyland Titan TD1 1930's d/deck bus enclosed stairs "Samuel Leppard" £16
29601 Leyland/ECW Olympian Type B "Capital Citybus" £17
20629 Plaxton Pointer Dennis Dart s/deck bus "City Of Chester" £17
31506 RM Routemaster bus "Strathtay" £22

Commercial & Public Services

13601 AEC Ergo 3 axle elliptical tanker Express Dairy NEW £25
37701 ERF KV 2 Axle Dropside "Gardner Engines" £20
33702 ERF KV 2 Axle Box Van "Stevenson (Royal Vention China)" £20

London Underground Tube Train

99935 2 car 1939 tube set "Dinosaur" as per Isle of Wight (not motorised) £55
1405 Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D526) (Weathered). £115



1407 Class 14 "Teddy Bear" 14701 Loadhaul Livery. Ltd Ed of 200 certificate. £115
1400 Class 14 "Teddy Bear" D9500 BR Green as preserved. £115



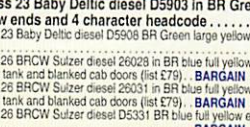
1404 Class 14 "Teddy Bear" D9521 BR Green (pristine). £105
1403 Class 14 "Teddy Bear" D9535 BR Green (weathered). £115
1401 Class 14 14029 "Teddy Bear" in BR Blue, as preserved. Indicator boxes, no wasp stripes. £115
1504 Class 15 diesel electric BTH/Clayton D8201 BR plain green (glossy finish). £89
1505 Class 15 diesel electric BTH/Clayton D8235 BR green full yellow ends. £89
1508 Class 15 diesel electric BTH/Clayton D8239 in BR green full yellow ends and TOPS panels. £89
1713 Class 17 Clayton diesel 8601 BR Green full yellow panels. £80



1712 Class 17 Clayton diesel 8501 BR Green small yellow panels. £80



2301 Class 23 Baby Deltic diesel D5903 in BR Green full yellow ends and 4 character headcode. £96
2302 Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrow. £96
2610 Class 26 BRCW Sulzer diesel 26029 in BR blue full yellow ends, boiler tank and blanked cab doors (list £79). BARGAIN £49
2611 Class 26 BRCW Sulzer diesel 26031 in BR blue full yellow ends, boiler tank and blanked cab doors (list £79). BARGAIN £49
2602 Class 26 BRCW Sulzer diesel D5331 BR blue full yellow ends (list £79). BARGAIN £49
2654 Class 26 diesel 26001 / D5301 "Eastfield" BR Heritage green (list £99). BARGAIN £58
2652 Class 26 diesel 26003 in Engineers Dutch (list £99) BARGAIN £57
2653 Class 26 diesel 26004 in Railfreight Coal Sector (list £99) BARGAIN £59



2651 Class 26 diesel 26006 in Railfreight Red Stripe (list £99). BARGAIN £49
2650 Class 26 diesel 26015 BR blue full yellow ends (list £99) BARGAIN £49
2607 Class 26 Diesel D5332 BR Green small yellow panels. £72
2722 Class 27 BRCW Sulzer diesel D5348 in BR blue full yellow ends. £54



2800 Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. £125



2805 Class 28 Co-Bo Diesel D5701 BR Blue. £125
2811 Class 28 Co-Bo Diesel D5702 BR Green Small Yellow Panels. £125



2805 Class 28 Co-Bo Diesel D5701 BR Blue. £125



2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). £125
2802 Class 28 Co-Bo Diesel D5707 BR Green Full Yellow Ends. £125
2807 Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. £125
2808 Class 28 Co-Bo Diesel D5712 BR Green Small Yellow Panels. £125
2810 Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. £125
2803 Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). £132
3371 Class 33/0 33029 "Glen Loy" in West Coast Railways. £69
3370 Class 33/0 diesel 33025 "Glen Falloch" in West Coast Railways. £69



3362 Class 33/0 diesel D6517 in pristine BR plain Green (Glossy Finish). (list £74). BARGAIN £56



3363 Class 33/0 diesel D6526 in BR plain Green (weathered). (list £79). BARGAIN £60
3347 Class 33/1 Diesel 33117 in BR Blue full yellow ends. £72
3512 Class 35 Hymek D7061 in BR Blue full yellow ends. £72



4791 Class 47 diesel 47508 "S.S. Great Britain" in BR blue (pristine). (list £74). BARGAIN £54
4793 Class 47 diesel 47555 "The Commonwealth Spirit" in BR blue (weathered). (list £79). BARGAIN £54
4745 Class 47 diesel 47749 "Demelza" in Class Rail Limited edition. £74



4790 Class 47 diesel D1501 in BR 2 tone green small yellow panel (as preserved at East Lancashire Railway). (list £74). BARGAIN £54
4794 Class 47 diesel D1661 "North Star" in BR Green full yellow ends (weathered). (list £79). BARGAIN £54
4792 Class 47 diesel D1916 (47812) in Riviera Trains "heritage" BR Green full yellow ends. (list £74). BARGAIN £47
5306 Class 53 diesel D0280 "Falcon" BR two tone green small yellow panels. Weathered. £89



5305 Class 53 diesel D0280 "Falcon" in original lime green. Weathered. Ltd edition of 500. £89
5800 Class 58 diesel 58004 in "Mainline" ex-Railfreight triple grey Version 1 (list £89). BARGAIN £49



4005 Lion Diesel loco D0260 in white 5 gold stripes £104

Electric locos



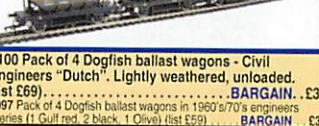
8601 Class 86 Electric loco 86214 "Sans Pareil" in Intercity Swallow (list £134.95). BARGAIN £79



8604 Class 86 Electric loco 86605 in Freightliner green (list £134.95). BARGAIN £82



5014 Cargowagon 2797 589-9 "Great Britain" - Continent branding. £22
4098 Pack of 4 Dogfish ballast wagons - 2 "olive", 2 "black". Lightly weathered (list £99). BARGAIN £47



4100 Pack of 4 Dogfish ballast wagons - Civil Engineers "Dutch". Lightly weathered, unloaded. (list £69). BARGAIN £39
4097 Pack of 4 Dogfish ballast wagons in 1960's/70's engineers liveries (1 Gulf red, 2 black, 1 Olive) (list £59). BARGAIN £39

Hornby - Steam locos



R3021 2-6-4T Stanier 4P Class 42613 Late BR weathered. £80
R3021A 2-6-4T Stanier 4P Class BR NEW £89
R3022 A1X Terrier class 0-6-0T 2562 in Southern green. £50



R3011 BR (Ex SR) 0-6-0 Q1 Class Late Crest (Loco Drive) - DCC Ready. £85
R3011X DCC Fitted £100
R3023 BR 0-6-0ST Class J94 68005. £57



R3026 BR 4-4-0 Fowler 2P Class - Late BR (Loco Drive). £80



R3015 BR 4-6-2 Princess Royal Class "Princess Arthur Of Connaught" in BR Red - DCC Ready. £106
R3015X DCC Fitted £120



R2995XS BR Black 5 Class 4-6-0 45010 - Weathered £214



R2994XS BR Castle Class 4-6-0 "Clun Castle" - Late BR DCC Sound. £214
R3064 BR Smokey Joe £20



R3007 BR Thompson L1 Class 2-6-4T 67759 Late BR Weathered - DCC Ready. £87
R3007X DCC Fitted £101



R2975 Britannia in original unlined BR Black as built. £110



R2882 Class 3P Jinty 0-6-0 tank loco 24 in S & DJR £24



R3026 Class 8F 2-8-0 48706 in Late BR (Heavily Weathered). £108



R2785 Class 9F 2-10-0 92220 "Evening Star" loco & tender in BR green - Railroad range (Loco Drive). £56



R2880 Class 9F 2-10-0 loco & tender in BR black late crest (loco drive). £56

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Train Packs



R2974M Class A1 4-6-2 4472 Flying Scotsman in LNER green - Legends Series (list £69.99) ... BARGAIN, £64



R3060 Class A1 Locomotive 4-6-2 'Tornado' in British Railways Apple Green - Railroad Range ... £62



R3013 Class A3 4-6-2 'Coronach' GNR Tender - BR circa 1959 ... £106



R2991XS Class A4 4-6-2 'Sparrow Hawk' DCC Sound, £214



R3012 Class A4 4-6-2 'Merlin' BR Late Crest Circa 1959 ... £116



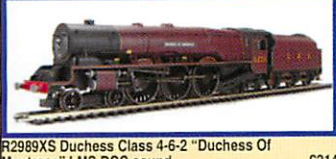
R2339 Class A4 4-6-2 4468 'Mallard' & tender in LNER blue (loco has DCC socket) ... £114



R3062 Class D49/2 4-4-0 222 'The Berkeley' & tender in LNER green ... £56



R2937 County Class 4-6-0 1006 'County Of Cornwall' in GW (GWR) green (Railroad Range) ... £52



R2989XS Duchess Class 4-6-2 'Duchess Of Montrose' LMS DCC sound ... £214



R3061 GWR 4-4-0 County class loco 3821 'County of Bedford' ... £56



R3074 King Class 4-6-0 'King William IV' GWR - The Royal Mail Great British Railways Collection. Limited edition ... £143



R3073 LNER Class A1 4-6-2 'Royal Lancer' - The Royal Mail Great British Railways Collection. Limited edition (list £154.25) BARGAIN £129



R3063 Midland Compound class 4-4-0 1000 & tender in LMS crimson (Railroad Range) ... £56



R3014 Princess Coronation Class 4-6-2 'Duchess of Sutherland' - LMS Black 2010 - DCC Ready ... £106



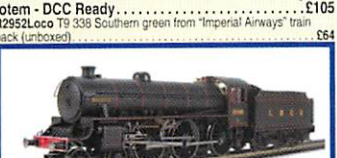
R2990XS Princess Royal Class 4-6-2 'Helena Victoria' BR Red DCC Sound ... £214



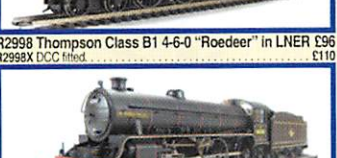
R3029 S&DJR 4-4-0 Fowler 2P Class - S&DJR (Loco Drive) ... £80



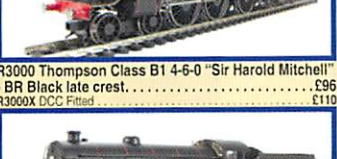
R2743X Schools class 4-4-0 30915 'Brighton' & tender in BR green late crest & Lemaître blast pipe (DCC Fitted) ... £119



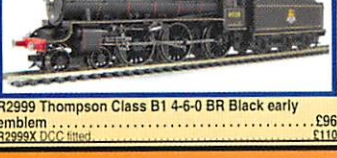
R2844X Schools class 4-4-0 30934 'St. Lawrence' & tender in BR black early emblem (DCC Fitted) ... £112



R2827 SR Schools 'Cheltenham' - preserved at NRM edition (list £119.49) ... BARGAIN, £88



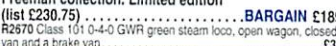
R3016A Standard Class 4MT 4-6-0 75071 S & DJR NEW ... £113



R3016 Standard Class 4MT 4-6-0 75072 - BR Early totem - DCC Ready ... £105



R2985 'Duchess At Carlisle' Train pack - Barry J Freeman collection. Limited edition (list £230.75) ... BARGAIN £189



R2670 Class 101 0-4-0 GWR green steam loco, open wagon, closed van and a brake van ... £32



R2961 Class 395 Javelin in London 2012 white sporting pictograms - 2012 Olympics train pack ... £120



R2690 EWS Managers train pack including 67029, Mk1 DVT, Mk1 FO and Mk1 SLEP in EWS managers (list £192.99) BARGAIN £142



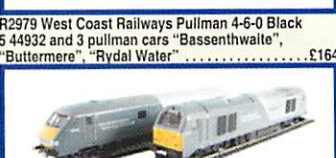
R2952 Imperial Airways train pack T9 338 in Southern green, 1 Maunsell brake, 1 Pullman car and 1 baggage car - Ltd Edition (list £220.49) ... BARGAIN £119



R2980 London 1908 train pack GWR 4-4-0 County Class 'County of Radnor' and 2 GWR Clerestory Coaches, Olympics Limited edition ... £163



R2981 London 1948 train pack Class N2, ex LNER Composite coach and an ex LNER 3rd brake coach, Olympics Limited edition ... £164



R3059 Tornado Express Trainpack 'Tornado' in BR Brunswick Green Early BR Totem + 3x Mk1 Coaches in maroon ... £132



R2955 Virgin Charter Relief Train Pack Class 90 90029 in EWS and DVT 82126 in 'Pretendolino' ... £104



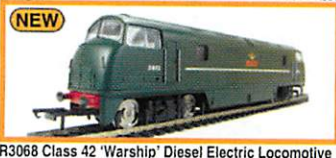
R2979 West Coast Railways Pullman 4-6-0 Black 5 44932 and 3 pullman cars 'Bassenthwaite', 'Buttermere', 'Rydal Water' ... £164



R2951 Wrexham & Shropshire train pack Class 67 67014 & DVT 82301 in WSMR Grey and Silver (list £143.25) ... BARGAIN, £96



R2938 Class 40 diesel 40152 in BR blue (Railroad Range) ... £38



R3068 Class 42 'Warship' Diesel Electric Locomotive D802 in BR Green - Railroad Range. NEW ... £42



R3054 Class 50 Diesel 50038 'Thunderer' in Laura Blue ... £96



R3033XS Class 55 Co-Co Diesel 56035 'Harworth Colliery' Railfreight Coal Livery ... £186



R3052 Class 56 Diesel 56037 'Richard Trevithick' Railfreight Construction Livery ... £103



R3050 Class 56 Diesel 56082 in BR Blue ... £103



R3084XS Class 56 diesel 56091 in Railfreight Coal 'Castle Donington Power Station' DCC sound NEW £186



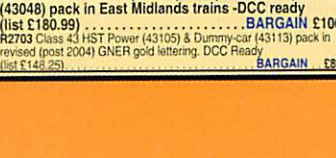
R3050A Class 56 diesel BR blue 56083 NEW ... £110



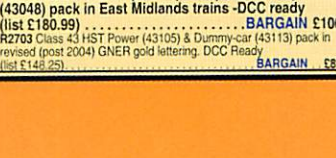
R3041 Class 59 Co-Co Diesel 59005 'Kenneth J. Painter' in Foster Yeoman Livery ... £44



R3051 Class 60 Diesel 60033 'Tees Steel Express' in British Steel Blue EWS cabside branding ... £103



R3042 Class 60 'Shed' Diesel 66843 in Colas Rail Livery ... £49



R3076 Class 66 Diesel 66723 'Chinook' in First GB Rail 'Barbie' Livery ... £49

Electric locos



R3053A Class 90 electric 90019 'First Scotrail' EWS cabside branding NEW ... £52

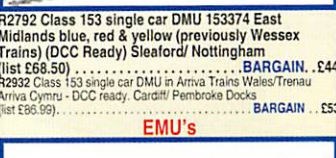


R3077 Class 90 Electric 90045 in original Freightliner Green/Yellow ... £52

DMU's



R2758 Class 153 single car DMU 153023 in North West Trains blue Northern branding (2000-2009) (DCC Ready) (list £68.50) BARGAIN £41



R2756X Class 153 single car DMU 153333 Central Trains (2000-2006) (DCC Fitted) ... £57



R2931X Class 153 single car DMU 153334 in London Midland DCC fitted (list £104.49) ... BARGAIN £72

EMU's



R2792 Class 153 single car DMU 153374 East Midlands blue, red & yellow (previously Wessex Trains) (DCC Ready) Sleaford/Nottingham (list £68.50) ... BARGAIN, £44



R2932 Class 153 single car DMU in Arriva Trains Wales/Trenau Arriva Cymru - DCC ready, Cardiff/Pembroke Docks (list £66.99) ... BARGAIN £53

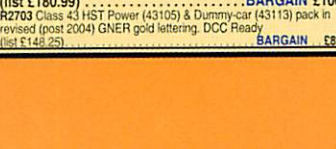
HST Trainpacks



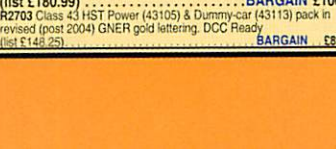
R2946 Class 423 VEP 4 car EMU in BR Blue ... £120



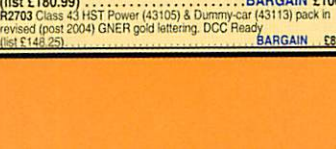
R2947 Class 423 VEP 4-car EMU in NSE ... £120



R2947X DCC Fitted ... £134



R2948 Class 43 HST power (43055) and dummy (43048) pack in East Midlands trains - DCC ready (list £180.99) ... BARGAIN £106



R2703 Class 43 HST Power (43105) & Dummy-car (43113) pack in revised (post 2004) GNER gold lettering, DCC Ready (list £148.25) ... BARGAIN £35

Diesel locos



R3049 Class 08 Diesel Shunter 08417 in Serco Livery ... £57



R3048 Class 08 Diesel Shunter 08673 'Piccadilly' BR InterCity Livery ... £57



R2902XS Class 08 diesel shunter 08844 'Chris Wren 1955-2002' EWS (with sound) ... £159



R2934 Class 08 diesel shunter 08865 in EWS (list £83.25) ... BARGAIN, £61



R2900XS Class 31 diesel '31247' in Railfreight red stripe sound ... £107

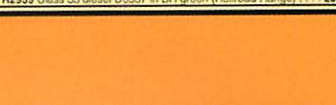


R3044 Class 31 Diesel 31233 Network Rail Yellow - DCC Ready ... £188

NEW



R3067 Class 31 Diesel Electric Locomotive 31256 - Railroad Range. NEW ... £42



R2963X Class 31/4 31439 diesel in Regional Railways 'North Yorkshire Moors Railway' DCC Fitted ... £122



R2939 Class 33 diesel D6537 in BR green (Railroad Range) ... £38



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R2704 Class 43 HST Power (43196) & Dummy-car (43162) pack - Virgin Trains (1998-2004). DCC Ready (list £174.25) **BARGAIN** .. £79
R2704X DCC Fitted £129
R2949 Class 43 HST power (43231) and dummy (43285) pack in Arriva Cross Country DCC ready (list £180.99) **BARGAIN** .. £107
R2812 Class 43 HST power car & dummy in First Great Western DCC ready (list £175.49) **BARGAIN** .. £129



R2984 Network Rail HST Trainpack 2x Class 43 Buffer fitted Power Cars (1 powered, 1 dummy) - DCC Ready £148

Coaches

R4385 12 wheel Pullman 3rd class parlour car '68' £35
R4346C BR Blood and Custard Maunsell 6 Compartment 3rd Class Brake (High Window) (list £36.49) **BARGAIN** .. £19
R4344C BR Blood and Custard Maunsell Corridor 1st Class (High Window) (list £38.99) **BARGAIN** .. £20
R4344B BR Blood and Custard Maunsell Corridor 1st Class (High Window) A (list £38.99) **BARGAIN** .. £21
R4467 BR Blue Southern Van 'C' £29



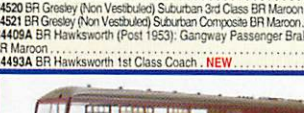
R4468 BR Blue/Grey Gresley Teak Buffet Car £44



R4519 BR Gresley (Non Vestibuled) Suburban 1st Class in BR Maroon £30



R4522 BR Gresley (Non Vestibuled) Suburban 3rd Brake in BR Maroon £30
R4520 BR Gresley (Non Vestibuled) Suburban 3rd Class BR Maroon £30
R4521 BR Gresley (Non Vestibuled) Suburban Composite BR Maroon £30
R4409A BR Hawksworth (Post 1953) Gangway Passenger Brake BR Maroon £32
R4493A BR Hawksworth 1st Class Coach - NEW £32



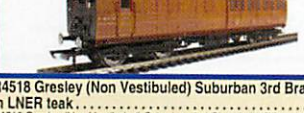
R4473 BR Maroon Observation Car £44
R4448C BR Maunsell Brake Composite (High Window) (list £36.49) **BARGAIN** .. £20
R4348B BR Maunsell Brake Composite (High Window) B (list £38.99) **BARGAIN** .. £21
R4467A BR Southern Blue Van 'C' - NEW £26
R4515 Gresley (Non Vestibuled) Suburban 1st Class in LNER teal £36



R4518 Gresley (Non Vestibuled) Suburban 3rd Brake in LNER teal £36
R4516 Gresley (Non Vestibuled) Suburban 3rd Class in LNER teal £36
R4517 Gresley (Non Vestibuled) Suburban Composite LNER teal £36



R4171C Gresley 6ft 6in Corridor 1st Class Coach in LNER teal £44
R4170E Gresley 6ft 6in Corridor Composite Brake Coach LNER teal £44
R4170D Gresley 6ft 6in Corridor Composite Buffet Car in LNER teal £44
R4524 GWR Brake Coach - Railroad Range £14
R4523 GWR Composite Coach - Railroad Range £14



R4505 GWR Hawksworth (1949) First Class (list £38.99) **BARGAIN** .. £28
R4500 GWR Hawksworth (1949): Gangway Passenger Brake (list £39.49) **BARGAIN** .. £28



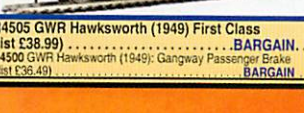
R6533 Pack of 4 BR Railfreight 32.5 St MGR Hopper Wagon (HAA) £70
R6533 Single £18
R6533 Megapack of 8 £136
R6417 Departmental ZCV (Clam) wagon (list £13.99)/BARGAIN £7
R6501 Hornby 2010 wagon £6
R6536 KFA Container Wagon Inc. Tankertrain £27
R6485 KFA Container Wagon 1x 20' and 1x 40' container £21
R6543 Murco 100 Ton Tanker £24



R65458 QTA Timber Carrier 110201. EWS £12
R6371 Petrol tanker wagon in Shell black £5
R6371 Pack of 6 (list £35.94) **BARGAIN** .. £25
R6511 PGA Triple Pack Hopper Wagon £23
R6455 Shark ballast brake van BR green (weathered) (list £19.25) **BARGAIN** .. £9
R6544 ZFO/ZFP (Trout) Ballast Hopper - N.E. £14
R6544 Pack of 4 £52
R6512 ZFO/ZFP (Trout) Ballast Hopper 3 Wagon Pack - BR Departmental (weathered) £41
R6545 ZFP (Trout) Ballast Hopper - BR Departmental (list £19.25) £52
R6545 Pack of 4 £52



R1139 Blue Rapier train set 3-car Class 395 £76
R1151 Caledonian Belle trainset £48
R1153 London 2012 trainset 3 car Hitachi Javelin in London 2012 Olympics/Paralympics purple £80
R1137 Midland Star Trainset 0-4-0 steam loco, rolling stock and track mat £56



R1160 The Cornishman DCC train set including GWR Castle Class loco 'Kenilworth Castle' and 3 Pullman Cars £204
R7032 TX4 Taxi 'Scale Taxis' (list £3.49) **BARGAIN** .. £2
R9650 Country Garage £18
R9661 Factory £19
R9657 Low Relief Shop Front. B £19
R9662 Modern Factory Front £16
R9652 Public House £16
R9658 Workshops £20



R9684 'Murdoch' 2-10-0 Steam Engine - Thomas the Tank Engine £74
R9682 'Percy & The Mail Train' £56
R351 Thomas Tank Range - Thomas the tank engine 0-6-0 tank loco £36
R8260 Car loading ramp (list £14.99) **BARGAIN** .. £11
R8756 Clock Tower - Skaledale £14
R8734 Coal drop ramp 2 - Skaledale (list £15.40) **BARGAIN** .. £15
R9680 Dent Station £32

R070 Electrically operated turntable £54
R076 Foot Bridge £16
R8008 Grand suspension bridge £36
R9667 GWR Engine Shed £24
R9669 GWR Girder Bridge £18
R9664 GWR Railway Signal Box £16

R9666 GWR Station £20
R9671 GWR Water Column & Crane £12
R9660 Low Relief 3 Arch Viaduct £16
R9679 Modern Traction Shed £40
R514 Platform Canopy '2' £21
R9635 Signal Box £16
R8758 St. Mary's Chapel - Skaledale £15
R8009 Station Terminus (London Road) £41
R460 Straight Platform £3.50

R8247 DCC Accessory decoder £32
R8232 DCC Electro point clips (20 in a pack - 2 used per point) £3

R8214 DCC Elite unit digital controller £159
R8238 DCC Reverse Loop Module £24
R8075 Right hand curved point £14
R815 Right hand diamond crossing £10
R8078 Right hand Express point £14
R8073 Right hand Standard Point (list £11.35) **BARGAIN** .. £7.50
R610 Short Straight £1.50
R600 Standard Straight £1.20
R600 Box of 24 £28
R8076 Y Point £10

R8213 DCC Select unit (boxed) £69
R8241 Digital Power Track £5

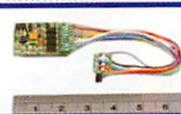
R8239 Power and Signal Booster - can be used any DCC controlled system £69

MM0220 Irish Class 201 diesel 'River Blackwater' original, single orange band on front of loco £129

DCC loco decoders



R8249 4 function 2 sided 500ma (1A peak) loco decoder 8 pin plug. Immediate price rise due to Hornby RRP increase £14
R8249 Box of 6 £76



R8245 Sapphire digital loco decoder 1A current 1.5A stall (21 and 8 pin, adapter included) £21



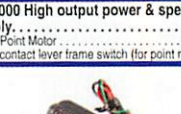
R046 'On-On' two way lever frame switch £7
R8015 Adaptor Base & Housing for R8014 £3



R8012 HM2000 High output power & speed controller, mains supply £69
R8014 Mark 2 Point Motor £5.50
R044 Passing contact lever frame switch (for point motors) £7



R8243 Surface Mounted point motor £6



R8243 Surface Mounted point motor £6



R8243 Surface Mounted point motor £6



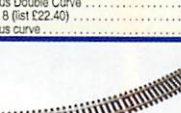
R8243 Surface Mounted point motor £6



R8243 Surface Mounted point motor £6



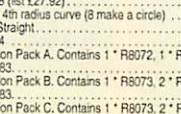
R8243 Surface Mounted point motor £6



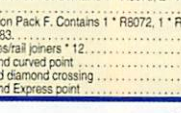
R8243 Surface Mounted point motor £6



R8243 Surface Mounted point motor £6



R8243 Surface Mounted point motor £6



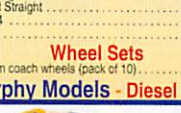
R8243 Surface Mounted point motor £6



R8243 Surface Mounted point motor £6



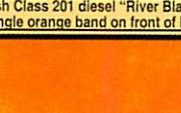
R8243 Surface Mounted point motor £6



R8243 Surface Mounted point motor £6



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76MAN01FR MAN TGX XLX refrigerated trailer in "Turners of Schan" ... £18

76SP053 Queens Diamond Jubilee Bulnose Morris Small **NEW** ... £16

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76VOL025 Volvo "W.H. Malcolm" ... £16

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76SET112 Baler, Livestock Trailer & Farm Trailer ... £12

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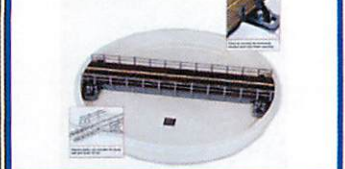
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ST-240 Setrack No.2 radius right handed point insulfrag ... £7.50

ST-225 Setrack No.2 radius standard curve ... £1.25

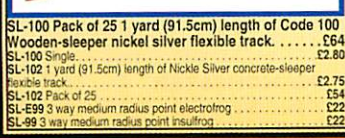
ST-231 Setrack No.3 radius double curve ... £2.25

ST-204 Setrack Quad Straight ... £2

ST-204 Box of 24 ... £68

ST-200 Setrack standard straight ... £1

Streamline Code 100 Universal



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track ... £64

SL-100 Single ... £2.80

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track ... £2.75

SL-102 Pack of 25 ... £2.75

SL-E99 3 way medium radius point electrofrog ... £22

SL-99 3 way medium radius point insulfrag ... £22



SL-90 Double slip insulfrag ... £28

SL-87 Left hand curved point ... £10.50

SL-E87 Left hand curved point electrofrog ... £11

SL-E88 Left hand large point electrofrog ... £10

SL-E89 Left hand large point insulfrag ... £10

SL-E92 Left hand medium point ... £9

SL-E92 Left hand medium point electrofrog ... £9

SL-E86 Right hand curved point ... £10.50

SL-E86 Right hand curved point electrofrog ... £11

SL-E88 Right hand large point insulfrag ... £10

SL-E88 Right hand large point electrofrog ... £10

SL-E95 Right hand medium point ... £9

SL-E95 Right hand medium point electrofrog ... £9

SL-E91 Right hand small point ... £8

SL-E91 Right hand small point electrofrog ... £8

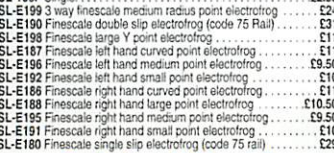
SL-E93 Short crossing insulfrag ... £8

SL-E80 Single slip insulfrag ... £27

Streamline Code 75 Finescale

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track ... £3

SL-102F Pack of 25 ... £64



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track ... £57

SL-100F Single ... £2.95

SL-E199 3 way finescale medium radius point electrofrog ... £24

SL-E190 Finescale double slip electrofrog (code 75 Rail) ... £31

SL-E198 Finescale large Y point electrofrog ... £11

SL-E167 Finescale left hand curved point electrofrog ... £11

SL-E166 Finescale left hand medium point electrofrog ... £9.50

SL-E192 Finescale left hand small point electrofrog ... £11

SL-E188 Finescale right hand curved point electrofrog ... £11

SL-E188 Finescale right hand large point electrofrog ... £10.50

SL-E195 Finescale right hand medium point electrofrog ... £9.50

SL-E191 Finescale right hand small point electrofrog ... £10

SL-E180 Finescale single slip electrofrog (code 75 Rail) ... £29

Pocketbond "Classix"

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EMT6115 Austin K2 dropside in "British Railways" (list £6) **BARGAIN** ... £3

EMT6113 Ford Thames E16 van "British Railways" (list £6) **BARGAIN** ... £3

EMT6501 Jen-Helios & flatbed trailer "British Railways" (list £7) ... £3

EMT6644 Morris J Van "Royal Mail" (list £3.99) **BARGAIN** ... £3

Train Save - DCC loco decoders

TSV01a 4 function 8-pin JST harness decoder. Good alternative to R8249 ... £11

Vi Trains - Diesel locos

V2089 Class 37 diesel 37141 BR Blue (list £84) ... **BARGAIN** ... £55

V2103 Class 37 Diesel 37178 Railfreight Distribution Livery (list £84.35) ... **BARGAIN** ... £59

V2100 Class 37 diesel 37419 DB Schenker (list £84.35) **BARGAIN** ... £59

V2078 Class 37/0 37140 Civil Link "Dutch" (list £86) **BARGAIN** ... £59

V2104 Class 47 Diesel 47197 Railfreight Petroleum Sector Livery (list £90) ... **BARGAIN** ... £49

V2092 Class 47 Diesel 47322 "Desert Orchid" in Railfreight Red Stripe Livery (list £90) ... **BARGAIN** ... £50

V2106 Class 47 diesel EWS 47773 "The Queen Mother" (list £90) ... **BARGAIN** ... £52

V2105 Class 47 diesel Railfreight Metas 47347 (list £90) **BARGAIN** ... £49

V2063 Class 47/8 diesel 47805 "Pride of Toton" Virgin Trains (list £99.99) ... **BARGAIN** ... £49

V2094 Class 47/8 diesel 47828 "Joe Strummer" Cotswold Rail (list £91.95) ... **BARGAIN** ... £44

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V0001L Class 37 Chassis Upgrade for Lima Body ... £42

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175-2088 Pewter model (static) of Locomotive No. 1 by Robert Stephenson celebrating 175 years of Bachmann (list £129.95) ... **BARGAIN** ... £39

VA11306 Chrysler Sunbeam T1 - Moss Green **NEW** ... £15

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36-520 E7 Command 5 amp booster transformer ... £114

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VA12203 Ford Sierra XR4i - Black **NEW** ... £15

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VA12701 Peugeot 205 1.1 LOOK - Topaze Blue **NEW** ... £15

VA11803 Subaru Legacy RS R Turbo Series 1 - Slate Grey **NEW** ... £15

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VA11904 Ford Cortina MkIV 2.0S - Lancashire Police ... £19

VA12203 Ford Sierra XR4i - Black **NEW** ... £15

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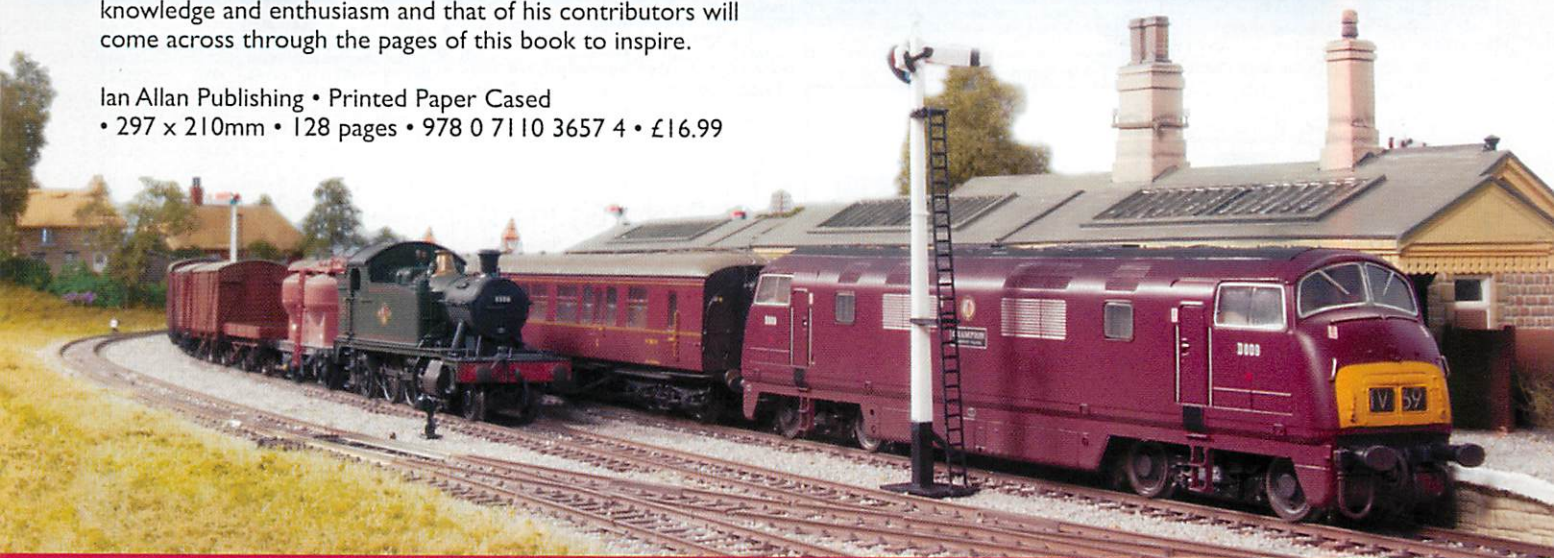
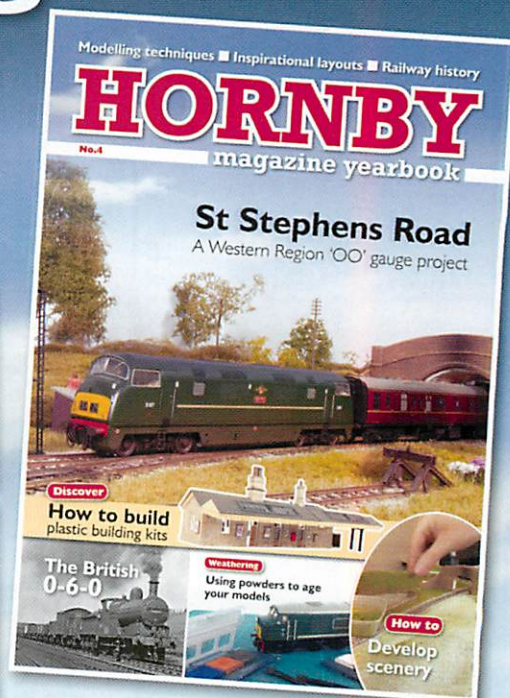
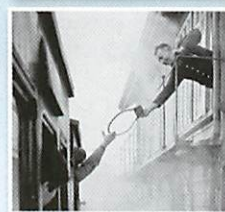
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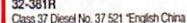
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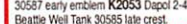
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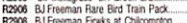
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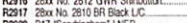
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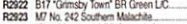
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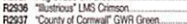
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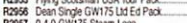
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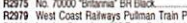
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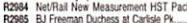
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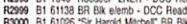
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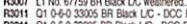
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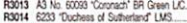
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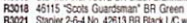
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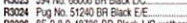
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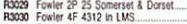
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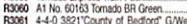
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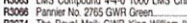
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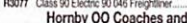
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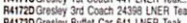
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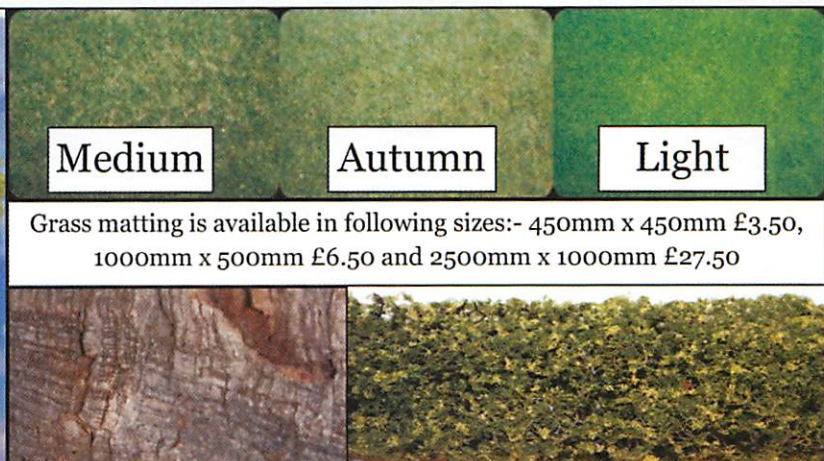
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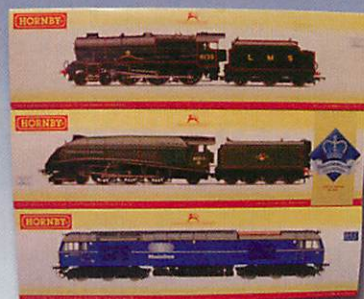
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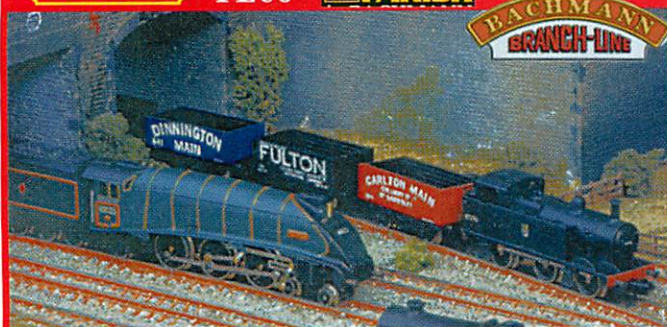
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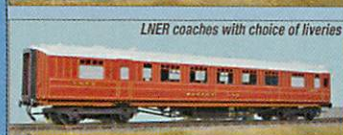
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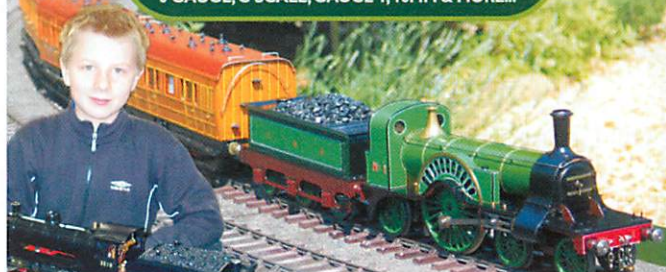


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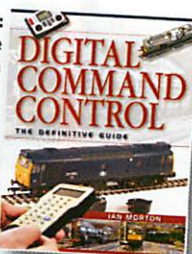
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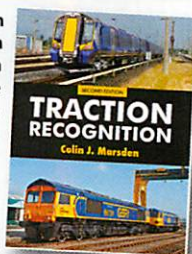
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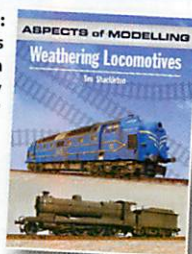
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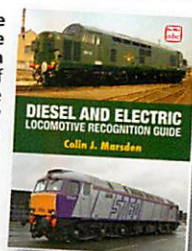
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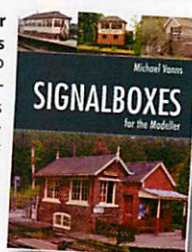
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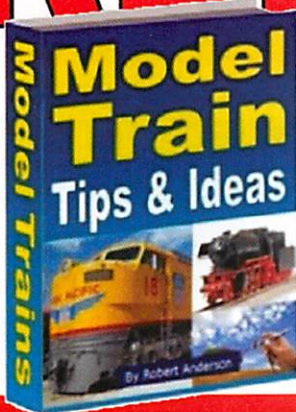
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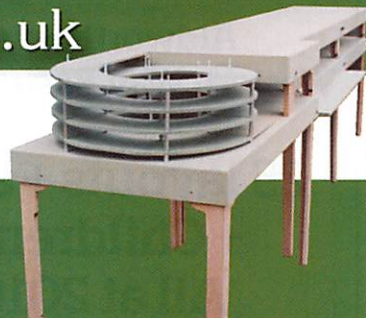
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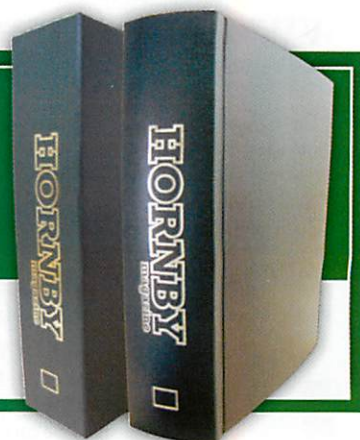
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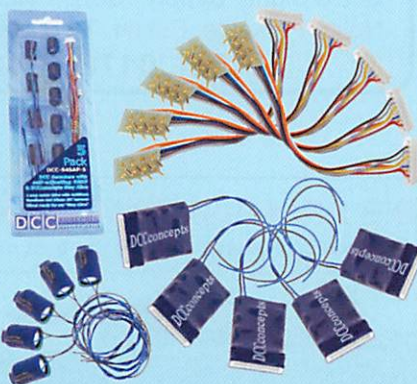


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By the way, I use all Peco insulated frog points and the TS4's with DCCconcepts Stay-Alive caps powered the locos through them with never any hesitation or stopping even at slow shunt speed. My future non sound decoder requirements will certainly be filled by DCCconcepts decoders.

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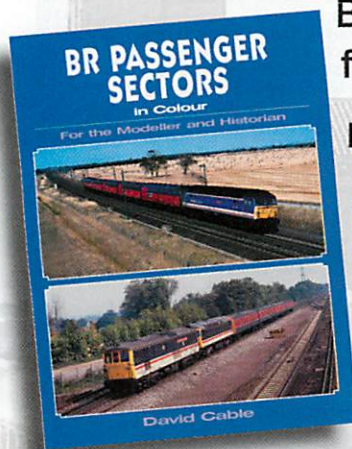
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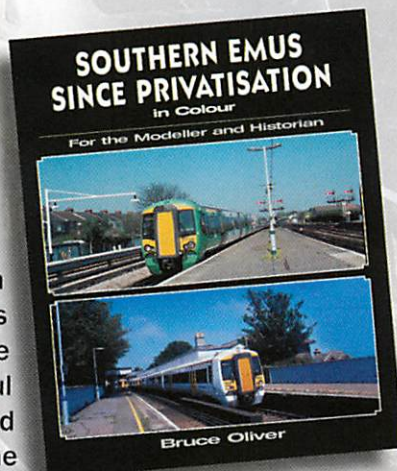
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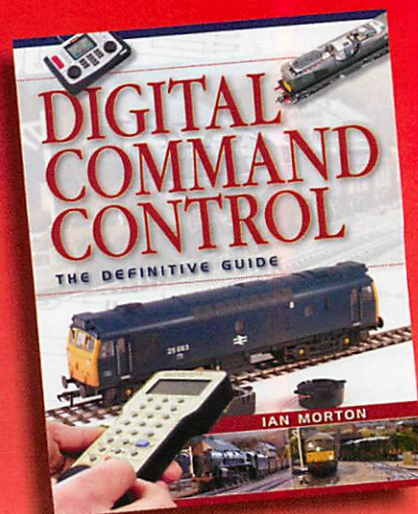
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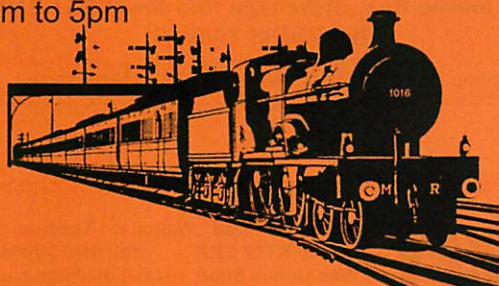
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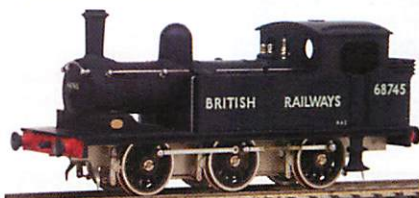
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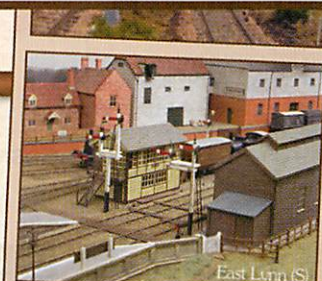
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Next Issue

SEAFORTH

Next month Terry Gee's beautiful Southern Region terminus features in full offering a throw back to the halcyon days of Southern steam in the 1950s. With photography by Trevor Jones this is one feature not to miss!



FREE SUPPLEMENT

BRITISH ROAD SERVICES

The Editor of *Hornby Magazine's* sister title *Vintage Roadscene* delves into the world of road vehicles and assesses the growing range of vehicles for 'N', 'OO' and 'O' gauge and their suitability for model railways.

Back to BASICS

TRACK LAYING

Good track work is essential for a smooth running model railway. With Project 12 as its focus Mike Wild begins laying the track for the new layout and explains how you too can achieve a reliable, solid and smooth running railway.



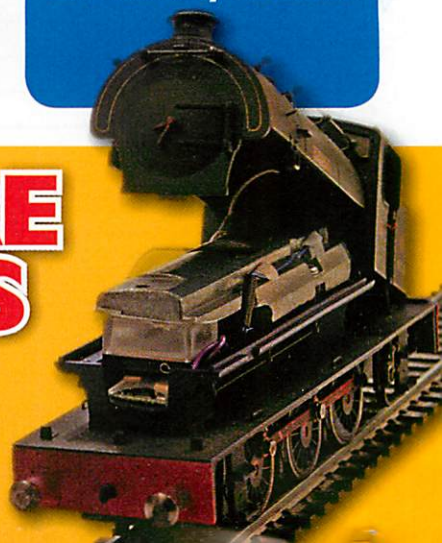
PLUS

We'll be reviewing all the latest models. Our regulars will be back too including *Parker's Guide*, *Reality Check*, *The Clinic*, *Staff Projects* and *Railway Realism*.

THE NEXT ISSUE OF
HORNBY
magazine
will be on sale March 9 2012
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AUSTERE SOUNDS

Digital sound is advancing all the time, but can you really fit a quart into a pint pot? Paul Chetter tackles the challenge of installing digital sound into a Hornby 'Austerity' 0-6-0ST to prove the point with impressive results.



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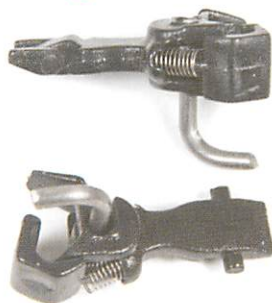
'N' releases in February

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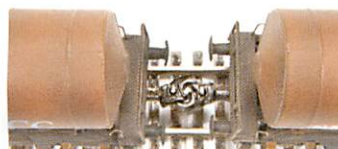


NSPARE7: Coupling (1 Pair)

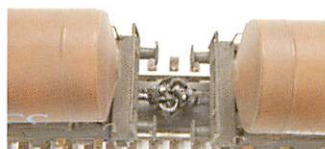
NSPARE7a: Magnets (1 Pair)

NSPARE8: Multi Pack Coupling (5 Pairs)

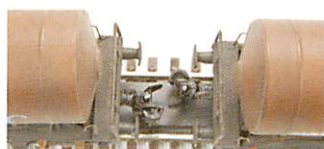
*Fits all UK outline models
with NEM Coupling Pocket*



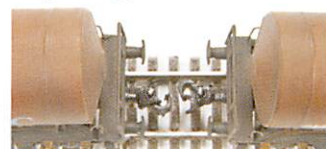
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ND-111e - Network Rail HST Power Cars 43014 + 43062

ND-128a - A4 'Andrew K McKosh' LNER Blue 3

ND-128b - A4 'Silver Fox' BR Lined Green Early Crest 60017

ND-129a - A3 'Lemberg' BR Lined Green Late Crest 60045

ND-129b - A3 'Papyrus' LNER Apple Green 2750

2F013001 - L M S Gunpowder

2F013004 - L M S Gunpowder Weathered

2F071003 - SR 7 Plank

2F071004 - SR 7 Plank Weathered

NB-115c - Express Dairy 6 Wheel Milk Tanker 49

NB-115d - IMS 6 Wheel Milk Tanker 27

All product release dates correct at time of going to press

'OO' releases in February

D1000b - Class 22 BR Blue Split Box Full Yellow End D6326

D1000c - Class 22 BR Green Split Box Small Yellow End D6314

D1000d - Class 22 BR Blue Split Box Full Yellow Panel D6319

D1000e - Class 22 BR Blue Split Box Full Yellow Panel D6327

OOSIGN1 - GWR Signal Home Motorised

OOSIGN2 - GWR Signal Distant Motorised

OOSIGN3 - LMS Signal Home Motorised

OOSIGN4 - LMS Signal Distant Motorised

4F036002 - BR Bulk Grain X 5 Multi Pack Weathered

4F060001 - BR Bauxite Grampus

4F060002 - BR Bauxite Grampus Weathered

4F030001 - BR Bauxite 16T Steel Mineral

4F030002 - BR Bauxite 16T Steel Mineral Weathered

B859a - MRA Side Tipping ballast Wagon 5 Car Set Network Rail

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Era ⑤ signifies locomotives suitable for period 1957 - 1966 British Railways Late Crest
Era ⑦ signifies locomotives suitable for period 1971 - 1982 British Railways Blue TOPS

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