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- Weathered 'OO' 'Westerns'
- Hornby Thompson 'teaks'



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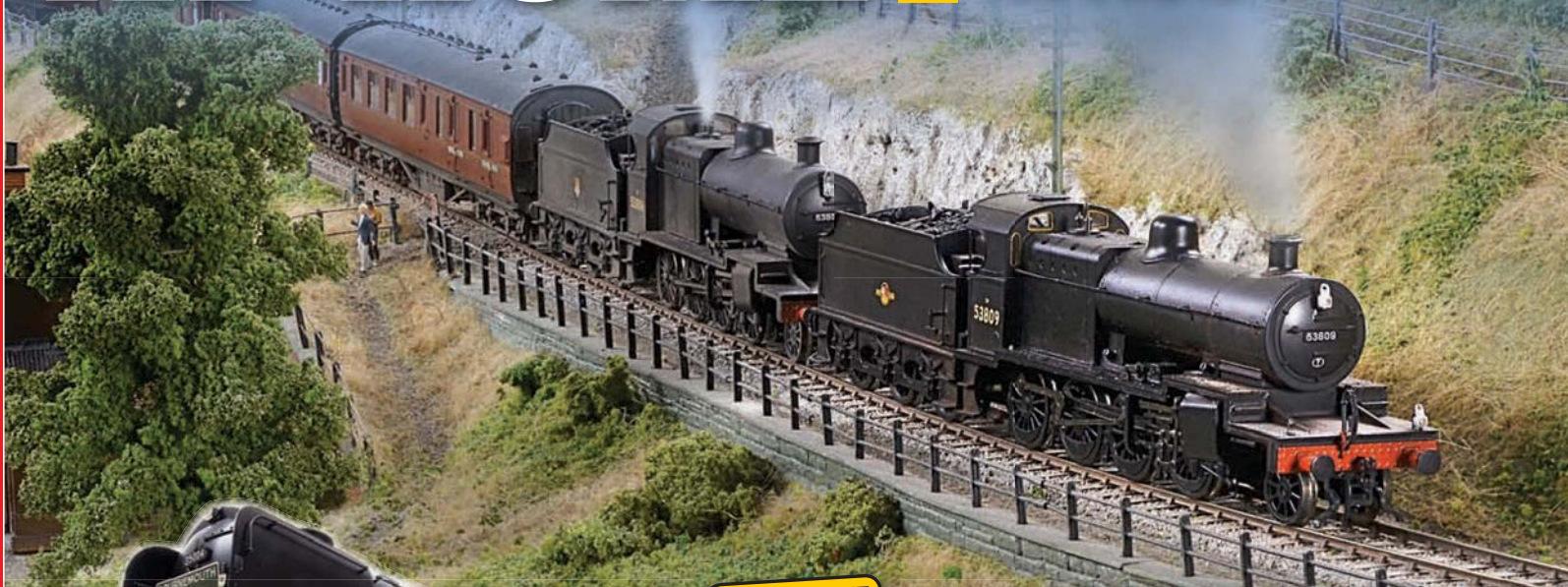
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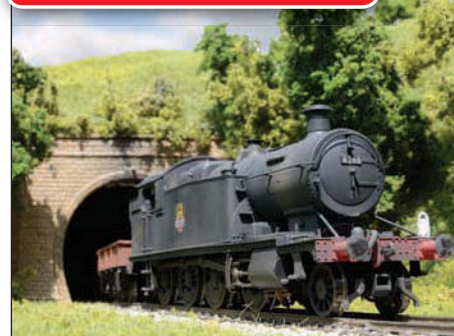
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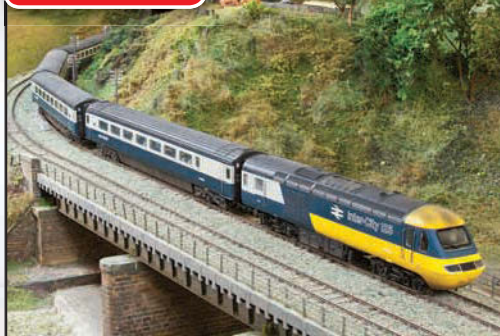
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HORNBY magazine

September 2013

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ISSUE
75

CONT

96 AMAZINGLY 'OO' MICRO LAYOUT



Cover guide...

BATH GREEN PARK

16 Taunton MRG's flagship layout is actually part of a larger system with Tamerig Central. David Butcher explains how it operates in tandem with its older counterpart to create a spectacular railway system.

HAZELBANK

52 Graeme Moyes and friends set out to explore what the Edinburgh-Carlisle Waverley route might have looked like if it had survived in this fascinating BR blue period 'OO' gauge layout.

HOW TO BUILD BETTER TUNNELS

42 Tunnels form natural scenic breaks for many layouts, but how are they built? Mike Wild shows how.

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Inside...



7 EDITORIAL

The way we model and what we make might be changing, but, as Mike Wild suggests, you don't need hours to get involved in model making.

8 UPDATE

The latest news including a report from Bachmann's annual open day, the latest model releases, Hornby product delays and Hornby Magazine LIVE! in Hartlepool.

28 WEATHERING A 'TEDDY BEAR'

Tim Shackleton takes Hatton's Class 14 and weathers it to reflect their condition in service.

34 QUICK FIX

How the exterior of a rake of carriages can be transformed with just 15 minutes' work.

50 HORNBY POST

Are modern models too detailed? Readers debate the issues in this Hornby Post special.

64 CLAYHANGER YARD

As the layout's exhibition debut approached, Phil Parker made some last minute tweaks and reveals how it all ran at HM LIVE! in Hartlepool.

66 EXHIBITION PREVIEW

As the first Great Electric Train Show approaches, Mike Wild reveals the latest developments and additions to what promises to be a fabulous exhibition.

74 REALITY CHECK

Evan Green-Hughes tackles the short but complex history of Bulleid's iconic 'Merchant Navy' class 'Pacifics' and reveals how their innovations almost proved their downfall.

90 DIGITAL CONTROL

Hornby's latest innovations take computer control a step forward with its new e-Link 'black box'. Mike Wild explains how it all works and the potential to control your trains from your phone.

96 INGLETON SIDINGS

Faced with the challenge of entertaining his kids with a windowsill sized layout, Paul Allen came up trumps with this amazingly atmospheric 'OO' micro layout.

106 STAFF PROJECTS

Mike Wild explains the last-minute developments on St Stephens Road before its debut in Hartlepool and discusses how the layout worked in service.

108 RAILWAY REALISM

Overlooked in the glamour stakes by steam drivers, the first 'motormen' of the diesel and electric era were real pioneers, as Evan Green-Hughes explains.

112 SHOW GUIDE

Hornby Magazine's guide to forthcoming events.

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REVIEWS

70 Bachmann stuns with its fabulous 'N' '2MT' as does Golden Age's 'O' 'Merchant Navy'... plus the rest of the month's reviews.

PARKER'S GUIDE

36 Building steam shunting locomotives used to require a lot of soldering but Phil Parker reckons that DJH's 0-4-0ST kit can be built without getting hot under the collar...



R3210	GWR 2800 2-8-0 Locomotive	114.61	144.25
R3211	0-4-0 Gildenlow Salt Co.RAILROAD	20.8	27.49
R3212	0-4-0 0-4-0 Transatlantic Industries. RAILROAD	20.8	27.49
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31377	Class 416 2 Car DMU BR Black & Grey	90.48	119.9
31425A	CP2 Class 416 DMU Multiple Unit Green	128.96	170.3
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31476A	G2A0 8-0 4940Z BR Black & Emb with Tender Back Cab	76.69	101.4
31479	G2A0 8-0 4900Z BR Black L/O w/o Tender Back Cab-Withrd	84.39	111.4
31520	Class A2 65533 'Happy Knight' BR Green L/O	112.02	147.9
31528	Class A2 65534 'Iron Baron' BR Green L/O	112.02	147.9
31530	Class A2 5266 'Sugar Pinner' UNER Apple Green	112.02	147.9
31535	Class 305 2 car DMU BR Blue Yellow Ends (Power Train)	83.71	110.55
31536	Class 305 2 car DMU BR Green Speed Whiskers (Power Train)	83.71	110.55
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31627A	Class SF 0-6-0 3709 LMS Blue	71.23	93.2
31628C	Class SF 0-6-0 43257 BR Black L/O - Withrd	93.16	109.6
31653	Class 47 4732 'Sir Walter Scott' BR Steel	96.36	126.5
31654	Class 47 47301 'Derwent' BR Steel Railtlight Grey & Blue Stripes	96.36	126.5
31656C	Class 47 15677 'Tiger' BR Green Yellow Ends	101.24	132.4
31676	Type A4.5 Electric E3058 BR Green Blue Twin Pantograph	85.19	112.45
31677	Type A4.5 Electric E3058 BR Blue (PhotoTops) Single Pantograph	85.14	112.45
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31715	Class B1 1231 LNER Green	74.69	101.4
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31932C	Midland 4-4-0 Compound 1189 BR Black L/O	112.78	123.2
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32059	Class 08 D2963 BR Green L/O w/o Tender Back & Emb - Withrd	63.68	85.68
32094	Class 4575 'Pierrie Train' S513 GWR Green	59.39	80.3
32140	Class 4575 'Pierrie Train' 4585 BR Green L/O	68.27	90.3
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32288	Class 37/4 37427 'North' BR Blue Large Logo Withrd	67.92	236.75
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32407	Class 25/2 25279 BR Blue Withrd	55.78	74.6
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32502R	BR Standard Class SMT 7249 BR Green L/O BRU Tender	104.55	135.5
32509R	BR Standard Class SMT 73109 BR Black & Emb BRU Tender	104.55	135.5
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32516A	Derby Lightgrey 2 Car DMU BR Green w/whisker	93.97	123.2
32517	Derby Lightgrey 2 Car DMU BR Green HYE	93.97	123.2
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32905	Class 108 2 Car DMU BR Green P&Y	93.97	123.2
32906	Class 108 2 Car DMU BR Green HYE	93.97	123.2
32912	Class 108 2 Car DMU BR Blue P&Y	114.67	150.55
32913	Class 108 2 Car DMU BR Green w/whisker	114.67	150.55
32926	Class 150/12 2 Car DMU Central Trainline	79.49	107
32928	Class 150/2 2 Car DMU Regional Railways	79.49	107
32954	BR Standard Class SMT 2-6-0 76058 BR Black & Emb/Invert	87.51	102.9
32955	BR Standard Class SMT 2-6-0 76059 BR Black & Emb/Invert	87.51	102.9
32980	Class 66 66731 'InterRegio' GBR Europorte	86.39	107.65

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A DIFFERENT APPROACH

AS I WRITE this editorial the heatwave has broken and my thoughts are turning to how I might be able to fit some modelling in when there's other things at home that need doing as well.

Inevitably, faced with family commitments and so on there isn't always as much time as I'd like for my personal – as opposed to *Hornby Magazine* – projects. The days when I always seemed to have a rolling stock kit on the go, as well as a few buildings and perhaps some wagons for detailing seem to be well and truly in the past for the moment.

It really struck home when I sat down and really examined the contents of my toolbox. It doesn't need huge numbers of paint pots anymore, even though it is more than full of them. What it actually needs is the maximum number of jeweller's screwdrivers possible, a sharp knife, a pot of superglue, a selection of brushes and three or four weathering colours, and that's it.

As time becomes more scarce I'm probably typical of many modellers today in that I'm

more prepared to wait for a manufacturer to produce what I want than to go out and spend the time building it... after all, it's less risky than spending precious hours on a kit that might go wrong. Isn't it?

Yes, of course, times and circumstances change and it isn't necessarily a bad thing that my tastes in model projects have altered. It shows the strengths of ready-to-run, but also its weaknesses – unless we do something about it ourselves. The mass produced locomotives, rolling stock, buildings, road vehicles, trees, bushes, grasses and shrubs to might be taking some of the creativity away from railway modelling, but they don't have to. What I need to do is see beyond the stack of boxes and see the potential of what lies inside. For example, I've long had in mind to repaint a Hornby RailRoad 'D49' 4-4-0 into BR livery and add a little extra detail to it. I've got plenty of road vehicles which need a simple coat of matt varnish adding to them to soften their appearance, and there are plenty of other readymade models which will all benefit from a bit of work. Thinking that all

through, I've no excuse for my workbench not being busier than ever!

This is really why we launched the Quick Fix feature series from HM73 – to show that a few minutes' effort can make a big difference to off-the-shelf models, especially when time is short. And the wonderful thing about these 15-minute projects is that anyone, no matter what their skill level or how much time they have, can really crack on and do a very decent job.

So, if you have 15 minutes, break out the tools and do one of those little jobs you've been meaning to for a while... it made a difference to the way I approach my workbench, and hopefully it'll do the same for you too.

Happy modelling!

Mike Wild
Editor, *Hornby Magazine*



English Electric 'Deltic' 55010
The King's Own Scottish Borderer crosses
Gala Water on Hazelbank. This stunning
BR blue period layout features in full on
pages 52-61 this issue. Nigel Burkin.

BACHMANN

LATEST 'OO' GAUGE

AT ITS annual open day in July Bachmann showcased the latest pre-production samples of new models planned for release during 2013.

Highlights included the latest samples of the Robinson 'J11' 0-6-0, Midland '1F' 0-6-0T (both open and closed cab variants), the LYN 2-4-2T, LMS '4F' 0-6-0 and 'Dukedog' 4-4-0.

First on the cards is the Midland '4F' 0-6-0 which is due to arrive in the UK during August and September. It will be available in

LMS and BR liveries with prices starting from £89.95.

The 'J11' 0-6-0 is now expected to be released in December/January and it will be available in three liveries covering LNER and BR black schemes. All versions will feature a 21-pin DCC decoder socket and prices will start from £89.95 for a DCC ready 'J11'.

The LYN 2-4-2T is due out progressively through November-January and will be available in LMS black and BR lined black liveries. Prices will start from £83.95 for the pristine DCC ready versions.

The 'Dukedog' 4-4-0 (HM74) has now moved back to December/January for release while the Midland '1F' 0-6-0T is expected to be released in 2014.

For diesel traction modellers new samples of Bachmann's model of 10000/10001, due October/November this year, and variants of the Metro Cammell Class 101 DMU were on show together with pre-production livery samples of items including the Class 85 with small yellow warning panels.

The long awaited retooled Class 40 is expected in September/October.



New production run for NRM *Deltic*

The National Collection in Miniature series is set to expand with a new version of the highly popular *Deltic* in its BR service livery which it carried while in traffic on the Eastern Region of BR. Release is expected during August.

The model has previously been released in its preserved colour scheme and the new version will be available DCC ready, DCC fitted, DCC sound fitted and DCC ready weathered. The main portion of the production run will concentrate on the DCC ready version with limited numbers of the latter three options.



The National Collection in miniature series is now being looked after by Locomotion: the National Railway Museum at

Shildon and the main line liveried model of *Deltic* can be ordered at www.locomotionmodels.com.

The price for the DCC ready

version is £125 with the DCC fitted or weathered model costing £135 and the DCC sound fitted version priced at £250.

BACHMANN REVEALS ECONOMY SOUND RANGE

Bachmann is to release five new Digital Command Control (DCC) sound fitted locomotives featuring a new 'economy' sound package produced by American sound manufacturer Soundtraxx.

The sound decoders will use conventional 21-pin decoder sockets, but utilise

new technology. The decoders will feature a limited number of functions and cannot be overwritten with new sounds.

Bachmann European Sales and Marketing Manager David Haarhaus says: "We are delighted to introduce a new quality sound system which has all the benefits

of earlier systems, but is now more economical to produce. We can now pass those savings on to our customers."

The new decoders will operate with both DCC and analogue control systems, although with the latter functionality will be reduced to just locomotive running sounds.

Models planned for release include the GWR '57XX' 0-6-0T, GWR '4575' 2-6-2T and BR 'Standard Five' 4-6-0 from the steam range and the Class 20 and 37 for diesel followers. Prices will range from £132 for the '57XX' to £181 for a 'Standard Five'.

Visit www.bachmann.co.uk

SHOWCASES SAMPLES



'N' gauge Class 25/1 and 'A2' debut

Bachmann revealed the first engineering prototype for its new 'N' gauge model of the BR/Sulzer Class 25/1 and Class 25/2 alongside new pre-production samples of its Fowler 'Jinty' 0-6-0T and 'Deltic'.

Also making its debut was the Peppercorn 'A2' 4-6-2 in single and double chimney formats. All of the new locomotives feature 6-pin DCC decoder sockets while the diesels also feature directional lights.

The manufacturer also had engineering prototype samples of the new 'N' gauge Midland 20ton brake vans, CovHops and bulk grain wagons available for inspection.



EFE JOINS BACHMANN DISTRIBUTION NETWORK

Bachmann has taken over distribution of the Exclusive First Editions (EFE) range of 4mm scale road vehicles and underground trains.

EFE's owner, Gilbow Holdings, will continue to develop the range and also service existing customers. Bachmann will also promote the range through its national sales team.

European Sales and Marketing Manager David Haarhaus said: "The vast majority of the EFE range is produced to 1:76 scale and will fit very well alongside our existing range of Bachmann Branchline 'OO' scale models."

The latest 'N' gauge toolings were on show at the Bachmann Open day including the LMS 'Jinty' (top right), Midland brake vans (top left), Class 25/1 (middle right) and 'A2' (bottom).

BARROW HILL PREPARES FOR BARROW HILL LIVE!

Barrow Hill Roundhouse is making preparations for a special model railway event to celebrate 160 years of Doncaster Works at the railway centre on the weekend of September 28/29.

The renamed event, which is in its fourth year, will feature a mixture of full size steam and diesel locomotives alongside small scale equivalents.

To celebrate Doncaster Works 160th guest steam locomotives 'A1' 60163 *Tornado* and 'B1' 61264 will be in steam alongside resident static locomotives including 'A2' 60532 *Blue Peter* and GNR 'Atlantic' 251. Doncaster built diesels will be represented by Class 03, 58, 71 and 85 while diesels maintained at Doncaster will include Classes 20, 31, 37, 50 and 55 with more to be confirmed.

Ten layouts have been confirmed for the event so far including Alsager Model Railway Club's Hassell Harbour Bridge and Seabury Town Preservation Society in 'O' gauge as well as 'EM' and 'OO' models. Six demonstrators have been confirmed for the event too.

● Visit www.barrowhill.org

OFFICIAL LAUNCH for Hornby 'Brighton Belle'



HORNBY has officially announced production of its first British outline 'N' gauge model under the Hornby Arnold banner – the 'Brighton Belle' EMU.

The model, which will be the

first to be made to British 1:148 scale by the manufacturer, was revealed in January (HM69) and it will be available exclusively through Hornby's own website – www.hornby.com

Release of the 'N' gauge 'Brighton Belle' is scheduled for Spring 2014 when it will be

made available in both 1934 Pullman umber and cream and 1969 BR blue and grey liveries. It will be produced in limited numbers.

As per the 'OO' gauge 5-BEL the 'N' gauge model will be supplied as two separate train packs: the two Driving Motor

Kernow NR Class 122

Kernow Model Rail Centre has received its limited edition Network Rail yellow model of the Class 122 single car DMU for 'N' gauge. Limited to 150 pieces almost half had been sold as *Hornby Magazine* went to press in July.

The model is of Network Rail's 975042 which is used for Sandite application and route learning. It was built as 55019 and was converted for departmental use in 1970. The model features a 6-pin decoder socket and working lights and is also 'light bar' ready. The price is £109.99 and the 122 is Cat No. ND209Z.



● Visit www.kernowmodelrailcentre.com for more information.

Hornby completes GWR heavy freight tank deliveries

The final two models in Hornby's first round of GWR heavy freight tank models covering the '42XX' 2-8-0T, '5205' 2-8-0T and '72XX'

2-8-2T have now arrived with '5205' 5243 in BR black and '72XX' 7202 in Great Western green arriving in July.

Both models feature the

same specification as previous releases (HM70 and HM72) and are fitted with 8-pin DCC decoder sockets. Prices are £119.99 for the 2-8-0T

(R3126) and £129.99 for the 2-8-2T (R3127).

● Visit www.hornby.com for more information.



Arnold Belle'



Brake Parlour Thirds in one and the three centre trailer cars in a second. Prices will be £129.99 for the motor cars (Cat Nos. HN3000 in 1934 livery and HN3001 in 1969 livery) and £79.99 for the three centre cars (HN3500 in 1934 livery and HN3501 in 1969 livery).

The specification calls for a high performance motor with flywheel, 6-pin DCC decoder socket, bogie detail differences between the two sets and illuminated table lamps.

● For full details and ordering visit www.hornby.com

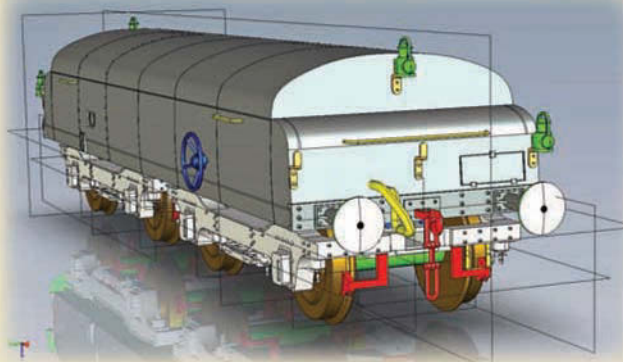
CCT and fish vans progress

Hornby's new model of the LMS CCT and BR Blue Spot fish van are advancing rapidly with the latest pre-production livery samples being displayed at Hornby Magazine LIVE! in Hartlepool. The LMS CCT is being produced in both LMS bauxite and BR crimson while the Blue Spot fish van will be available in both original BR white both with and without the blue spot.

● Visit www.hornby.com for more information.



Diesel brake tender approved!



Hornby Magazine's 'OO' gauge ready-to-run diesel brake tender was approved for the start of metal cutting in late July. The metal tools will now be created prior to a pre-production sample being made and sent out for evaluation.

Full details and pricing for the new 'OO' gauge model will be announced in the next issue of *Hornby Magazine* together with livery specifications. Visit www.hornbymagazine.com for more images from the final CAD/CAM drawings.

HORNBY CONFIRMS PRODUCT DELAYS

A significant number of Hornby's planned new releases for 2013 will be delayed until 2014 including more than 20 locomotives across its steam, diesel and electric ranges.

In a statement Hornby said: "Despite our best estimates a proportion of delivery dates will not be met. There is no single reason for this delivery date movement – it is a culmination of factors impacting on our delivery path."

In previous years Hornby has advised retailers and customers of delays to its products later in the year and has decided to act now to keep customers informed. Hornby has begun expanding its supplier network for production

of new items, but says the benefits of this will come in the "medium term".

Products affected include trainsets, locomotives, train packs, carriages, wagons, RailRoad and accessories. In addition the planned new models of the Gresley 'P2' 2-8-2 and the GWR 'Hall' 4-6-0 are also now to be released in 2014.

However, Hornby is continuing to push forward with its GWR 'Star' 4-6-0, Sentinel 4wDM and BR '8P' 4-6-2 models which are due to be released progressively through August, September and October.

● Visit www.hornbymagazine.com for a full list of models held over to 2014.

Sentinel livery sample



Hornby's Sentinel 4wDM has reached the livery sample stage ahead of its planned release in September this year. The shunter marks the first ready-to-run scale model of an industrial diesel shunter and full details can be found at www.hornby.com

Mytholm captured the spirit of the West Riding in 'N' gauge and will feature in full in future issue of *Hornby Magazine*.



The weekend of July 13/14 saw Hornby Magazine LIVE! in Hartlepool take place at the Hartlepool College of Further Education with 25 layouts and 30 traders attending. We profile the event in pictures... *Photography, Mike Wild.*

HORNBY
magazine
Live!
In Hartlepool 2013

IN

Winner of the Hornby Digital best DCC layout was Nick Skelton's Rumbling Bridge. Richard Mason.



The Model Tree Shop awarded its trophy for the best scenic layout to Peter Midwinter for Glen Gillie and Loch Inch. Richard Mason.



Hornby Magazine presented its trophy for the best BR steam era layout to the Thornbury Hill Model Railway Group for Thornbury Hill. Richard Mason.

● See more pictures online at www.hornbymagazine.com



Thornbury Hill from the Thornbury Hill Model Railway Group was a crowd pleaser.



Martin Smith and Peter Simmerson returned to the show with their 'O' gauge rolling stock demonstration stand.



Overseas shunting at Quai:87.

PICTURES!



Graham Muspratt's Fisherton Sarum.

The public voted the East Riding Finescale Group's 'O' gauge Hospital Gates as the best layout at the show. Richard Mason.



Shildon MRC's Alburne Park was awarded the Malcolm Priestman memorial trophy by the Priestman family. Richard Mason.



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DCC13 Wireless Walkaround **£174.95**
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DCC63 Prodigy Power Supply **£24.95**
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PO Single Track O Gauge with Inertia **£99.95**
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DS Twin Track Inertia **£164.95**
DF Twin Track with Feedback **£99.95**
TS Three Track with Inertia **£174.95**
Q Four Track Unit **£169.95**

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UF Single Track with Feedback **£37.95**
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UDS Twin Track with Inertia **£67.95**
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GM516 Push to Make Switch Red **£2.75**
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BPGM515 Push to Make Switch Green (25) **£9.50**
BPGM516 Push to Make Switch Red (25) **£9.50**
BPGM517 Push to Make Switch White (25) **£9.50**
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GM39 N Track Cleaning Pads (3) **£5.50**

TRACK



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GM55 OO Buffer Stop & Light **£6.95**
GM56 OO Buffer Light Only (2) **£9.95**
GM57 N Buffer Stop & Light **£8.95**
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GM94 OO Brown Sleeper NS FlexiTrack(24) **£79.95**
GM95 OO Black Sleeper Slt FlexiTrack(24) **£47.95**
GM96 N Black Sleeper NS FlexiTrack(24) **£54.95**
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FLOWERS



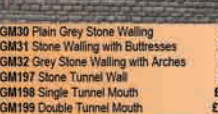
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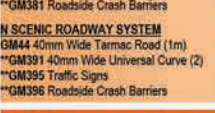
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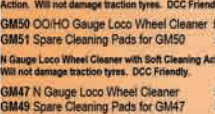
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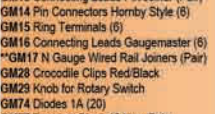


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GM507 SPST Mini Toggle Switch **£2.40**
GM508 SPDT Mini Toggle Switch **£2.40**
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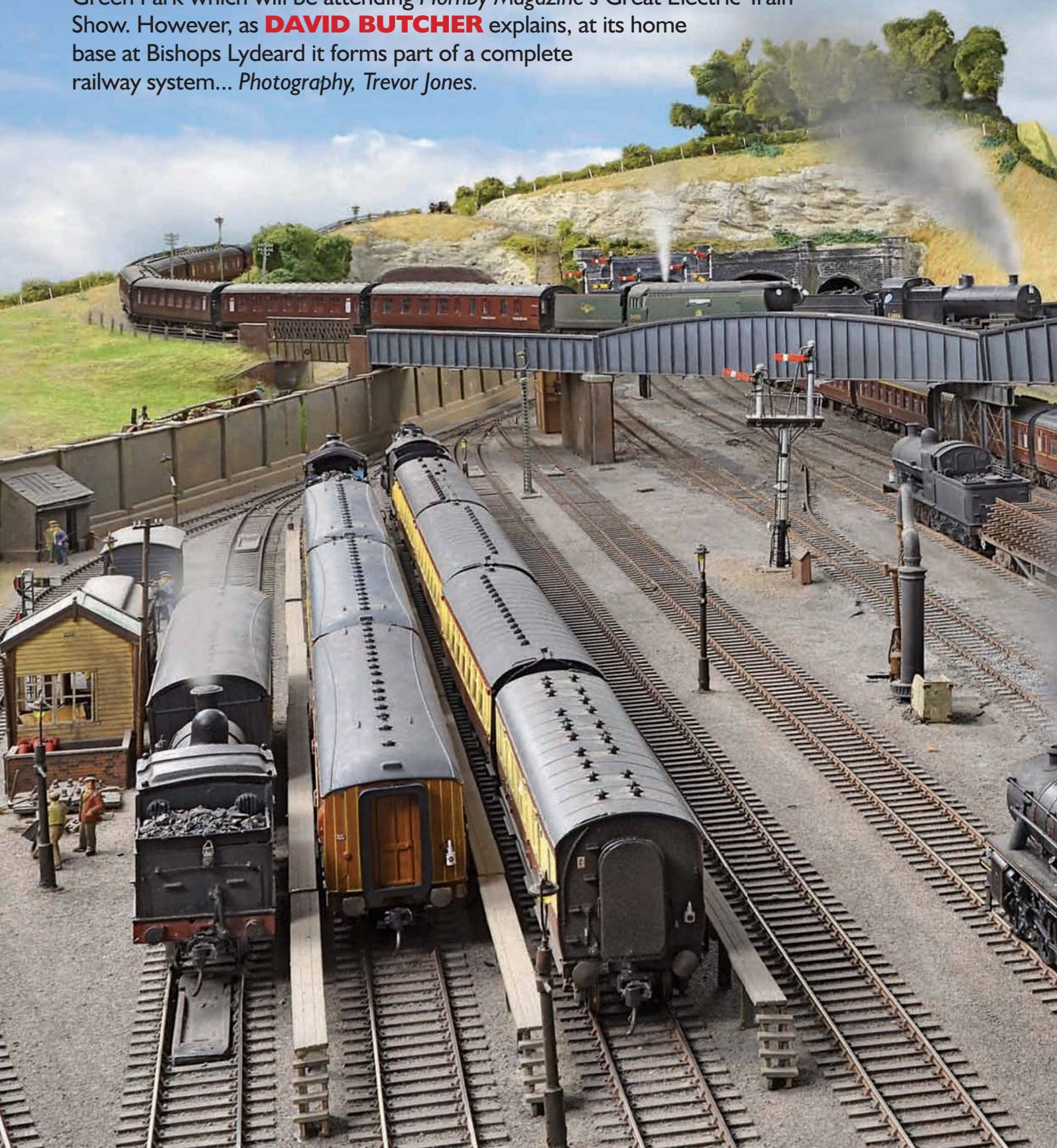
TOOLS

GM600 A2 Cutting Mat
GM601 A3 Cutting Mat
GM602 A4 Cutting Mat
GM603 A5 Cutting Mat
GM604 Round Nose Pliers
GM605 Flat Nose Pliers
GM606 Side Cutters
GM607 Half Round Cutters
GM608 Bent Nose Pliers
GM609 Stainless Steel Tweezers
GM610 Double Ended Pin Vice
GM611 Saw Set 1 with Handle
GM613 Trimaway Knife
GM614 Stainless Steel Scalpel & Blades
GM615 Plastic Scalpel & Blades
GM616 Cutting Knife & Blades
GM617 Pick Up Tool
GM618 Magnifier Tweezers
GM619 Precision Lubricator
GM621 Locking Forceps Curved
GM624 Salvage Top Pin Vice
GM625 Curve Tweezer Reverse Action
GM626 Straight Tweezer Reverse Action
GM627 Blunt End Tweezer Reverse Action
GM629 Cutting Discs (10)
GM630 Screw Top Mandrels (3)
GM631 Sighting Discs & Mandrel
GM632 Budget Needle File Set
GM633 Glass Fibre Pencil 4mm
GM634 4mm Glass Fibre Refills (10)
GM635 2mm Glass Fibre Pencil
GM636 2mm Glass Fibre Refills (5)
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GM646 HSS Jbbs Drills 1.8mm (5)
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GM650 HSS Jbbs Drills 0.3mm (5)
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Bath Green Park AT 'HOME'

Taunton Model Railway Group is best known for its spectacular model of Bath Green Park which will be attending *Hornby Magazine's* Great Electric Train Show. However, as **DAVID BUTCHER** explains, at its home base at Bishops Lydeard it forms part of a complete railway system... *Photography, Trevor Jones.*



WITHIN OUR GROUP hut are located our two main 4mm finescale 'OO' gauge layouts, Tamerig Central, the main section of which is nearly 45 years old, and the now virtually complete Bath Green Park, our main project for the past 15 years.

Tamerig was originally built to be portable, but was retired to help safeguard it from the ravages of time and is now permanently fixed, having been replaced by 'Green Park' on the exhibition circuit. The name Tamerig derives from our group initials, TMRG.

Because both layouts are based on former Midland Railway practice, linking them together to provide a coherent system provides a much longer run than either could provide on their own and massive operating potential. To

achieve this, both layouts are wired on the cab control principle, whereby each main control panel can operate train movements over most of the layout. There are other panel section switches set to the panel taking control once the points for that area have been set and signals cleared. This system allows parallel moves to be operated. The principle is always followed that operators work trains towards their panel. For example the 'Green Park' operator can drive an incoming train into the station Platform 2 while another operator drives a departing movement simultaneously from Platform 1.

Between the two layouts there are five main control panels and three subsidiaries. Bath Green Park has main panels for the station itself, the engine sheds and Bath Junction,

STATISTICS

Owner:	Taunton Model Railway Group
Scale:	'OO'
Track:	Code 75
Control:	Analogue
Period:	BR London Midland Region

 At 'home' Bath Green Park is one part of a much larger model which includes Tamerig Central – a substantial continuous run main line layout. The Canal Yard carriage sidings at Tamerig are busy as a 'Super D' 0-8-0 heads a permanent way train on the Up Slow as *Deltic* passes with an express working on the automatically controlled Down Fast.



with sub-panels for the Midland yard and Somerset & Dorset (S&D) yard areas. Tamerig, meanwhile, has main panels to operate the Midland trains to/from 'Green Park' and the clockwise circuit, the other to operate the S&D trains to/from 'Green Park' and the anti-clockwise circuit, together with a sub-panel for the canal sidings which also controls Tamerig engine shed and station yard areas.

This creates a busy operating requirement, with a minimum need for five operators if a full service is to be run between the two layouts. Tamerig can be run as a stand-alone layout by just two operators. 'Green Park' can only be

run at present in conjunction with Tamerig when it's not being exhibited, a situation we are examining with the aim of enabling Green Park to be operated independently.

Home and away

To display Bath Green Park to best effect it was necessary to build two versions, with each using the four main boards on which the station, Midland and S&D engine sheds, and the Midland yard are built. The 'away' version comprises 12 boards in total, with seven (including the main four) creating the 56ft long public frontage to which are joined further

boards to provide a return transit yard circuit to permit out and back operation to/from 'Green Park' station without reversal.

When on 'away' duty it requires eight operators working in alternate shifts of four at a time. The board modules were designed to fit a standard 7.5ton tail lift vehicle using a series of wheeled structures to move them between our hut and the vehicle and then to exhibition venues. It can be erected with trial trains running in under two hours but it takes a further hour or so to get the stock in place and dress the stand with overhead lighting gantries, display boards and the like.





The distinctive overall roof of Bath Green Park dominates the skyline as a BR '4MT' 2-6-0 arrives from the S&D route with a parcels working and a BR '3MT' 2-6-2T prepares to depart. The roof was drawn by Graham Warburton for Alan Gibson to produce the brass etchings as a joint collaboration.

SEE IT AT...

The Hornby Magazine
Great Electric Train Show
October 12/13 2013



At the station end of the layout we usually include a small table for visitor enquires to limit operator distraction from spectators, who are often standing three or four deep along the layout frontage throughout exhibition opening hours.

The 'home' version uses the four main boards with one portable and another large fixed section to join it to Tamerig. This was required to enable 'Green Park' to be accommodated within our building. It became a major challenge to squeeze it all in and yet still leave a decent circulating area for visitors. We are very fortunate to have the West Somerset Railway (our landlord) immediately outside our door to provide an authentic background with the authentic sounds, sights and smells of an operational steam railway. Our building is located on Platform 1 at Bishops Lydeard station. We open to the public on most WSR special event days with full operation, plus six Wednesdays during the school Summer holidays when we open for visitor viewing only with maybe a very limited operation.

Behind the scenes

The heart of the combined layout operations in our home premises is the extensive fiddle yard complex located behind the Tamerig layout. This provides three four-track yards and one five-track yard for Tamerig, plus two long storage sidings each able to hold up to



On the former Midland Railway route into Bath a 'Black Five' nears its destination on a passenger train, passing an Ivatt '4MT' 2-6-0 heading in the opposite direction.

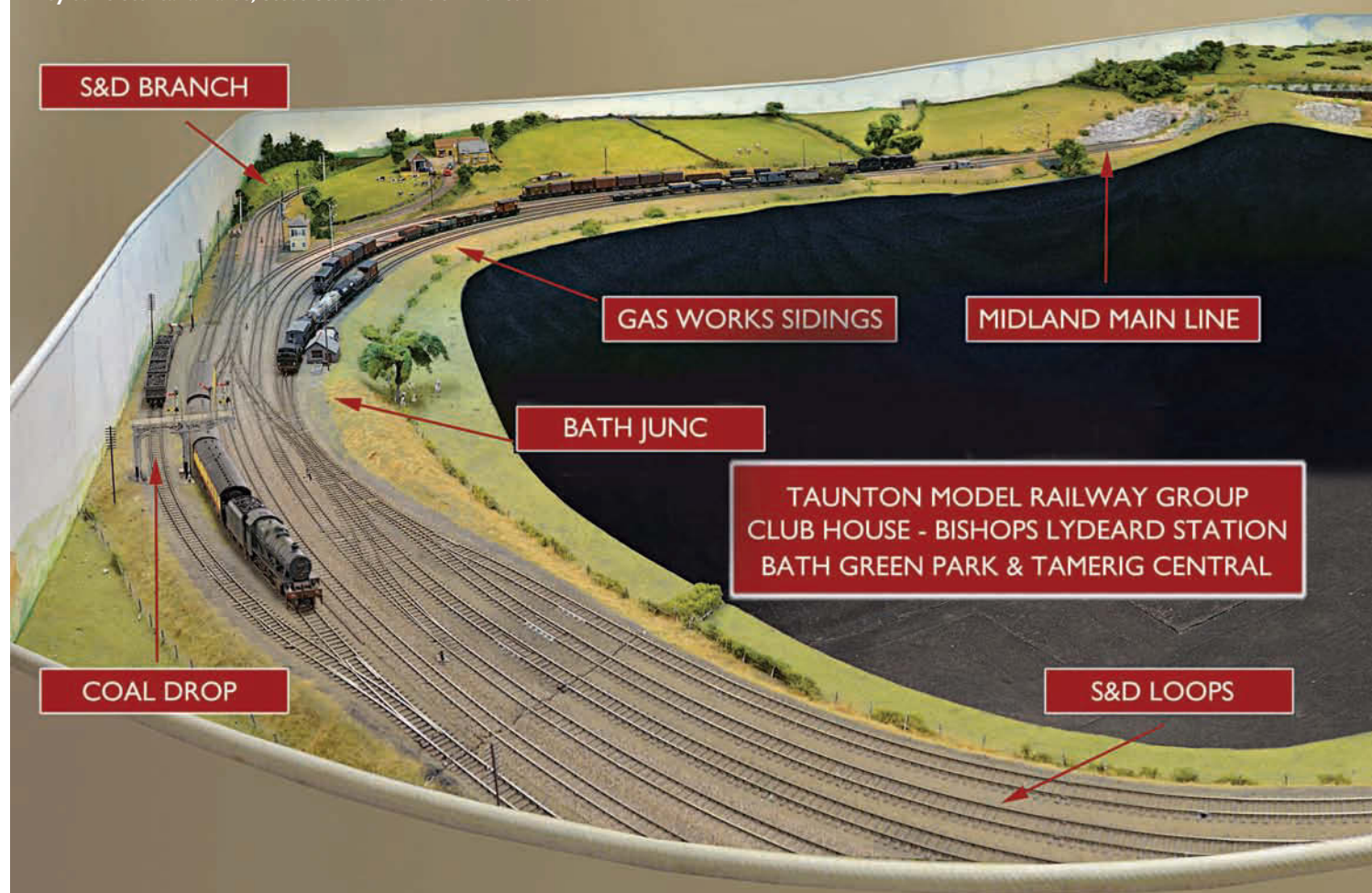
five trains. One each of the latter is allocated for the Midland and S&D circuits to permit out and back operation to/from Bath Green Park without reversal.

To operate a full timetable requires 27 trains plus two extra locomotives and back-up spares to offer further variety as required. The total working capacity between both layouts equates to about 35 trains to leave enough

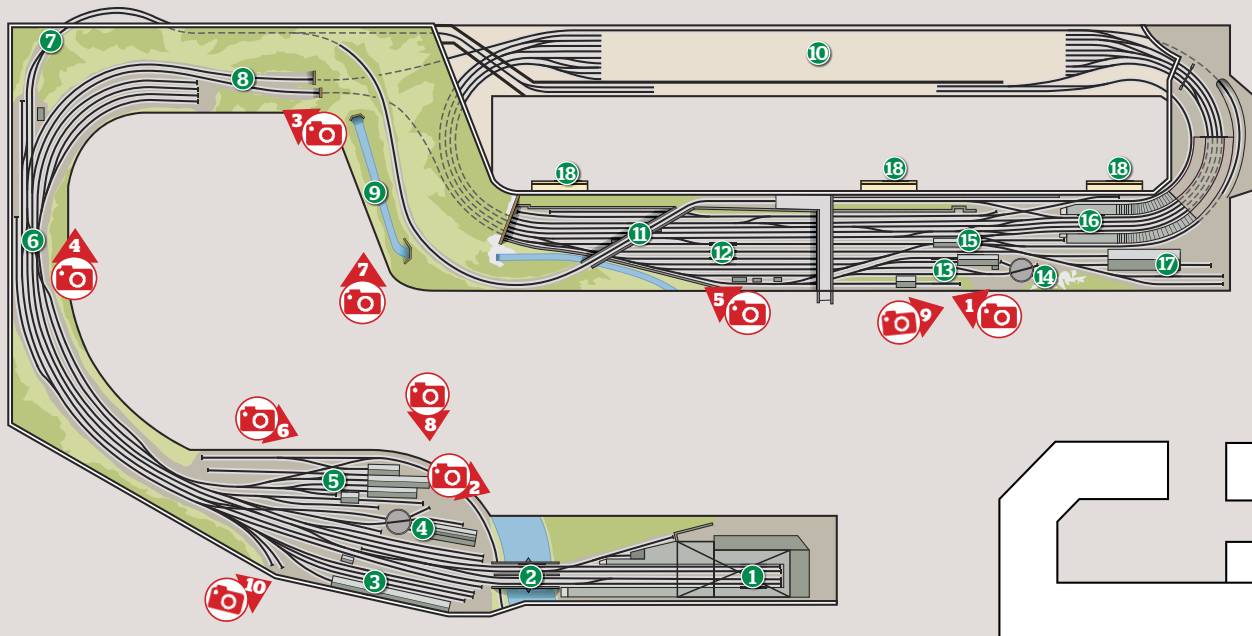
spare siding availability to retain operating flexibility.

Tamerig engine shed can stable up to 15 locomotives to retain operating flexibility, while 'Green Park' can accommodate up to 20 in the Midland shed and a further 12 in the S&D shed. Originally the S&D shed could stable another dozen or so within the shed building but this was found to be superfluous and the tracks

This graphic shows the two layouts with Bath Green Park nearest and Tamerig in the background. What cannot be seen here are the quite literally miles of wiring needed for all the sections, point motors, signalling etc., all maintained by our electrical wizards, Steve Stubbs and Keith Brunsdon.

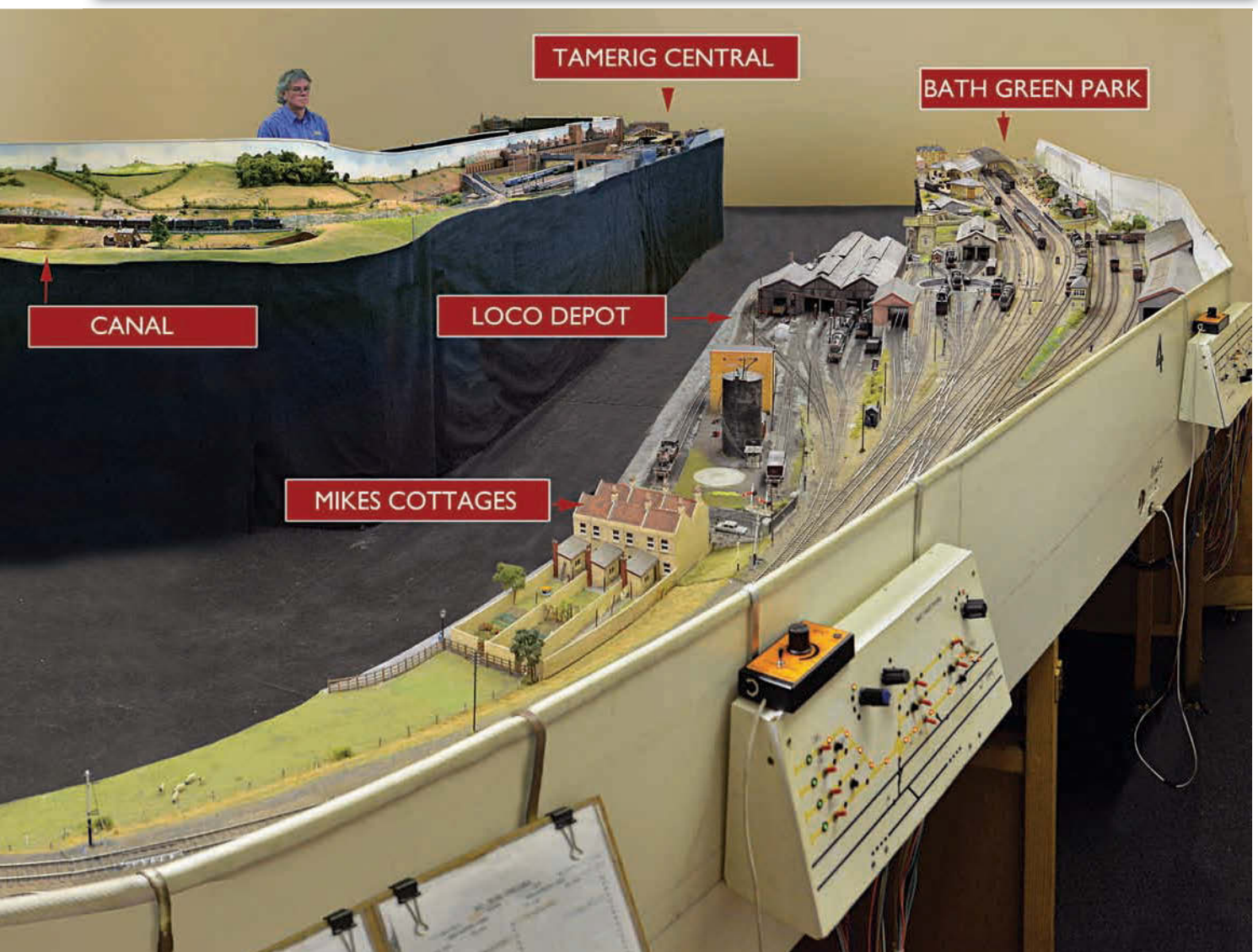


BATH GREEN PARK TRACK DIAGRAM (Not to scale)



KEY

- | | | | | | |
|---------------------|-----------------|-----------------|----------------------|-------------------|-------------------|
| ① Bath Green Park | ④ Midland shed | ⑦ S&D route | ⑩ Fiddle yard | ⑬ Locomotive shed | ⑯ Tamerig Central |
| ② River Avon bridge | ⑤ S&D shed | ⑧ Midland route | ⑪ S&D route bridge | ⑭ Turntable | ⑰ Goods shed |
| ③ Goods yard | ⑥ Bath Junction | ⑨ Canal | ⑫ Canal Yard Sidings | ⑮ Signalbox | ⑱ Control panel |





Two 'Jinty' 0-6-0Ts bustle in the gasworks sidings at Bath Junction as a rebuilt 'West Country' double headed by an 'N' 2-6-0 brings in an Up express off the S&D line. An original 'West Country' is waiting for the single line section to clear.



This is the canal end of the Canal Yard Sidings on Tamerig. The single line from Bath Green Park leaves the Mendip Hills to cross over the viaduct. A typical summer Saturday holiday express double headed by two S&D '7Fs' heads Southbound towards Bournemouth.



A detailed view of the S&D engine shed building, scratchbuilt by Bob Eyles. The coaling stage was scratchbuilt by John Street. The stovepipe chimney on the small hut was crooked and leaning in real life – we have the pictures to prove it!



A heavy train from the North of England heads for Bournemouth double-headed by two of Bath's famous S&D '7F' 2-8-0s as they climb through the Mendips.

were shortened, there being little purpose in having locomotives hidden from public view and which were not required to operate the timetable. All our stock is fitted with Kadee knuckle couplers which have proved to be very reliable.

Variety of trains

Very little rolling stock is owned by the group, nearly all being provided by individual members and removed after each operating session. This offers additional variety between each session as members rotate their stock. One feature we have successfully developed is to provide stock that reflects the main theme of the special event being operated by the West Somerset Railway (WSR), so if, for example, it is a primarily diesel event we aim to operate mainly, but not exclusively, diesel hauled trains, or if a particular guest steam locomotive is operating, we try to include a model version of it in the formations. It appeals to younger visitors in particular and amuses the older ones as well, so everybody is happy!

We aim to operate both layouts to reflect prototypical practice, with correct train



formations and operating speeds. For the WSR Winter special event held each year just after Christmas, the normal rules are relaxed to provide a wider variety of interest, such as Thomas the Tank Engine or a powered platelayer's trolley with the two figures energetically 'pumping' it along. Even a Union Pacific 'HO' scale 'Big Boy' 4-8-8-4 has been seen hauling a long rake of wagons. Such activities reflect the seasonal ambience and enable members to run rolling stock items not usually displayed. As a prominent sign exhibited in the hut reminds us, railway modelling is fun and it is good to always remember that this is what our hobby should be all about.

Operating the layouts

Tamerig offers continuous circular operation with four main running lines, the two inside ones worked automatically, the two outside ones controlled manually, with a separate fiddle yard supplying each track.

As initially built the layout facilities were less than this to offer a simpler operation but the layout has been progressively updated and expanded in stages into the form in existence

today. It is a freelance design inspired by mainly former London Midland & Scottish (LMS) and London and North Eastern Railway (LNER) practice, which reflected the main interests of the earlier membership who built it. In addition to the four fiddle yards hidden from public view there is a six-track yard in front of the layout, named Canal Sidings after the canal that meanders along the frontage at one end of it. The engine shed with remotely controlled working turntable and goods yard with paved tracks are prominent features, together with the gantry mounted signalbox based on Chester No. 6 'box'.

Building the 'Green Park' model created the problem of where to locate a fiddle yard to service it. After much debate the answer that eventually emerged proved to be both original and scenically very attractive. The prototype S&D layout of Bath Green Park station required two routes to be built to replicate the lines at Bath Junction to Midford, for the former S&D double into single track main line South towards Bournemouth, the former Midland Railway route to Mangotsfield and for the former Midland Railway double track main line North

towards the Midlands. This dictated the need to provide two separate return loops within the Tamerig model as insufficient space was available to provide these independently.

The solution was to build a long viaduct spanning the existing four running tracks and throat of the canal sidings to then drop down to normal baseboard level before disappearing out of sight behind Tamerig Central Station to become the S&D holding siding before returning behind the scenery to re-emerge back on the single into double track layout just before Bath Junction signalbox.

The double track Midland route disappears into a tunnel with the outward track from Bath Green Park being routed to the rear of the Tamerig fiddle yards to emerge into Tamerig Central, becoming a fifth running line along the front of the layout before re-entering the tunnel to emerge as the inward track to pass via Bath Junction and rejoin the S&D tracks back to 'Green Park' station.

At scale running speeds on the 'home' layout the full out and back journey time can take up to eight minutes depending upon the prototype working.



An air-smoothed Bulleid 'West Country' heads a local train to Templecombe across the points outside Bath engine shed. The S&D shed is to the top left and the Midland shed is beyond the turntable to the top right. The finescale 'OO' 16.5mm track was built by Norman Soloman and is often mistaken for 'EM' gauge.

Left: A view of the approach to Bath looking over the roofs of 'Mike's Cottages', so called because Mike Cook built them. He also built the Midland goods shed seen top left behind the '2P' 4-4-0 working a Templecombe local. An early BR liveried rebuilt 'Patriot' completes the scene.

Below: An 'A4' is turned at Tamerig Central for its next duty whilst an air-smoothed 'West Country' in the very early BR livery style runs through the station on the Up fast with a parcels train. Another 'West Country', piloted by a '7F' 2-8-0 in typical S&D fashion, heads a train via the S&D line crossing the Canal Yard and Tamerig main lines via the long girder bridge.

Tamerig's final call

Age is beginning to affect Tamerig with the baseboards in particular starting to deteriorate. It can still be reliably operated but within the next decade we expect to be faced with having to retire this very well used and long serving layout.

With the careful operation and attention regularly lavished upon it, it is difficult to appreciate how old it is or that it was once regularly erected and dismantled for exhibition display. We are currently building our next model which is of our home station, Bishops Lydeard, again to 4mm fine scale standards. This is being built to visit the smaller exhibition venues that cannot accept the much larger Bath Green Park. It is also very convenient to measure the prototype outside our door as we progress its construction.

We were delighted to achieve the top award at the Warley National Model Railway

exhibition last year, the prestigious Bachmann Shield for Bath Green Park - it put the icing on the cake to celebrate the 15 years it has taken to create it. This layout will appear at the *Hornby Magazine* Great Electric Train Show at Gaydon on October 12-13 and is already booked to appear at the 2014 Aylesbury Show.

We are a small group with commitments inevitably varying depending on members' work and family commitments. We like to think we are a happy crowd and aim to confirm the truth of this as we enjoy ourselves creating and then operating our layouts. We welcome private viewings by prior arrangement. On Monday and Thursday evenings from 7:30pm onwards we have our regular working meetings in the hut to which casual visitors are very welcome to call in for a chat. [Horn](http://www.bathgreenpark.co.uk)

● Visit www.bathgreenpark.co.uk for more information on opening times and details.



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White elephant becomes...

JOLLY GREEN GIANT

TIM SHACKLETON takes a Hattons BR Class 14 and with a bit of heavy-duty weathering turns it into the industrial workhorse it spent most of its life as.



HISTORY, it seems to me, is all about the consequences of one bad decision after another – especially where taxpayer's money is involved. Railway history is littered with classic blunders and one of the choicest was British Railways' decision in 1960 to build a group of Paxman-engined 650hp diesel-hydraulic locomotives for trip freight and shunting work on the Western Region, especially in South Wales.

They were larger, faster and more powerful than the familiar Class 08s, which were designed purely for shunting. Although the first of the new Swindon-built Type 1s entered traffic in July 1964, wagonload traffic was already vanishing fast. The huge marshalling yards built to handle it were never worked to capacity and management's attention had turned to long-distance bulk hauls and container traffic. The South Wales coal industry, meanwhile, had entered one of its periodic declines and the vast fleet of Class 37s at Landore and Canton was being dispersed around the country.

There would always be work for the '37s' but not for hydraulic transmission 0-6-0s with their 40mph maximum speed. Even

so, deliveries from Swindon continued to pile up until October 1965 – many of the locomotives, like the even larger numbers of '94XX' 0-6-0PTs ordered more than a decade before, effectively being redundant from the start.

The consequence of another short-term decision by the British Transport Commission was that the Western Region now had 56 extremely capable locomotives on its hands with very few miles on the clock and no immediate prospect of employment. Despite being barely two years old, many were placed in store and in desperation 33 of them were sent to Hull Dairycoates, which had no experience of hydraulic traction and where they did little useful work.

In the end they were offered at knockdown prices to industry – especially the steel and coal sectors – which knew better than to look such a gift horse in the mouth.

Industrial service

While eight of these engines were sold for scrap in April 1968 – D9501/D9506/D9522/D9546 had been cut up even before steam finished on BR – a total of 48 locomotives passed to new owners, especially the state-

owned National Coal Board (NCB) and British Steel Corporation (BSC).

They were big engines by industrial standards but there was plenty of work for them. The NCB bought some for spares, which never again worked for a living (as a rule of thumb, these were the ones that retained their BR numbers in NCB ownership). Out of the serviceable engines, 19 eventually passed into preservation – one of the most numerous and useful classes of ex-BR locomotives now in private hands.

Enthusiasts know these locomotives as 'Teddy Bears' but they were always called 'Paxmans' by those who worked on them at the NCB's huge Ashington complex, at BSC's Corby works and on the deliciously rural ironstone lines of the East Midlands. A handful of the industrial engines received repaints but the vast majority retained their two-tone green livery and as far as I can tell, were never cleaned at any stage of their lives, either with BR or in industry. This makes them ideal subjects for weathering and that is exactly what we will look at here. [View](#)

**STEP
-BY-
STEP**



D9500 looking as it would have done during its brief period of service with BR. Withdrawn in 1969 and sold to the NCB, this was the longest-lived member of the BR fleet with a service life of just under five years, half of this being spent in store at Worcester. Withdrawals began in December 1967 with D9522 and some of the later engines barely managed two years of operation – even then, some of this was probably on paper.

STEP BY STEP WEATHERING A BR CLASS 14 IN 'OO' SCALE

1



The Hattons/Heljan Class 14 is a handsome model with considerable refinement of detail. Unfortunately it has extraordinary amounts of play on the driving wheels, leading to a waddling gait when in motion. I cured this by cutting four 1mm thick Peco fibre washers into a horseshoe shape and then slipping them between the outer pairs of wheels and the frames. This eliminates sideplay at either end while leaving plenty of clearance on the centre axle and dummy jackshaft drive. I then gave the locomotive a couple of hours' running in at gradually increasing speeds on a rolling road.

2



Once I was satisfied with the running I began the weathering process by spraying a thin coat of Lifecolor 'Frame Dirt' (UA 719) over the whole area beneath the running plate. I used a Paasche VLI airbrush – a good design for general-purpose use.

5



As soon as possible after you've finished spraying the chassis area you need to give the wheels a good clean. I use only a minimal quantity of paint when weathering, but it's still sufficient to interrupt current supply. My preference is to use cotton buds dipped in neat isopropyl alcohol.



6

Now the superstructure can be given a patchy coat of weathering, using a 60:40 mixture of Humbrol 'Matt Leather' (62) and Revell 'Anthracite' (8). Plenty of green still shows through. Be careful to keep the spray away from the cab windows.

9

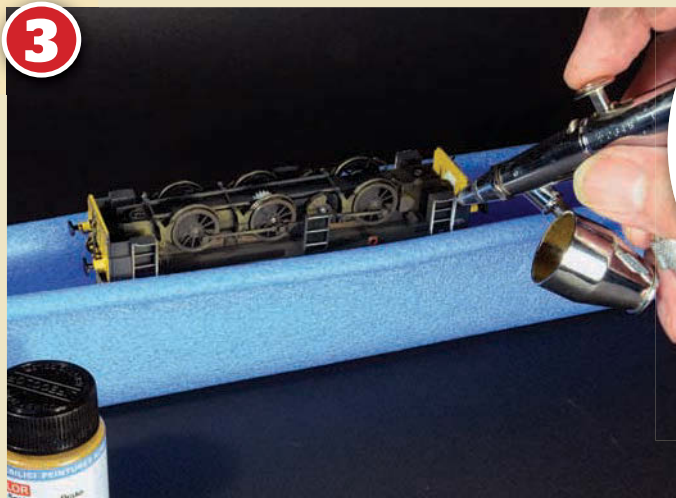


I'm using a business card to mask off the bodysides while I spray a heavy initial coating of weathering on to the walkways. This part of a locomotive is always filthy, whether steam or diesel. I used a darker Leather/Anthracite mix here.

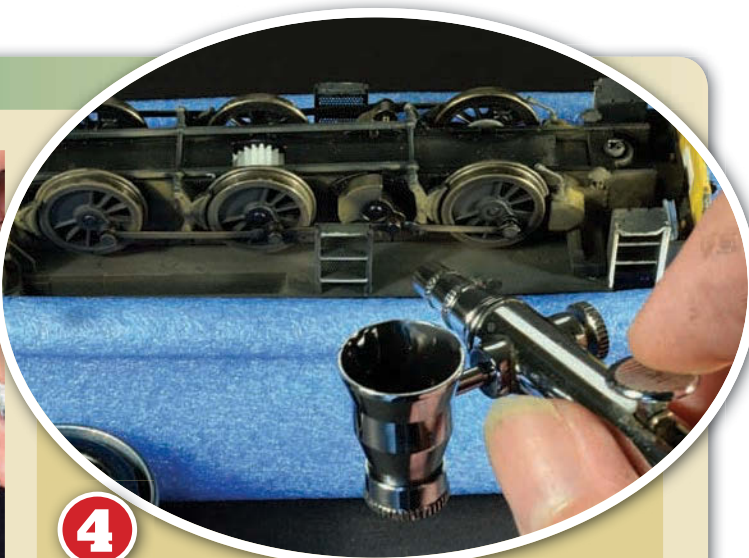
10



The extremely subtle control of the Iwata HP-SB Plus allows me to touch in the very fine line that the spray mask has left at the bottom of the bonnet doors.



This was followed by an equally modest tint of 'Brake Dust' (UA 724) over the brake blocks and surrounding areas. Inverting the model in a foam cradle makes it easier to get the paint where it needs to go.



4

Switching to the altogether more refined Iwata HP-SB Plus, I sprayed the wheel centres and jackshaft with Metalcote 'Gunmetal' (27004) which gives an excellent representation of caked-on oil. A quality airbrush like this Iwata allows me to get really close to the work with minimal overspray.



7

Crewmen's arms and shoulders brush against cab doors and the surrounding areas, gradually rubbing the real-life weathering off. I replicate this effect by stroking the paint away with a No 3 brush soaked in thinners, allowing it to collect in corners.



8

You get a similar effect when fitters' overalls rub on the bodyside doors during maintenance on shed. Tickle away at the paint until it looks convincing – here I've only just started taking paint off.



11

Humbrol Metalcote 'Gunmetal' gives a great representation of sooty exhaust. Neat matt black would be overscale.



12

I'm using a brush lightly moistened with thinners to remove weathering from the metallic-finish handrails that were a distinctive feature of the Paxmans. Some dirt is allowed to collect in out-of-the-way places.

STEP BY STEP WEATHERING A BR CLASS 14 IN 'OO' SCALE



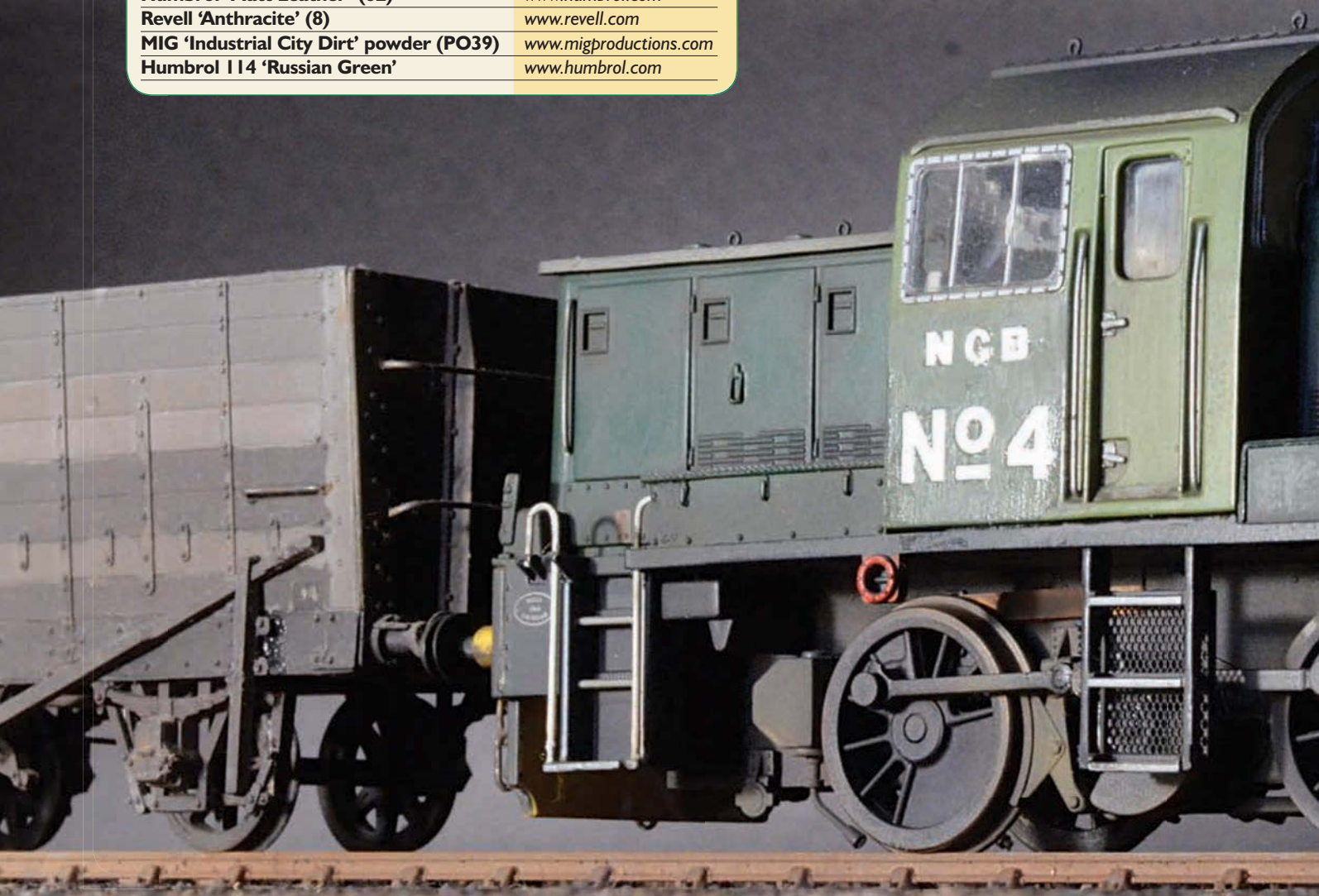
Brushing on a little MIG 'Industrial City Dirt' powder (PO39) adds a little tonal variety to the running plates. I've wiped the handrails clean, the way they are on the prototype.



Portrait of an unwanted, uncared-for workhorse. The 'Paxmans' were very much a product of the steam era and they were treated no differently – just like many early BR diesels. However this was one of 48 members of the class that found a new lease of life in industrial use – as we will see.

WHAT WE USED

PRODUCT	SUPPLIER
BR Class 14 D9500, 'OO' gauge	www.ehattons.com
Peco 1mm thick fibre washers	Various
Lifecolor frame dirt, UA719	www.airbrushes.com
Lifecolor brake dust, UA724	www.airbrushes.com
Humbrol Metalcote 'Gunmetal' (27004)	www.humbrol.com
Humbrol 'Matt Leather' (62)	www.humbrol.com
Revell 'Anthracite' (8)	www.revell.com
MIG 'Industrial City Dirt' powder (PO39)	www.migproductions.com
Humbrol 114 'Russian Green'	www.humbrol.com





Many of the NCB 'Paxmans' were renumbered by patch-painting the cabsides in the closest available colour and then adding new lettering. I intentionally used Humbrol 114 'Russian Green' because it was not the same as the base shade. The larger the brush you use, the fewer brushstrokes you'll leave.



The lettering came from ancient Slater's wagon kits, pressed into position and reactivated with Microsol. As with the patch-painting I deliberately went for an 'artless' style in keeping with the prototype.

With NCB lettering added to the cabside in a typical 'artless' fashion, this Class 14 is ready for its second life in industry. 48 of these Swindon built diesel hydraulics were ultimately sold into industrial use and 19 have been preserved.



Classier coaches



With the tail end of the train suitably detailed, the appearance of this train is just as good at the front and rear.

STEP BY STEP CARRIAGE EXTERIOR DETAILING IN 15 MINUTES



1 For this feature we are going to concentrate on a brake coach as it offers the most potential. First, remove the tension lock coupling from its mount and set it aside.



2 Hornby's Hawksworth coaches are supplied with gangway covers and the brakes come with one glazed cover. This is a press fit into the gangway and doesn't require any glue.

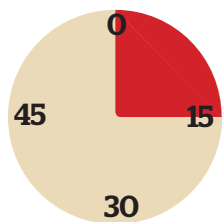


5 The supplied tension locks on the Hawksworth carriages offer a good coupling distance but this can be improved greatly by fitting the alternative close couplings supplied with each carriage.

6 First remove the factory fitted tension lock couplings – it may be necessary to use a pair of tweezers to release the clips from the back of the coupling pocket.



in a coffee break



You might only have a few minutes to spare, but in just 15 minutes the exterior of carriages can be detailed and enhanced. **MIKE WILD** shows you how in 'OO' gauge.

IT IS EASY TO FORGET about passenger stock and lavish all of our attention on locomotives, but the vehicles which form the trains are every bit as important.

This month our aim is to show how simple and quick it is to add a few small details and improvements to carriage formations – a project which could easily be accomplished in a coffee break!

The subject is a set of Hornby Hawksworth carriages. These superbly detailed vehicles have been available for a couple of years now and have some handy features which make them even simpler to enhance.

Each coach is supplied with optional close couplings and a pair of gangway covers; they have NEM coupling pockets, and there is a pre-drilled hole to fit a dummy coupling in the bufferbeam.

Here at *Hornby Magazine* we tend to

operate carriages in fixed rakes and due to the continuous run nature of the majority of our layouts, passenger sets only operate in one direction. This opens up the tail end of the train for a little detailing consisting of removal of the tension lock coupling and the addition of a gangway cover, tail lamp and a dummy screw link coupling from our spares box.

However, the biggest improvement comes in the form of close coupling these coaches. Hornby's close couplings, supplied with each coach, are a direct replacement for the fitted tension locks and they simply clip into the

NEM pockets. Once installed it reduces the gap between coaches to almost nothing and massively enhances the look of these beautifully detailed models – better still they will still negotiate second radius curves.

Naturally there are always options to take things further and, beyond the scope of this feature, we went on to weather the set of three for use on St Stephens Road – see Staff Projects. You may also want to add passengers and the panel (below) shows how to open up Hornby carriages for access to the interior... [Click](#)

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
■ Hawksworth carriages	www.hornby.com	Various
■ Dummy three-link coupling	www.hornby.com	n/a
■ Tail lamp	www.springside.co.uk	DA20GWR

3

A standard Hornby style dummy coupling mount is moulded into the bufferbeam of the Hawksworth coaches. Using a spare coupling from a steam locomotive detailing pack, a dummy screw link coupling was added, held in place with a spot of superglue.



4

For the rear of a train the most important component is a tail lamp. Various designs to suit the different BR regions are available from Springside – this particular example is a BR pattern tail lamp. It has been fixed to the moulded lamp iron using a tiny amount of superglue.



7

Fitting the close couplings is very simple and takes just seconds – push them into the mounts until they clip into place.



8

The final result of fitting the close couplings is an impressively small distance between the gangway connections which makes a great difference to the way these carriages look on the track. Even at this proximity the Hawksworth stock will still negotiate second radius curves comfortably.



INTERIOR ACCESS



To separate the body and chassis of Hornby coaches there are between four and six plastic clips in the chassis, depending on the vehicle. Two clips are located at each end above the bogies, with the additional clips usually located in the centre. To remove the body gently prise the clips inwards until the body pulls the clip out of the chassis and repeat for each corner of the vehicle.

NEXT ISSUE

● The spotlight moves onto locomotives as we show you how to detail steam models in 15 minutes.

An industrial shunter WITHOUT SOLDER!

Industrial steam locomotives are proving popular and, as **PHIL PARKER** shows, you don't need any solder to build one of the best kits, DJH's Andrew Barclay 0-4-0ST.

THE FIRST LOCOMOTIVE KIT I ever built was a DJH Beginners Kit for a Class 02 diesel shunter. When first produced in the 1990s, it was a revelation. The chassis was largely ready made so all the builder had to do was glue the body together to produce a good looking model that ran well. Mine did sterling service on layouts for years.

That kit has since been revised and is still available, but for those looking for a suitable, and achievable, steam locomotive kit of a similar nature DJH produced a follow-up kit for an 0-4-0ST design from Andrew Barclay of Kilmarnock. The firm's products could be seen in grubby yards all over the country until the 1970s and many survive in preservation today.

Modellers have been asking for a ready-to-run industrial diesel shunter for years and this year Hornby is answering that plea with a 'OO' gauge model of the Sentinel 4wDM which is due for release in September. Most would argue that they don't have the skill to build an etched kit, but what about a cast metal one?

The kit arrives packed in a large cardboard box. Inside the parts are packed in plastic so you only have to open each section as you reach that stage of the instructions. Oddly, the packing seemed a bit random with parts for different stages grouped together so I'd recommend acquiring a small box to keep unused bits in until you need them.

Several pages of instructions are included and these are good. If you separate the words from the diagrams so you can look at them simultaneously it's difficult to go too far wrong. My only criticism is that a set of notes is included that promotes soldering the parts together. Everything in the notes is correct - the author in question has built more kits than I've had hot dinners - but for a beginner, soldering this kit isn't necessary. In fact, I built it without turning a soldering iron on.

This isn't, I'll admit, a cheap project. For the same money you could buy quite a nice ready built locomotive. Some will suggest that there are cheaper kits out there to cut your teeth on. The problem is that you often get what you pay for. I had to save hard when I bought my first kit but the satisfaction of seeing it working



Heavy weathering gives this model a work worn heavily used appearance.

on a layout was huge and set me on a path that involved more complicated builds. If I'd not been able to build it, would I have carried on?

You are paying here for the design work to ensure the thing goes together. The specification is good too. Old hands will tell you that the DS10 motor supplied is too fast revving for a shunter. That's true if you only use a single stage gearbox. This little beauty has a triple stage gearbox so it will potter at shunting speeds all day.

For a beginner, the other important point is that everything is in the box. Most kits need the builder to find motor, wheels and gears. That raises the price of the finished model quite a bit. Apart from a 50p smokebox dart, I didn't add anything to the model.

So, if you decide to have a go, what are the pitfalls? The wheels. Four are supplied, two insulated and two uninsulated. If you look carefully between the rim and spokes, the insulated ones have a thin brown line. Marking these with a felt tip pen isn't a bad idea to ensure that matching types are on the same sides of the chassis. I've mixed them up in the past and I should know better.

The wheels should be attached to the axle 'quartered'. That means the crank pins are 90 degrees from each other. This needs to be

the same on each axle. Romford wheels are included which will only allow the wheel to be fitted in one of four positions on the axle. They are metal too so if you have to take a wheel off, it will go back on happily.

I tend to build the chassis before the body, although the instructions suggest working the other way around. This is personal preference as I like to get the mechanical bits completed before moving on to the rest.

Things can go wrong but it's not the end of the world. I painted the model in a 1970s style with yellow ends and a green body. This all disappeared under a coat of weathering which I was pleased with. Then I decided the finishing touch would be to clean the handrails as though the dirt had been wiped off them by enginemens' hands. Doing this, I managed to clean a bit of saddle tank as well which looked odd. Taking a deep breath, I cleaned the entire model in the same way using downward strokes. A little re-dirtying on the tank tops and the result is quite effective to my eye.

The kit is well designed and your chances of finishing it as a fully working addition to your fleet are very high. Absolutely no soldering is required. Once you've built one engine, the process can become quite addictive... well, it was for me! 

STEP BY STEP BUILDING DJH'S 'OO' GAUGE ANDREW BARCLAY 0-4-0ST

1



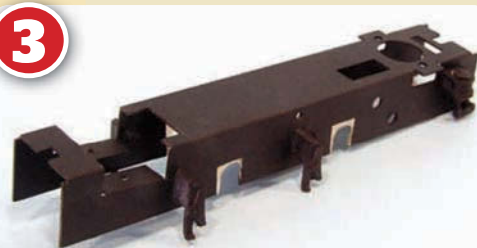
Most of the kit parts are supplied packed in plastic pockets. Carefully extract them only when required so you don't lose anything.

2

Superglue was used for assembly. I've a couple of locomotives over a decade old stuck together with it and they haven't fallen to bits. Sometimes the glue doesn't dry fast enough, so a can of 'kicker' is handy to speed the curing process for superglue.

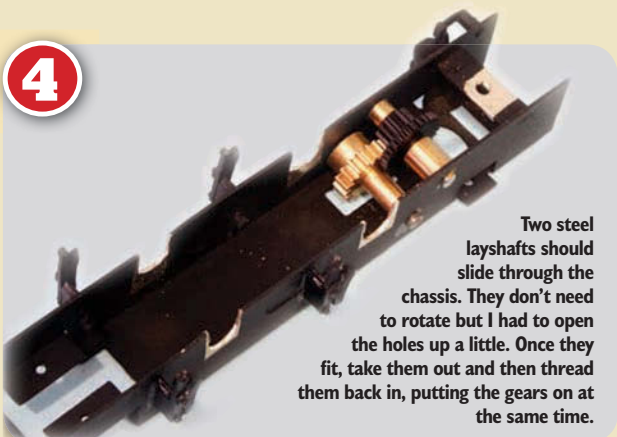


3



Check the chassis is square then glue the brake blocks and cylinder in place and then spray it with a primer coat followed by black paint. Areas around the slots of wheel bearings should be masked off before this, although you could scrape the paint away with a sharp knife before it is fully dry if you forget.

4



Two steel layshafts should slide through the chassis. They don't need to rotate but I had to open the holes up a little. Once they fit, take them out and then thread them back in, putting the gears on at the same time.

5



Prepare the wheels by glueing the balance weights on. Then fit one to the axle, adding the square bearings (fat side out) and then the other wheel. Slotted nuts hold the wheels on and an etched tool is supplied to help screw these up tight if you don't have the special 'Romford' screwdriver.

CONTACTS

NAME	TELEPHONE	WEBSITE
DJH	01207 500050	www.djhmodelloco.co.uk
RT Models	n/a	www.rtmodels.co.uk

As an introduction to steam locomotive construction, DJH's Andrew Barclay 0-4-0ST is virtually perfect!



STEP BY STEP BUILDING DJH'S 'OO' GAUGE ANDREW BARCLAY 0-4-0ST

6



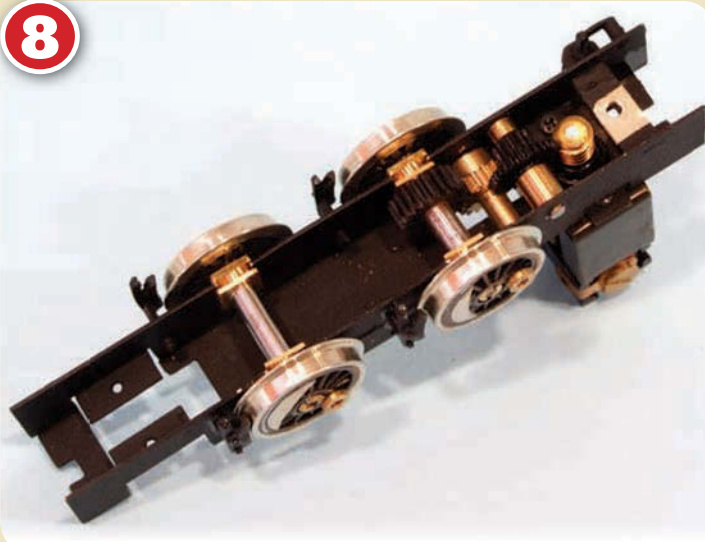
Pick ups are fixed to the baseplate by a little nylon fitting that pushes through the plate and the phosphor bronze strip. They have to be bent to touch the backs of the insulated wheels and then cut to length later on.

7



On the top of the baseplate, the wire clips into some little pillars and is held in place with a spot of glue. If you are using tension lock couplings, now is the time to fit these too.

8



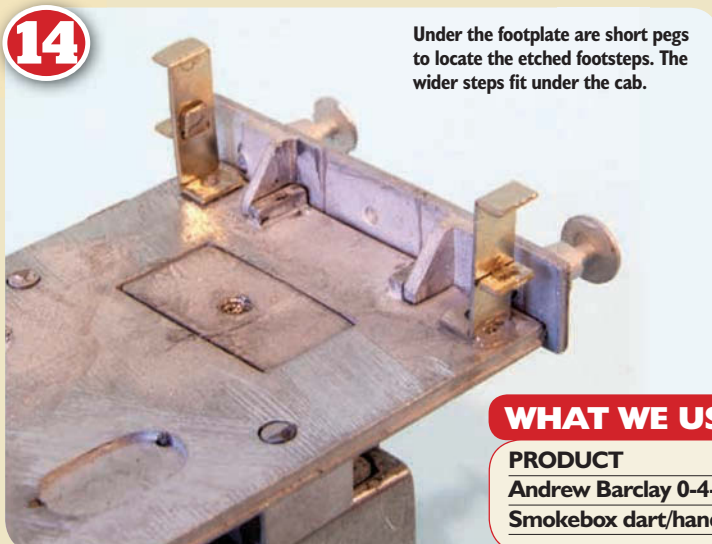
Carefully screw the motor into position, it's attached by two tiny screws, although being steel, they tend to stick to the motor if you drop them. Next, add the driven wheels and rotate the gears by turning the motor by hand.

11

Moving to the body, I removed the cast nameplates from the side of the tank with a coarse file followed by some fine emery paper. Etched replacements were fitted after painting.



14



Under the footplate are short pegs to locate the etched footstep. The wider steps fit under the cab.

15



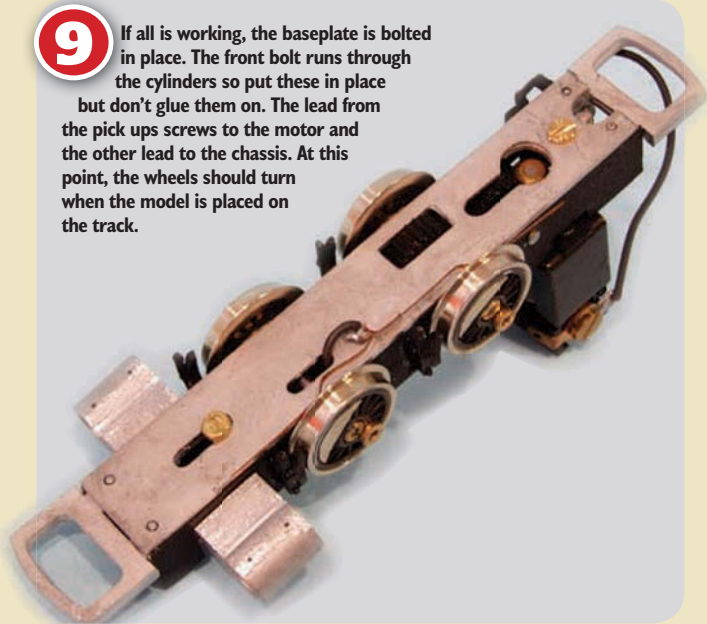
A moulded smokebox dart does nothing for a locomotive's 'face' and replacement with a cast version costs pennies.

WHAT WE USED

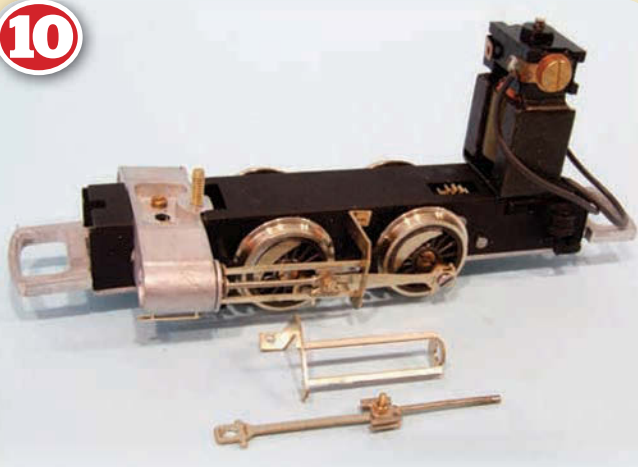
PRODUCT	MANUFACTURER	CAT NO.	PRICE
Andrew Barclay 0-4-0ST, 'OO' gauge	DJH	SK002	£140.00
Smokebox dart/handle	RT Models	4AGBOOD	50p

9

If all is working, the baseplate is bolted in place. The front bolt runs through the cylinders so put these in place but don't glue them on. The lead from the pick ups screws to the motor and the other lead to the chassis. At this point, the wheels should turn when the model is placed on the track.

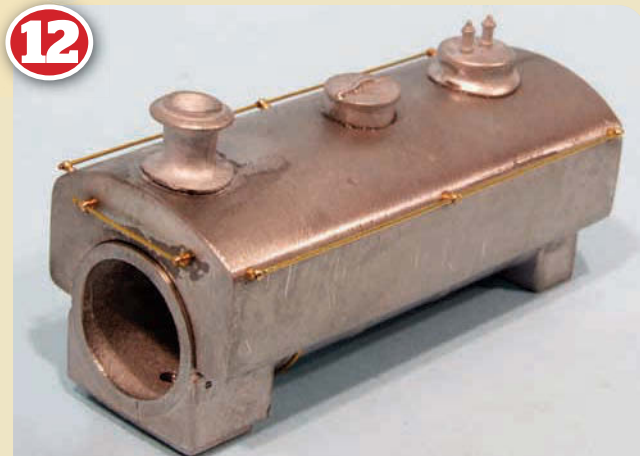


10



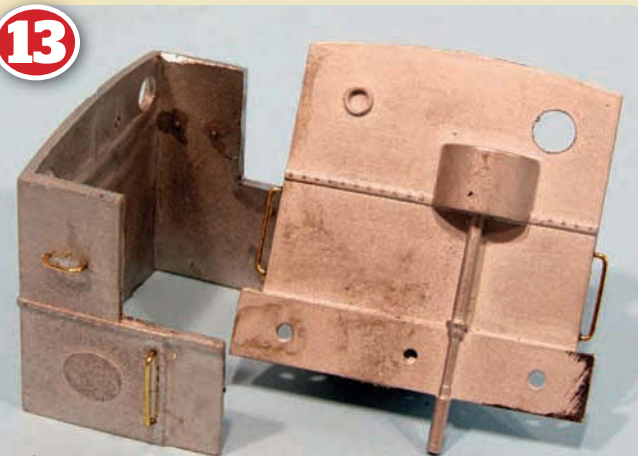
Slide bars are folded up and screwed to the side of the chassis. At the front, they hook around the end of the cylinders. A tiny bit of glue is a good idea here. After this, attach all the rods noting that the pins on the back wheels are longer than those at the front.

12



All the boiler fitting holes needed opening out slightly with a round file but the handrail knobs slotted straight in. Put the wire through them first, glue the end one to the wire and then fit them to the tank – it's a lot easier than trying to line the things up any other way.

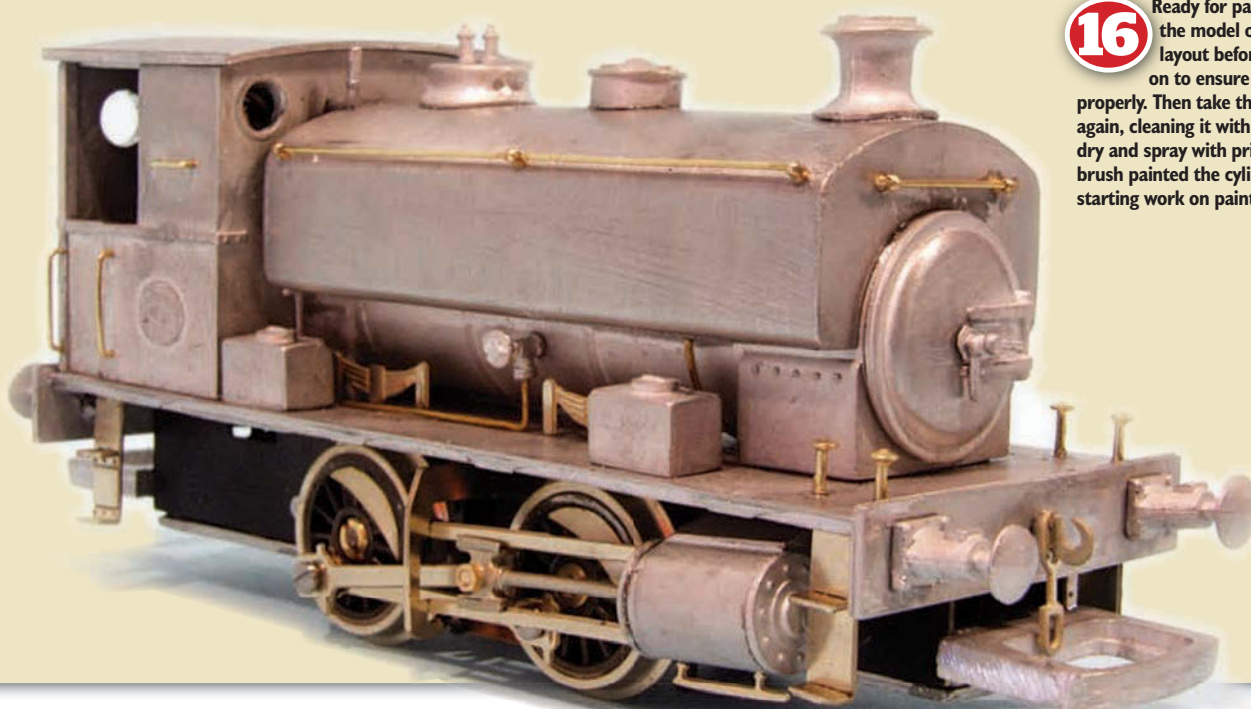
13



Handrails on the cab are moulded in so I scraped them off to be replaced with bent wire. The cab back includes odd and small spectacle plates. These were opened out with a drill to match the front as shown by the one on the right-hand side.

16

Ready for paint. Test the model on the layout before moving on to ensure it works properly. Then take the body off again, cleaning it with detergent, dry and spray with primer. I then brush painted the cylinders before starting work on painting the body.





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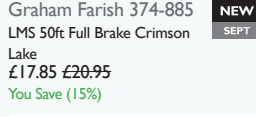
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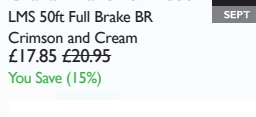
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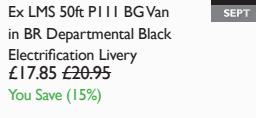
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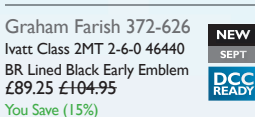
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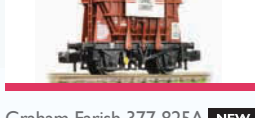
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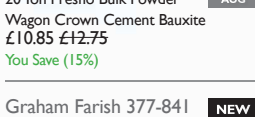
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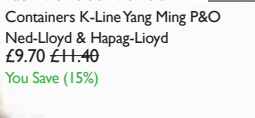
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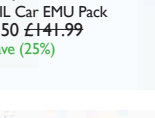
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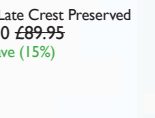
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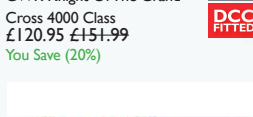
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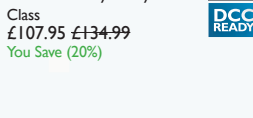
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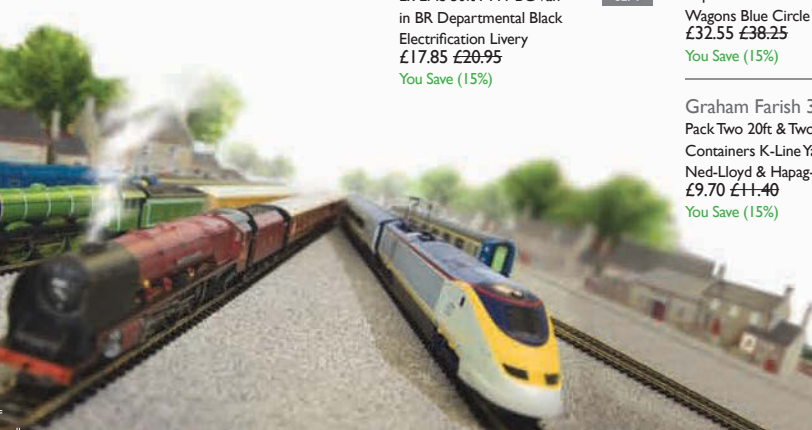
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How to

BUILD BETTER TUNNELS

On the real railway tunnels are important engineering features, and for scale models they are often used to create a scenic break. **MIKE WILD** shows how you can improve your tunnels for a more realistic finish.

THROUGHOUT Britain's railway network you can find tunnels where trains disappear into the landscape. These feats of engineering were built to keep the trackbed as level as possible but were very much a last resort as their construction was very expensive.

For many years the tunnel has been a prime choice as a scenic break on a model railway, and by using simple materials and techniques a realistic tunnel can be assembled quickly for any layout.

The first railway tunnels were built in the early 1800s for tramways, and as the 19th century progressed so did the railways' ability to build tunnels. From 1830 to 1890 many feats of engineering were achieved in tunnel construction with by the far the most significant being the Severn tunnel which passed below the Severn estuary to give a direct link to South Wales. For more on the history of railway tunnels see *Railway Realism* in HM37.

Railway tunnels come in all shapes and sizes and there are a large number of products available to assist modellers in making these distinctive features. Tunnel mouths are available painted and unpainted from a number of sources including Bachmann, Hornby and Peco in single and double track forms.

For this project we chose one of Peco's pre-painted tunnel mouths for a single track railway line, largely because it matched the stone style of other bridges on the layout it would complete. This product is well made but the plastic moulding is quite thin and flexible and really needs extra support behind it.

The main material used in building this model is polystyrene. Available from DIY stores for insulation purposes or by collecting packing materials, polystyrene is easily shaped, but the process of shaping it does create a lot of mess!

There are important points to consider when building a tunnel. Firstly you need to think about the area in which your layout is set – for example, photographs of the railway running through the Peak District show tunnel mouths embedded into rocks while those in lower lying country are more likely to be in lush green countryside. Our advice is to look at prototype photographs of the area you wish to base your tunnel on as there are many »



STEP BY STEP BUILDING TUNNELS

TURN FOR MORE



1

To begin, the position of the tunnel mouth needs to be established. As this tunnel creates a scenic break to a hidden fiddle yard its position was determined by the ends of the sidings behind the scenic break.



2

Polystyrene insulation blocks were cut roughly to shape next to fit in around the tunnel mouth. Their height was matched to that of the next baseboard so they would blend in.



A Churchward '42XX' 2-8-0T bursts out of the newly built tunnel with a mixed goods. Woodland Scenics fine leaf foliage helps bed the tunnel mouth into its surroundings.

STEP BY STEP BUILDING TUNNELS



Multiple layers of the 50mm polystyrene need to be built up so that the ground rises around the tunnel mouth and above it. To fix the blocks together instant grab adhesive has been used for a strong bond.



Having built up the layers and allowed the adhesive to set, we began carving back the blocks to create the cutting sides on the approach to the tunnel. We work on a small area at a time and blend sections together for the final result.



To further improve the tunnel's appearance the baseboard and track inside the tunnel were spray painted gloss black. A track rubber will easily clean paint of railheads, but never spray paint near a point without masking the blades first.



After painting inside the tunnel, the track outside was sprayed with Railmatch frame dirt to weather the rail sides and sleepers to match the rest of this layout.



The basic shape of the land above this tunnel now looks as we want it to. There are virtually no vertical areas and those that are close to vertical will be disguised later in the process.



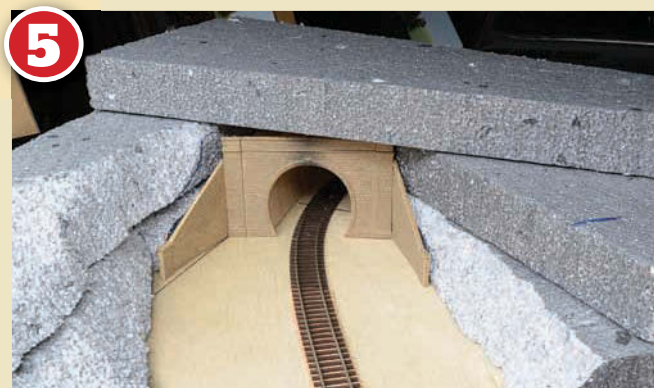
To provide a final surface for grass textures the polystyrene blocks were covered with Gaugemaster plaster bandage. This was cut into 8in strips, dipped into water then pressed onto the landform.



To strengthen the Peco tunnel mouth a piece of corrugated cardboard was cut to shape around 3mm smaller than the plastic moulding. This gives the mouth more rigidity and also ensures no light bleeds through the moulding.



Behind the tunnel mouth three further pieces of corrugated card were cut to fit the tunnel opening to create what will become a 'light tight' surround to the railway as it disappears into the tunnel. All of the card components were then painted black and set aside to dry.



To give the tunnel a reason to exist it needs land above the tunnel mouth. To begin creating this a block of polystyrene was cut roughly to shape and positioned loose on top for the time being.



To give the tunnel a dark internal appearance we decided to use simple cardboard side panels. First we mocked them up with scraps from an old box to ensure the trains could pass through safely.



After completing the internal and external paintwork, the tunnel roof was repositioned and glued in place followed by a selection of off-cuts on top and in front of the upper layer. These will be used to blend the various layers together during carving.



Carving of the polystyrene blocks is a messy process – it is worth keeping a vacuum cleaner to hand and removing the debris as you go. Keep carving back the blocks until you reach your desired landform.



With two or three layers of plaster bandage on top the landform was painted dark grey to give the grass textures a dark base colour. Browns and greys are ideal colours for a base coat under scenery.



With the tunnel mouth temporarily returned into position the running line was ballasted with Woodland Scenics fine and medium grade blended grey ballast. This was fixed in place with PVA wood glue diluted to a 50:50 ratio with water and a drop of detergent.



To begin scenic work the landform was covered with neat PVA applied with a brush and Woodland Scenics fine blended green turf was then dusted over the top to provide a base layer of green colouring.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Single track tunnel mouth	Peco	LK-31
50mm polystyrene blocks	DIY stores	Various
Plaster bandage	Gaugemaster	GM100
Fine blended green turf	Woodland Scenics	T1349
Fine blended grey ballast	Woodland Scenics	B1393
Medium blended grey ballast	Woodland Scenics	B1394
Coarse turf light green	Woodland Scenics	T1363
Coarse turf burnt grass	Woodland Scenics	T1362
Light green fine leaf foliage	Woodland Scenics	F1132
Olive green fine leaf foliage	Woodland Scenics	F1133
Medium green fine leaf foliage	Woodland Scenics	F1131
Autumn 6.5mm static grass	International Models	006-33
Winter 6.5mm static grass	International Models	006-34
Winter 4.5mm static grass	International Models	004-24

STEP BY STEP BUILDING TUNNELS

18



With that done the tunnel mouth and internal walls were assembled together and set in place. The black painted card was fixed in place on the back of the tunnel mouth with contact adhesive for a quick and strong bond.

19



At the rear the black painted walls of the tunnel provide a suitable transition between the scenic and storage areas of this layout.

At the opposite end of St Stephens Road is a second tunnel, this time in a longer and deeper cutting which includes a rock face made with Deluxe Materials Create and Shape (see Reviews). A Class 22 leads a china clay train towards the station.



20



With the mouth set in place the first layer of static grass was applied. The bare areas either side of the wing walls will be blended in later.

21



After application of a second layer of static grass the hillside has good texture and depth to its grass, but it needs more work to bring it up to standard.

22



The final layer of grass texture is a mixture of coarse light green and burnt grass turfs from Woodland Scenics combined with the same manufacturer's fine blended green turf. This was sprinkled onto the scene then fixed in place with matt varnish from an aerosol spray can. For added highlights Woodland Scenics flowering foliage colouring was also applied sparingly onto the scene.

23



To really bring the tunnel mouth to life and also finally bed it into the scene (including hiding the gaps behind the wing walls) Woodland Scenics fine leaf foliage has been used. A mixture of light green and medium green pieces have been planted around the mouth adding small pieces at a time to build up the effect.

24



Overhanging bushes above the tunnel mouth complete this particular scene, again using Woodland Scenics fine leaf foliage.

USEFUL LINKS

Gaugemaster	www.gaugemaster.com
Peco	www.peco-uk.com
Woodland Scenics	www.bachmann.co.uk
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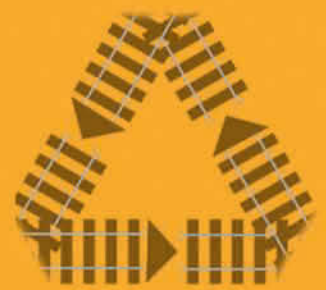
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Hornby Magazine
Editor Mike Wild's
editorial in HM74
about the level of
detail in models
prompted a
bumper mailbag
from readers.
Here's the best of
the responses to
this issue.

Spot the



Apart from the obvious that on the left is Hornby's BR '8P' 71000 *Duke of Gloucester* and on the right is The 'Britannia' has a retail price of £149.99 while the 'Duke', which has been produced with Hornby's

Can families afford train sets?

Your editorial raises a very valid concern for me regarding the cost of models today.

That concern is the ability of families to buy their children a train set and develop their interest in modelling when the cost of ready-to-run models is escalating. I know that ever more accurate models are lovely but when a train is on a layout how many of us really notice all the fine detail, or add the extra stick on bits that come with it? Most of them fall off in due course anyway.

Looking at the new models for 2013 I sometimes question how big a market there is for such a wide range. A comparatively small run is obviously going to cost a lot more than a large run of simpler models. For example, how many of the 'Birdcage' coaches are Bachmann expecting to sell because at £42 they are very expensive and, as much as I would like a couple, I would not dream of paying that much.

I must admit that I often buy something to customise it. Generally second-hand models fit the bill better than brand new ones but there are exceptions: the Bachmann 'Pillbox' brake van was reasonably priced and was repainted easily and perfectly as one of the two that were at Longmoor until the railway closed in 1969.

I've been around long enough to remember that all the rich kids had Hornby Dublo train sets and the poorer ones had Tri-ang. I had the latter and I preferred the two-rail model to Hornby's three. Despite the former's often better deal, it was the cheaper manufacturer which survived.

I'm very glad that you have raised the question of cost. It has to stay reasonable to get people in to our hobby and, once in, there is no reason that a cheaper model cannot be enhanced. That is one of the joys of modelmaking.

Peter Phillips, New Bradwell.

Time for a different approach

There will obviously be two different trains of thought on this subject, both of which have their own merits. The general standard of product these days is a far cry from the 1980s and '90s, mainly due to outsourcing to China.

I personally believe that now China dominates world manufacturing, quality is beginning to suffer as they look to reduce cost and spread production into more rural areas. Controlling suppliers from a distance is always difficult and you need your own people in-country monitoring the process. I say this as a retired UK Purchasing Manager responsible for outsourcing manufacturing. Quality comes with a price, and there will be those who do not wish to see a compromise and can afford to buy a more expensive product with all the fine details.

However, the majority involved in our hobby are of an ageing population, and I would suggest, in a lot of cases, are on a fixed income.

Delicate parts are, more often than not,

easily broken, and together with eyesight not being quite as good as it was and less nimble fingers, they are difficult to fit. You mention spring loaded buffers and opening vents – are they necessary? A nice addition, but in my opinion they are not. I would rather purchase a product which runs well and looks good at a lower cost. Being a pensioner I have to think seriously about what I spend.

The economic climate, which shows no real sign of improving, leaves less to spend on the hobby. We are seeing a number of retailers going out of business and further price rises will continue to make the situation worse. It will also deter people from entering into the hobby, which is already in danger of contracting due to a number of factors, not just cost.

Hornby's design clever process looks to be a possible compromise, and it will be interesting to see how successful this becomes, providing, of course it resolves its supply chain and delivery issues.

John Millard, via e-mail.

QUALITY COMES AT A PRICE

Having just received HM74 and read your editorial, I am in full agreement with the sentiments you express concerning the matter of 'to detail, or not to detail, excessively'. Our manufacturers are producing models which are high-fidelity, beautifully engineered quality items, and the price (possibly) reflects that.

If you are a skilled model engineer, then,

yes, by all means add the full running detail to a model, but it seems to me that to do so would be prohibitively expensive for the average modeller, of which I am one. To take one of these superbly crafted 'standard' models out of its box, place it on the track, and run it is sufficient for me, and, I suspect, many other enthusiasts.

Rod Merrick, via email.

difference!



Hornby's BR 'Britannia' 70004 *William Shakespeare*, the main difference is the price of these two models. 'design clever' methods, is priced at £80 in the RailRoad range and £120 in the main catalogue!

TOO MUCH DETAIL SPOILS THE ENJOYMENT

I believe that with all the extra detail there comes a hefty price tag that few of us can afford comfortably and even if you can afford the price tag there is often a degree of hesitation and contemplation before purchase which often ruins the pleasure of the purchase.

Then when you have got your purchase home and near the layout it is with trepidation that you handle the model in case something breaks, falls off and goes missing for all eternity. Detail is definitely something we have all demanded in the past but I believe it has gone too far, that we are at risk of losing the enjoyment and pleasure that drew us to the hobby in the first place – and that with the hefty price tags we risk not attracting future generations into this all embracing and

most enjoyable hobby.

If future generations do not take up the hobby because of the cost then the major manufacturers will wither and die, just for the sake of detail. Why cannot things go back a step where modellers modelled by making their own detail from scratch rather than rely on the hands of the Chinese to do it for us?

I for one would be more than happy to have a bag of extra parts to fit to the model myself if it meant the price being kept down to a reasonable and affordable amount so that the manufacturer makes a profit (the whole point of being in business) and the modeller saves a few quid so that he/she can afford that next desired model for their railway.

Dave Jay, via e-mail.

PRICED OUT OF THE MARKET?

In response to your editorial in HM74 I must say that I think that if the manufacturers put up their prices any more then they will be pricing the average man out of the market and turning the hobby into one for the rich.

I understand from my local dealer that most modellers are like myself retired and now have the time to build a good sized layout, room permitting. Unfortunately they do not always have the money and as such, particularly in my case, I would prefer to keep the detail and price down.

In my opinion a model is only a representation of a class and not a working miniature. What does it matter if there are

not enough rivets as nobody will be able to count them at a scale speed of 70mph, and as for a recent review of the new Bachmann sleeping car that stated the interior is not quite the correct colour who is going to see?

There have been several new releases that I have seen and thought they would look good on my layout and then I have seen the price and reconsidered, although I do have a *Railroad Duke of Gloucester* on order.

If the manufacturers want to attract younger people away from their computer games and into the hobby then let's see prices fall.

Les Rathbone, via e-mail.

In short...

■ More power to Hornby's elbow in respect of its efforts to keep prices down. 'OO' gauge is never going to be totally accurate simply because the track gauge is wrong in the first place!

There are seven enthusiasts at my local chapel and all of us are delighted with the RailRoad range and 'design clever' is in my view, another step in the right direction. Running the models is what interests us. Ultra fine and delicate detailing does not... but a 'P2' for around £80? That's ridiculous value – more please, Hornby!

Brian Barber, via e-mail.

■ Whilst I model mostly 'OO' gauge at home, my club, Epping Model Railway Club, models 'HO' scale New South Wales trains only and these are very expensive. True, they are well detailed but when being run over a weekend show we find many of the small details fall off. As you suggest, I think the manufacturers should make the models less complicated and give the buyer the option to add extra detail in the box if they are not to be run so much.

Dave Wardell, Sydney.

Hazellb



The delightful Gala Water river bridge is seen to full advantage as 'Deltic' '10 heads South with a diverted ECML express.



Right inset: The quarry area was subject to major alterations during the layout's refresh. The decision was made to opt for a ballast loading point in order to create the justification for some interesting trip workings to serve the yard.



ank

STATISTICS

Owner:	Graeme Moyes
Scale:	'OO'
Length:	21ft
Width:	15ft
Track:	SMP code 75 plain line and hand built points
Control:	Lenz DCC
Period:	1974, 1985 or 1993

GRAEME MOYES and friends rebuilt and relocated a former BR steam era model to the Waverley route and wondered what it might have been like had it remained open into the 1990s. *Photography, Nigel Burkin.*

WELCOME to Hazelbank quarry situated near Stow in the Scottish Borders. The layout runs under the premise that the Beeching cuts never actually claimed the Carlisle to Edinburgh 'Waverley' route. It was decided that the route was far too strategically important to lose, which along with the vast local protests against its closure, secured its survival in January 1969.

Why Hazelbank quarry? Various locations were looked into in order to match the existing structures on Crawford Bridge which was originally built by the East Kilbride Model Railway Club as a BR steam era model. Several areas were considered, including around the Stirling and Clackmannanshire area, Glasgow and South Western and Settle and Carlisle route, where semaphores still abound today with long cross-country sections in evidence. However, the only route we could find that offered us an exact match in terms of infrastructure was the long-closed Waverley route.

Maps were scoured and site visits made to find the perfect location on which to base our new layout. By chance, we stumbled across Hazelbank, a quarry located between Fountainhall and Stow which, in reality, could quite feasibly have served the line at this point. Very close to the site is a viaduct of a very similar size and style to the bridge on the layout, so much so in fact that it is actually quite a task to tell them apart. Our location had been found. The chance to run and create the dream, which, had it not been for Beeching's axe, could have been a reality was just too good to pass up.

There are many fans of the BR blue diesel days in the Stirling club who wanted a continuous circuit layout in order to give the extensive fleet of locomotives a decent run. Simon's Devilla Colliery and Andrew's Airthrey Park layouts were and are run at exhibitions using our Digital Command Control (DCC) sound fitted locomotives but they do not get the chance to stretch their legs to their full

capability. With end-to-end layouts the locomotives have no sooner departed with the sound being fully enjoyed by the audience than they are off scene. These types of layouts are ideally suited, in our minds, to showing the fine detailing of our locomotives off to full advantage or enjoying their sound in tickover mode but for long-running sound quality a layout of Hazelbank's type was required.



All change at Hazelbank

The layout has undergone both a time shift and a change of locality, moving it from the West Coast Main Line in the 1960s to the Waverley route in the days when BR blue ruled the rails. The layout now runs in three different eras – 1974, 1985 and 1993.

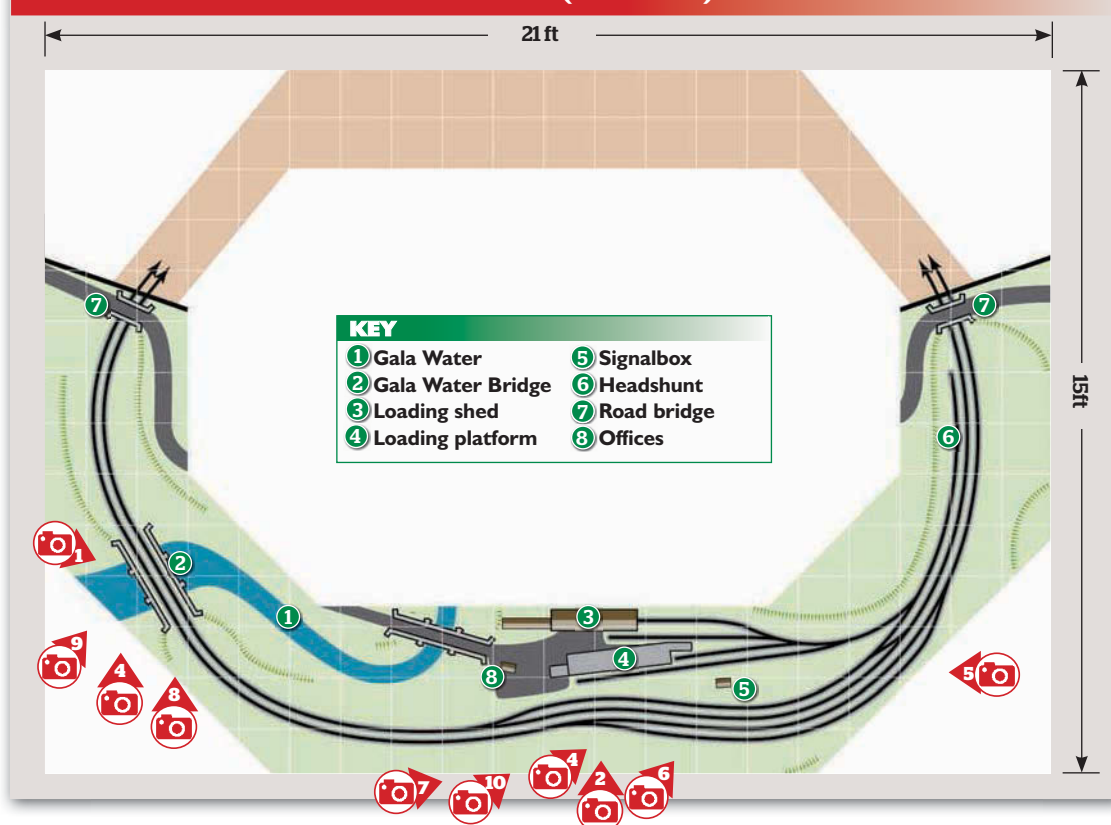
Work began on the rebuild back in Spring 2010. Graeme, whose intention it was to complete the work more or less alone, was well on with completing the complex rewiring of the fiddle yard sections when he suffered a sudden serious illness preventing him continuing with work on the layout. In stepped his Stirling and Clackmannan Model Railway Club (S&CDMRC) colleagues James Reid, Simon Barratt and Malcolm and Andrew Donnelly.

James took over control of the DCC re-wire whilst Malcolm built the beautiful structures and buildings required for the new layout as well as a refurbishment of the scenery. Andrew and Simon have been responsible for Hazelbank's extensive fleet of mainly BR blue liveried locomotives and Diesel Multiple Units (DMUs) along with the required coaches, wagons and other rolling stock by either building them from kits or re-working off the shelf items where necessary, usually involving repainting and weathering them up to the standard you can see on the article photographs.

Since 2010, the layout has been converted from DC to full DCC control. This entailed the removal of the majority of the original analogue track wiring, followed by fitting of droppers from every length of rail, thereby removing reliance on fishplates to carry the current. Droppers were formed with 7/0.2 stranded wire and were all connected to the two bus wires formed of 1.5mm stranded cable. New DCC jumper cables were made up



HAZELBANK TRACK DIAGRAM (Not to scale)



Top Left: Emerging from the road bridge which forms the Southern end scenic break, a pair of Class 20s in the form of Eastfield's 20110 and 20049 are seen bringing a heavily loaded MGR train North. Given the vagaries of coal supply and demand, loaded MGRs can be seen heading in either direction at Hazelbank.

Bottom Right: The small yard behind Hazelbank Siding's signalbox is full of action with Haymarket allocated 20152 shunting an engineers' train and resident pilot 08286 ticking over in the yard. The level of both external and internal detailing on the scratch built signal box is evident, as is hopefully its North British parentage.



to connect the baseboards, with wiring for the point motors left as originally fitted with their own inter-board connectors. The provision of insulated fishplates at all of the common crossings allowed for polarity switching through microswitches on the point motors. Point blades were also electrically connected to the relevant stock rail to eliminate short circuits from out of gauge wheelsets. A Lenz system is used to control locomotives utilising an Expressnet system allowing operators to move around the layout as required.

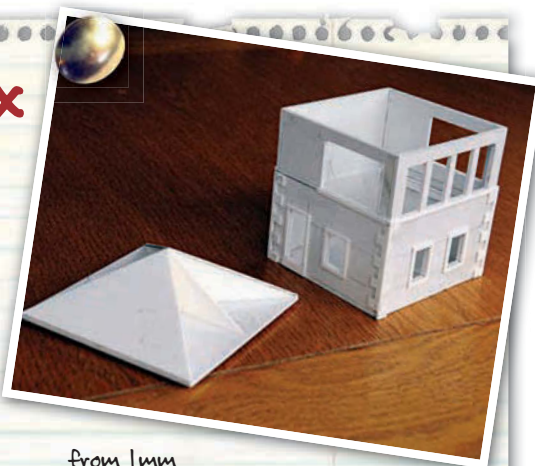
Scenic refresh

The scenery has received an entire refresh by Malcolm Donnelly and has undergone a massive transformation in some places. A 1960s-style ballast loading platform has been constructed and added to the yard scene in the centre of the layout. A new North British Railway (NBR) signalbox has also replaced the old Caledonian Railway example, whilst all of the semaphore signals have been converted from the lower quadrant Caledonian type to the upper quadrant versions, typical of the vast majority of traditionally signalled areas of

THE SIGNALBOX

Hazelbank Sidings' signalbox was built in the style of the box at Woodburn, on the long-defunct Border Counties Railway. The model was built to be installed on a different layout entirely, but was donated to Hazelbank during the mid-stages of building due to its dimensional unsuitability for its intended layout. Using photographs as a guide, the basic measurements for the model were determined and from these a detailed drawing produced. The four walls were made using 2mm thick rigid plastic. The windows and door apertures were then cut out as required before the walls were glued together around a perfectly proportioned squared off base.

The cornerstones and those that framed each of the window apertures were cut



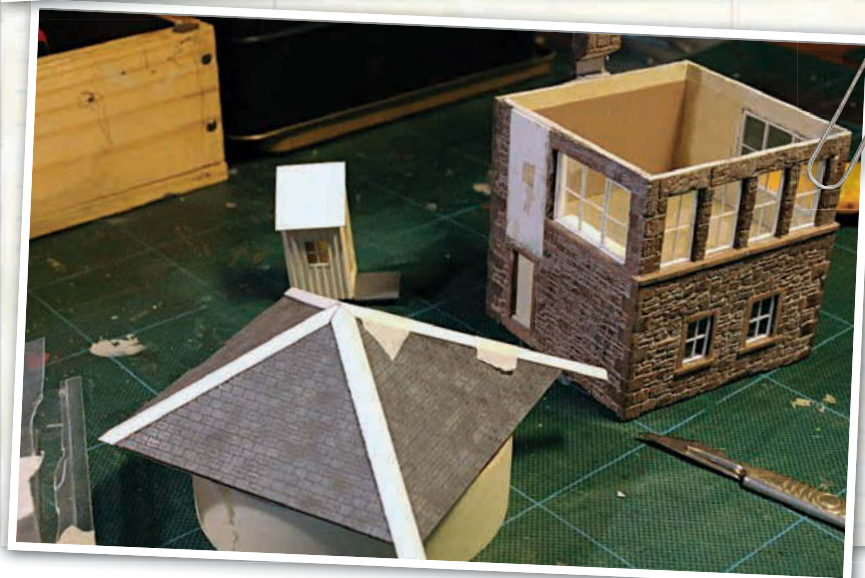
from 1mm plastic and glued into position. The face of each wall within the stonework was evenly covered



using light grey ceramic floor tile grout mixed with a PVA adhesive. After allowing the grout to dry for 24 hours, it was then sparingly wetted with water and rubbed with a finely graded sandpaper to produce a flat surface finished flush with the faces of the 1mm thick

corner stones. With the grout still in a damp condition, stone courses were scribed onto each of the walls. A dry brush technique was then used to give the stones some colour by sparingly using Humbrol paint so that it did not run into the scribed joints.

The signalbox has real glass windows. Pieces of thin glass were taken from 35mm slide mounts and glued to the interior walls across the window apertures. Using styrene strip from Evergreen, window frames and glazing bars were cut to size before being glued to the surface of the glass.



No layout set in this area would be complete without the Sulzer Type 2s. Class 26 26031 ticks over in the loops alongside Hazelbank's stone quarry.

Britain in order to match the intended era.

The layout was completed literally just before the doors opened at its debut outing at the Ayr Model Railway Exhibition in September 2012. It comprises Up and Down running lines emerging into the scenic section from under road bridges at either end of the layout. The lines have an elegant sweeping curvature to them and in the centre both have staging loops into which slower traffic can be looped.

Passenger traffic is a mixture of stopping DMUs on local Edinburgh to Carlisle services and Type 2 Sulzer-hauled passenger services, which often have to make way for the passage of locomotive-hauled express cross-country services and the occasional diverted East Coast and West Coast Main Line passenger working which is often Class 47, 'Peak' or even 'Deltic' hauled.

There is a variety of cross-border freight traffic including coal trains from the Fife and Lothian coalfields making their way to the many English coal-fired power stations.

There is a slight rising gradient to the centre of the layout on the approach to the signalbox which marks the summit, resulting in both



South and North-bound trains having to exert quite a bit of effort to reach the summit, before powering off to account for the falling gradient on the other side.

In the centre of the scenic area is the quarry, part of which is overgrown and out of use, as a result of the stone having been exhausted some years ago. Instead we imagine that the stone arriving at the crushing plant is now transferred there by conveyor belt from the imaginary 'live' area of the quarry situated off scene.

From there it is either loaded directly from the crushing plant into awaiting ballast wagons and dropped from the conveyor into road vehicles for onward transportation to road construction and building sites in the area, or stockpiled for loading later by machine from the 1960s-built loading bank.

Trains are loaded and shunted using Class 08s, 17s, 20s or a Sentinel locomotive, depending upon the era being operated at the time. They are shunted together and hauled around into the headshunt, before being pushed back into the loop in readiness for arrival of a main line locomotive.



The Hazelbank yard pilot duty normally sees a Haymarket Class 08 outbased for many weeks at a time, given the problems in moving a 15mph vacuum braked locomotive all the way from Edinburgh. Here we see 08286 taking a break by the signalbox.



Motive power

We have an extensive fleet of locomotives and rolling stock at our disposal, giving us the ability to run in three periods. The size and scope of the layout has enabled us to run scale length trains of prototypical formation. While much of the stock is of ready-to-run origin one of the rules is that everything gets 'fiddled with'. To that end we try to keep Andrew Donnelly in the paint shop (in Lisbon!) and Simon Barratt in the detailing, renumbering and weathering department hard at work.

In terms of locomotives, the available fleet covers almost everything required for a

Scottish-based 1970s to 1990s layout, with the improved Class 40 from Bachmann, which is imminent, likely to be the last piece in the fleet jigsaw. The fleet consists of upwards of 120 locomotives and DMUs, all of which are sound fitted. Our Type 2s are Bachmann Class 24s and 25s, all of which have been much fettled with and a large number of Heljan Class 26s and 27s, including a couple of push-pull '27s'. On the Heljan Type 2s we have modified the bogie springs on the whole fleet to sit behind the line of the main bogie cross-member rather than directly 'underneath', as modelled. All of our locomotives are fitted

with Smiths screw link couplings and a full complement of brake pipes at both ends.

There are examples of most BR classes available including an extensive fleet of Bachmann Class 37s and Heljan Class 47s. We reckon that the heft and power of the Heljan Type 4s still 'does it' for us, over the offerings from the other manufacturers.

Andrew has repainted almost all of the fleet. This is not to say that proprietary paintwork is not any good these days, but once you have filled steps in the side of 37s that should not be there, or cut holes in the roofs of the Heljan 47s for the addition of Shawplan



Having been recessed in Hazelbank's Southbound loop, snowplough fitted 20179 is released back out onto the main line towards Carlisle with its rake of venerable oil tanks, forming a local trip working. The Type 1 is a detailed and repainted Bachmann model.

THE LOADING BANK

The style of the loading bank featured was based very loosely on that at Carstairs on the Down side of the WCML. The overall proportions were strictly influenced by the amount of space available around the existing sidings. Dressed timber which formed the walls of the platform was screwed to the baseboard alongside the rails. Clearance and height restrictions were decided by placing a 'Clam' ballast wagon on the line adjacent to the outer and inner edges of the desired platform. The platform walls were then clad with metal siding from the Evergreen range of products. Sheets of thin paper were laid across the top of the finished walls and a 'brass rubbing' of the outline produced. From this, an accurately shaped top deck was cut from 2mm rigid plastic card and fitted into position. Fine and medium graded ballasts in various colours were scattered and glued across the deck, with ample amounts of fresh grey coloured ballast, matching that used in the layout's yard operations simulating the many spills made by the loading machines. Two layers of redundant sleepers were laid around the perimeter of the deck to serve as a wheel-stop device during loading operations.



etched fans, for example, the best course of action is nearly always a full repaint.

We have used all the suppliers of sound decoders for the fleet but the largest proportion are from Bryan at Howes Models who has given us a lot of help and programmed some specials for us. Sound installation has, in the main, been carried out by Simon and in nearly every case, new, larger and in some cases bass reflex speakers, back boxes, liberal use of Blak-Tak and other tricks are employed to get the best out of the sounds. Here a lot of the old 'railway hands' come in helpful and we do not slavishly

follow any pattern for sound fitting - we just play about with speakers until we think that the sound is as authentic as we can possibly make it. In some cases the addition of bass helps, such as on the 'Deltics' and Class 60s for example. In others, especially the Class 20s, you can end up with the sound 'over muffled' and lose the treble so there is always a balance to be struck.

There is a large DMU fleet of classes 101/104/105/107/108/116/117/120/122/126/128 and High Speed Trains on hand. Some are the excellent ready-to-run models from Bachmann and Hornby, whilst others are DC

Kits examples, running on Replica chassis or in the case of the Class 104, bits of Hornby, white metal and a Bachmann Class 108 chassis under the centre car.

Again, all are sound fitted and although in many cases the sound is a mélange of generic first generation DMU, with tweaks to the speakers and varying horns on the uploads, no one seems to have made any harsh comments on their authenticity. We have a full length HST set with two sound decoders from Legomanbiffo which are fiendishly clever in that the trailer car responds to throttle inputs in exactly the same way as the

motored power car. The HST also perfectly demonstrates the fun in having a round and round layout with long running distances in order to demonstrate sound chips actually running at full chat. We have now also extended the Manchester Victoria parcels service all the way to Waverley (with plenty of owners' licence), in order to accommodate Heljan's excellent Class 128. It too has a Howes sound chip complete with sliding doors and a very raspy exhaust noise!

Carriage and wagon...

The layout's coach fleet is completely renumbered and detailed, being boxed together in authentic rakes, ready to go on the layout in consistent order. Lots of superb Bachmann Mk 1s and pressure ventilated Mk 2s form the bulk of the coaching stock with a few air-conditioned Mk 2s, Mk 3 'sleepers' and HST trailers making up the balance. On the disc-braked rakes we have fitted Colin Craig's excellent brake disc etches, whilst the coaches are coupled with a variety of systems.

The Bachmann bent pipe is used on the Mk 1s and Mk 2s as it is neat, keeps them close and works reliably. Three link couplings are always employed on the outer ends of the fixed rakes in order to couple up with locomotives. Likewise the parcels rakes have three links throughout in order to mix the rakes as required.

The wagon fleet could make an article in itself, but suffice to say that we have everything from a mid 1970s 40 'little brown' vacuum braked van train (where no two vans are exactly the same), to the early 1990s FNA flask wagons and a full rake of 36 HAAs. We run all of our wagons with Smiths three-link couplings or Instanters, except for a small complement of ballast and stone wagons, which run with Kadees allowing for hands-free operation on the front of the layout in the quarry yard.

New life...

Repurposed and relocated, Hazelbank betrays little of its origins while retaining the essence of what made Crawford Bridge so enjoyable to operate. So, if your current layout is getting a little tired, why not consider changing its location and period? It'll enjoy a whole new lease of life. 



 A Bachmann Tamping Machine, heavily modified to represent Plasser & Theurer Tamping and Lining Machine DR 73202, trundles over the Gala Water river bridge on the way to its next assignment.

SEE IT AT...

Cathcart Model Railway
exhibition October 26/27 2013.



 **Above:** A detailed Hornby HST set crosses Gala Water river bridge heading North. The Mk 3 carriages have received disc brakes and other details to improve their appearance.

 **Right:** The Sulzer engine of Class 27 27037 roars into life as it accelerates through Hazelbank.



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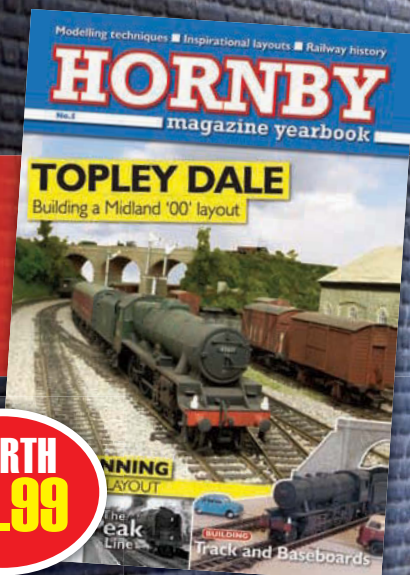
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EXHIBITION

PHIL PARKER makes the final detail alterations before

HORNBY MAGAZINE'S Hartlepool exhibition was to be the first outing for Clayhanger Yard in its finished form. As the deadline approached, there were still a few jobs to be done before the layout could be shown to the public.

First, I made a loading platform in the front corner of the baseboard. The idea is that wagons can be left here, reducing the length of headshunt available and making life more challenging for the operators. Construction is simple enough – a cardboard box covered with brick plastic card. The only challenge was to get the height right.

Measuring from the baseboard top to the bottom of the door on a Dapol seven-plank wagon and then deducting a couple of millimetres gave a good enough result. In real life, goods would be wheeled on trolleys in and out of vehicles and a slightly low surface was better than slightly high.

Next, we needed to stop wagons at the end of the siding. While a conventional buffer-stop would be perfect, these tend to be quite long and reduce the siding length, which would potentially cause operational problems on a layout the size of Clayhanger. As the siding is already fairly short, a better plan was to copy real life industrial locations by fixing an old sleeper on the rails.

Peco sleepers are hollow in 'O' gauge so the base has to be filled or covered with plastic to hide the hole. We fixed a piece of plastic onto the sleeper base with superglue and trimmed it to size once dry. Cutting away the insides of the rail chairs a little allows them to clip over the rails, held in place with some epoxy glue.



Finally, we needed a means of lighting the layout. You could exhibit without them but halls vary enormously in the illumination available. Also, any model railway looks better with strong lighting, so short of time, I adapted the lighting rig from one of my other layouts, Melbridge Dock.

The gantries are simple 2in square wooden galleys which now fit into wooden pockets on the back of the baseboard. Illumination comes from four spotlights bought at Ikea many years ago. On the front is a single 6mm plywood fascia board cut by the people who supplied the wood for the baseboards and lettered up quickly with self adhesive vinyl characters.

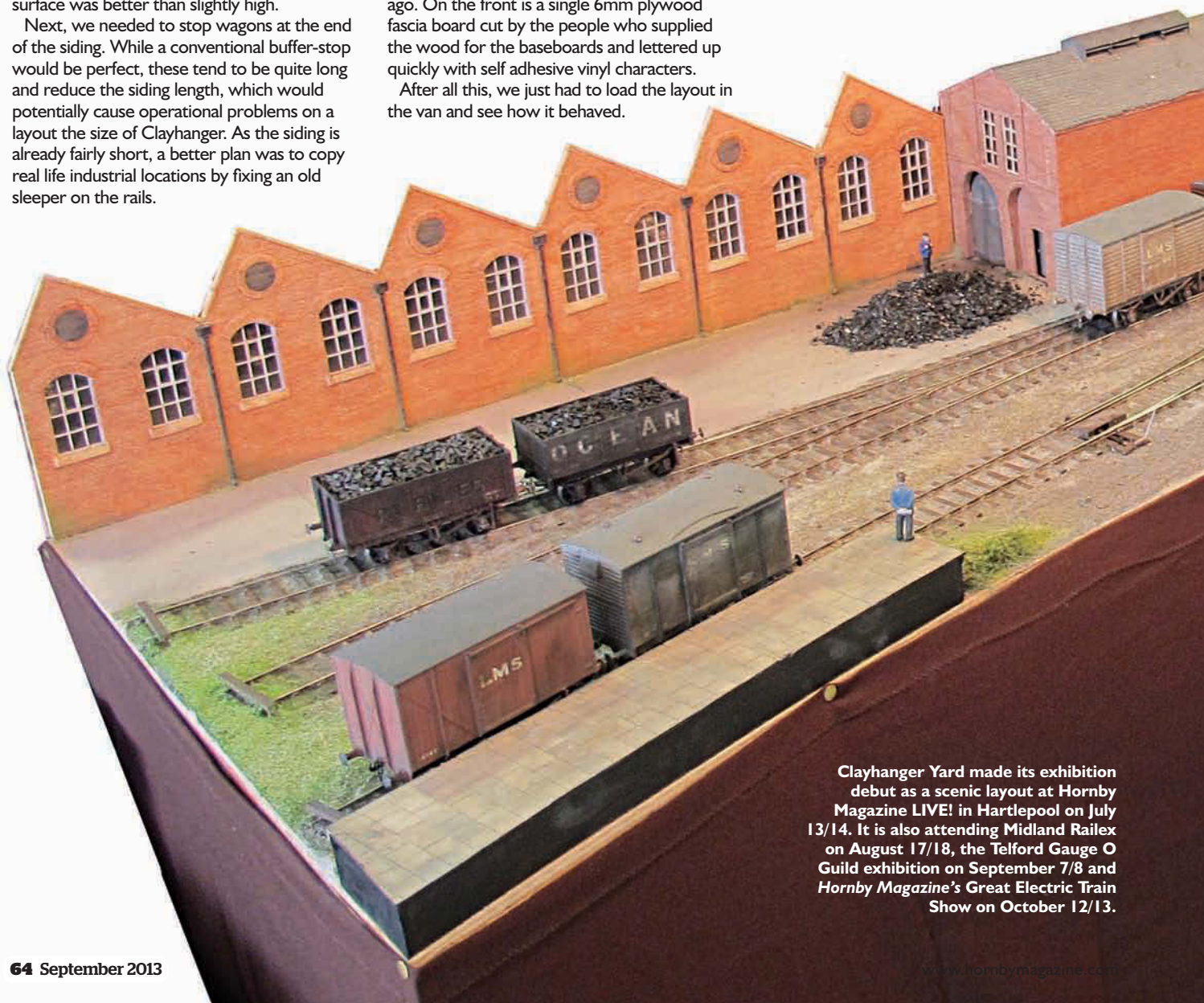
After all this, we just had to load the layout in the van and see how it behaved.

Showtime!

Those who saw us at Hartlepool will know that after all the effort, Clayhanger Yard worked fairly well but not entirely without hiccups.

The first problem is that Peco points rely on contact between the switch blade and stock rail to supply electricity to the frog. Ballasting and painting had made this a lot less reliable than it needed to be. Despite cleaning all the contact points before travel, sticking the layout in a hot van for a few hours on the motorway had undone all this work and the locomotives wouldn't make it even halfway along a turnout.

By Sunday, cleaning, scraping and spraying WD40 around had largely solved the problem but I need to do something involving switches before any future shows. Initial thoughts were to replace the manual point operation with Peco motors but after two days, we quite liked switching tracks manually so I'll have to see if a microswitch can be introduced into the system.



Clayhanger Yard made its exhibition debut as a scenic layout at Hornby Magazine LIVE! in Hartlepool on July 13/14. It is also attending Midland Railx on August 17/18, the Telford Gauge O Guild exhibition on September 7/8 and Hornby Magazine's Great Electric Train Show on October 12/13.

DEADLINE!

Clayhanger Yard's exhibition debut last month.

The point operating rods also gave us problems. To make them removable for transit, electrical block connectors are used to join them up under the board and by the end of day one, two of them had become disconnected. With the layout sat on a solid topped pasting table, reaching under and screwing them back in wasn't an option until the show closed in the evening. Chunkier connectors seemed to solve this for the moment.

With the layout sat on a pasting table, it was slightly lower than most. This left the fascia bottom at just over 6ft above the ground. With no barrier out front, some visitors took to ducking under it and then wondering why their head got hot as they pressed their scalps to the light bulbs. Others, not looking where they were going, would walk into the end of it. Hopefully, rounding off the corners will avoid

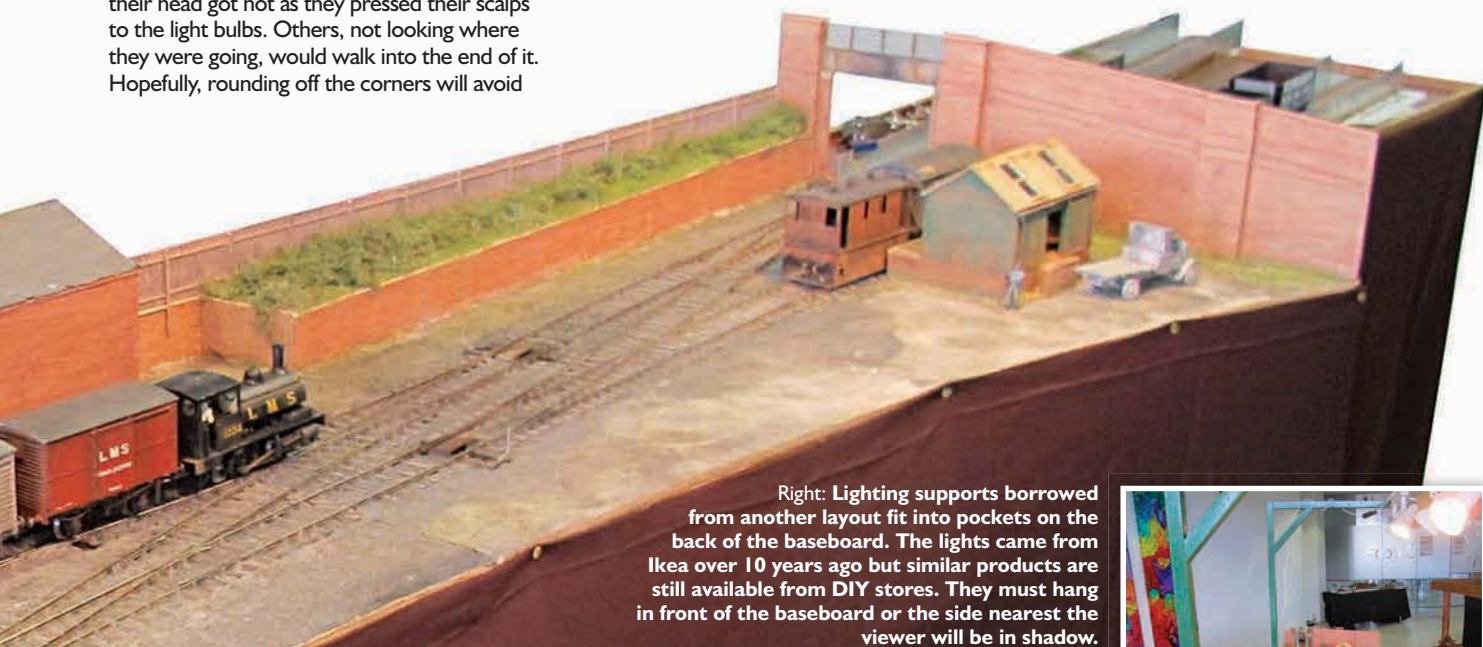
injury to those who don't spot the woodwork. Some proper signwriting for the name would be nice too.

But, by and large the layout worked. Trains were shunted around. With practice, the three-link couplings were manageable. Fiddle yard cassettes were swapped over as required and we were able to keep up a reasonable service. Plenty of visitors came along to chat and several said they had been following this series of articles. I hope a few were inspired to have a go at their own Clayhanger in the future.

Despite the limited trackplan, it's quite fun to operate. At home, working from the front would be easy and of course you would have

a much better view of the layout. We brought in two or three wagon trains and distributed them around the sidings, taking out anything that had been sitting around for a while without any formal timetable but it's surprisingly fun nonetheless.

Final detailing has started. Dummy point levers from Wizard models were fitted in time for the show. By the goods shed is a half-built Thornycroft lorry from a white metal kit. A couple of figures have been added. One provided the best laugh of the weekend when a youngster pointed out the newspaper he is reading doesn't have any text... another job for me to fix before the next outing! 



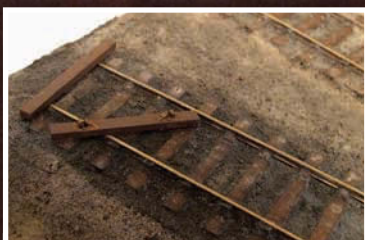
Right: Lighting supports borrowed from another layout fit into pockets on the back of the baseboard. The lights came from Ikea over 10 years ago but similar products are still available from DIY stores. They must hang in front of the baseboard or the side nearest the viewer will be in shadow.



Testing the height of the loading platform using a Dapol wagon. If the door can open, it's not too high.



An S&D Models figure reads the local paper. Behind a white metal kit for a Thornycroft van takes shape.



Using some leftover sleepers, we did our best to stop wagons rolling off the end of the layout. It seemed to work as they all stayed on the tracks.



Built from a Connoisseur etched kit, the ex-London and North Eastern Railway (LNER) tram locomotive is a little out of place in the Black Country.



Using a strip of masking tape and a square, I managed to stick vinyl letters on to the fascia board reasonably straight.

5 NEW LAYOUTS FOR THE **HORNBY** magazine GREAT ELECTRIC TRAIN SHOW

HORNBY MAGAZINE'S Great Electric Train Show continues to grow with five more layouts joining a line-up which also includes 28 traders and a rapidly growing selection of demonstrators.

Held at the Heritage Motor Centre in Gaydon, Warwickshire, this brand new event is shaping up fast and admission to the Great Electric Train Show includes freedom of the Heritage Motor Centre and its stunning collection of historic vehicles as well. A free bus service will also be available running from Leamington Spa railway station on the Saturday only.

The latest additions to the roster are two 'N' gauge layouts – Geoff Buttler's Dragonby and the Wyre Forest MRC's Kinlet Wharf – both of which represent the privatised railway scene. Also new are Bob Vaughan's brilliant

'OO9' narrow gauge layouts Hobbs Row Halt (HM74) and Tansey Bank (to feature next issue), and Brian Key's wonderful 'might have been' narrow gauge model Ilfracombe East and Brinscott, again in 'OO9' scale.

The layout line-up now totals 22 for the show with more in the offing which will be announced in the next issue of *Hornby Magazine*. Highlights include Taunton Model Railway Group's impressive and award winning Bath Green Park (see feature in this issue), the 82G Model Railway Group's 82G – Bristol Templecombe Road in 'O' gauge (HM74), Peter Midwinter's Great Tunsley Dale (featuring next issue), Bassetlaw North Notts MRC's Idleford Town in 'O' gauge (HM67) and Nine Mills in 'N' gauge from the Worthing MRC. Table 1 features the full list of layouts booked for the Great Electric Train Show to date.

Almost 30 traders are attending the event including manufacturers Bachmann, Dapol and Hornby, all of which will have the latest models on display. In addition visitors will be able to meet kit manufacturers including Mercian Models, N Brass Locos, DC Kits, P&D Marsh, Phoenix Precision Paints, Skytrex and Ten Commandments together with specialists such as Grimy Times, Greenscene and Lord and Butler. See Table 2 for the full list of confirmed traders.

Demonstrators confirmed including *Hornby Magazine* contributors Paul Chetter and Phil Parker, and Diesel and Electric Modellers United (DEMU) will be providing a diesel traction orientated demonstration stand. 

● For more information and advance ticket ordering visit www.hornbymagazine.com

Peter Midwinter's epic 28ft long Great Tunsley Dale is making a rare outing at *Hornby Magazine's* Great Electric Train Show. This impressive quarry scene is not to be missed! **Mike Wild.**





New to the line up is the Wyre Forest MRC's Kinlet Wharf in 'N' gauge. Wyre Forest MRC.

TABLE 1 - THE LAYOUTS

NAME	SCALE	OWNER
Bath Green Park	'OO'	Taunton MRG
Kirkby Stephen West	'OO'	Martin Wright
Grathwaite Junction	'OO'	South Cumbria RMA
Bolsover and Seven Lane	'OO'	Mike Wild/Hornby Magazine
82G	'O'	82G MRG
Great Tunsley Dale	'OO'	Peter Midwinter
Idleford Town	'O'	Retford MRS
Overlord	'OO'	Chris Mead
Dubmill Sidings	'O'	Steve Thompson
Lochnagar	'OO'	Mark Miller
Clayhanger Yard	'O'	Phil Parker
Empingham	'OO'	Peter Rumbelow
Nine Mills	'N'	Worthing MRC
The Stabling Point	'O'	Nigel Adams
St Minions	'EM'	Phoenix Paints
Ingleton Sidings	'OO'	Paul Allen
Chollerford	'OO'	Dave Milford
Tansey Bank	'OO9'	Bob Vaughan
Hobbs Row Halt	'OO9'	Bob Vaughan
Ilfracombe East	'OO9'	Brian Key
Dragonby	'N'	Geoff Buttler
Kinlet Wharf	'N'	Wyre Forest MRC



THE DETAILS

Exhibition:	The Great Electric Train Show
Where:	Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ
When:	October 12/13 2013
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	In advance: Adults/concessions £9, Children £7. On the day: Adults/concessions £10, Children £8, Family (2+3) £30. Admission includes freedom of the Heritage Motor Centre.
Ticket hotline:	01780 480404
Website:	www.hornbymagazine.com

TABLE 2 - THE TRADERS

Bachmann Europe
Ceynix Railway Trees
Cheltenham Model Centre
D&E Videos & DC Kits
Dapol Ltd
DCC Supplies
Digitrains
Don Bishop Photography
Ellis Clark Trains
Eileen's Emporium
Greenscene
Grimy Times/Sankey Scenics
H&A Models
Hornby Hobbies
Leamington & Warwickshire Model Railway Society
Lord & Butler Model Railways
Loughborough Model Centre
Mercian Models
N Brass Locos
P&D Marsh Model Railways
Penketh Model Rail Centre
Phoenix Precision Paints Ltd
Roger Carpenter Photographs
Skytrex Ltd
Steve Currinn Books
Ten Commandments
Tootally Thomas
W M Collectables

GET INVOLVED!

● Are you local to the Warwickshire area and have an exhibition standard layout that you would like to display? If so we might be able to fit it in and we'd be delighted to hear from you! Contact *Hornby Magazine* Editor Mike Wild by e-mailing mike.wild@wildcomms.com with details of your layout including sizes and images and we'll consider it for the inaugural *Hornby Magazine* Great Electric Train Show.

Bob Vaughan will be exhibiting both of his delightful 'OO9' layouts including *Tansey Bank* which will feature in the next issue of *Hornby Magazine*.

Trevor Jones.

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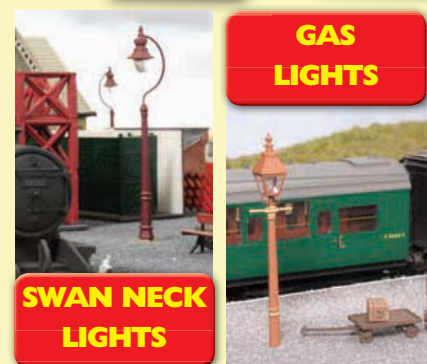
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1:43

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Southdown Leyland Royal Tiger



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Metallic Scania Highline Horsebox

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Green Fordson Tractor



NTRAC002

Peru Green VW Van



NVW001

Light Grey VW Pick Up



NVW002

Fjord Blue/Arcona White VW
Minibus

NVW003

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1:148

76AEC014 1:76
Southdown AEC Matador Wrecker

Era:1940 - 1960

76AK016 1:76
Austin 3 Way Van British Rail

Era:1950 - 1960

76AM002 1:76
Newcastle AEC Mercury TL

Era:1950 - 1970

76ATL002 1:76
Cream Austin Atlantic Convertible

Era:1950 - 1970

76BCF001 1:76
Bentley S1 Continental Fastback Shell

Era:1950 - 1970

76BN6002 1:76
Balmoral Green Met. Ice Green Bentl

Era:1940 - 1960

76BSA001 1:76
AA BSA Motorcycle and Sidecar

Era:1930 - 1950

76BSA002 1:76
RAC BSA Motorcycle and Sidecar

Era:1930 - 1950

76BUR003 1:76
Burrell Showmans Ex Mayor G T Tub

Era:1910 - 1940

76DN002 1:76
Dennis RS Fire Engine Dublin Civil D

Era:1980 - 1990

76F106001 1:76
London Fire Brigade Dennis F106 Sid

Era:1960 - 1980

76F8002 1:76
Northern Ireland FB Dennis F8

Era:1950 - 1970

76FT001 1:76
Frozen White New Ford Transit Van

Era:2000 - 2020

76FT008 1:76
NHS Blood Donor Van Ford Transit S

Era:2000 - 2020

76FTB001 1:76
RAC Ford Transit Mk1 Beavertail

Era:1960 - 1980

76FTB002 1:76
AA Ford Transit Mk1 Recovery

Era:1960 - 1980

76JM020 1:76
Morris J2 RAF

Era:1950 - 1960

76MWD001 1:76
British Army Mickey Mouse Bedford M

Era:1940 - 1950

76RD004 1:76
Red Renault Dauphine

Era:1950 - 1960

76REL001 1:76
AA Reliant Regal Supervan

Era:1950 - 1980

76REL002 1:76
BOAC Reliant Regal Supervan

Era:1950 - 1980

76SET12 1:76
Baler, Livestock Trailer & Farm Trailer

Era:1950 - 2000

76SET22 1:76
Austin Tilly 3 piece Set

Era: -

76SH002 1:76
Pickfords Scammell Highwayman Cra

Era:1950 - 1970

76SP005 1:76
RAF Scammell Pioneer Recovery Tra

Era:1930 - 1970

76T25005 1:76
Lime Green/Saima Green VW T25 Bu

Era:1980 - 1990

76T25006 1:76
Bamboo Yellow VW T25 Camper

Era:1980 - 1990

76TEA001 1:76
Grey Ferguson TEA Tractor

Era:1940 - 1970

76TIP003 1:76
National Coal Board

Era:1960 - 1980

76TRAC001 1:76
Fordson Tractor Blue

Era:1940 - 1970

76TV004 1:76
Gas and Coke Service Tricycle Van

Era:1930 - 1950

76VW017 1:76
VW Minibus/Surfboards Flower Power

Era:1960 - 1980

76WHFRTRA 1:76
White Fridge Trailer

Era:2000 - 2020

76WHSCACAB 1:76
White Scania Cab

Era:2010 - 2020

SP032 1:76
Mr Tayto Bedford TK

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SP064 1:76
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Golden Age Models 'O' gauge 'Merchant Navy'

IN LAST MONTH'S EDITORIAL I talked about detail and made various suggestions for what might make the ultimate ready-to-run model. This month a spectacular new model arrived in the *Hornby Magazine* office in the shape of Golden Age Models new Bulleid 'Merchant Navy' 4-6-2 for 'O' gauge.

Far from being a typical ready-to-run locomotive, these finely engineered models are some of the very best that money can buy and the manufacturer has gone to the lengths of producing both the original air-smoothed design, built between 1941 and 1949, and the rebuilt 'Merchant Navy' as produced between 1956 and 1960.

Golden Age Models produces high end ready-to-run locomotives and rolling stock 'OO', 'O' and Gauge 1. Its products are made in limited numbers and the specifications include features such as opening smokebox doors (with full detail inside), sprung axleboxes, oven baked paint finish, Faulhaber motor, all wheel pick-up, DCC sound, optional smoke generators and custom details such as removable headcode discs and headboards.

In previous issues of *Hornby Magazine* we have received Golden Age Models 'OO' gauge 'Brighton Belle' EMU (HM37), 'OO' gauge Gresley 'A4' 4-6-2s (HM42) and 'O' gauge Peppercorn 'A1' and 'A2' 4-6-2s (HM56).

The models

The sheer size of an 'O' gauge model of a 'Merchant Navy' is impressive in its own right, but when it is crafted to such a high standard as Golden Age Models' products then it is something very special indeed.

Starting with the air-smoothed version, the sample supplied was finished in BR lined blue as 35003 *Royal Mail*. It comes with the 'Devon Belle' headboard and 'wing plates' as well as a pair of Southern Region headcode discs. All of these components have been designed so that they fit onto lamp irons and brackets, just like on the real locomotives and they are produced to the same exacting standard as the locomotives.

The air-smoothed casing of 35003 matches the profile of the real locomotives to a tee and features the early valances ahead of the cylinder blocks. The 'face' is captured perfectly with Bulleid's oval smokebox door a carbon copy of the original and fitted with an etched metal numberplate and shedplate. Also present is a neatly produced smokebox door dart together with full hinge and lamp iron detail. The smokebox door opens to reveal the modelling of the superheater header and tubeplate: it is held in the closed position by a small magnet.

Moving along the bodyside and there is more fine detail to appreciate. Golden Age has modelled the curve of the casing



THE DETAILS

Manufacturer: www.goldenagemodels.net**Description:** Bulleid 'Merchant Navy' 4-6-2 35003 *Royal Mail*, BR lined black**Description:** Bulleid 'Merchant Navy' 4-6-2 35004 *Cunard White Star*, BR lined green**Scale:** 'O'**Price:** £2,450 plus VAT each including UK postage**Era:** 4/5 respectively**DCC:** DCC fitted, ESU/South West Digital sound decoder**Couplings:** Screw link couplings

The fine detail on this locomotives is outstanding - outside, inside and underneath.



exceptionally well and it even features details such as sandbox filler doors in the sides, recessed whistle and safety valves in the roof and the row of washout plugs along the top of the firebox on each side. Etched brass nameplates are also fitted on each side which are detailed replicas of the real thing.

Below the frames the beautiful Bulleid-Firth-Brown wheels have been reproduced brilliantly together with full valve gear detail –

both inside and outside the frames, this really does have valve gear to the middle cylinder! Completing the look are lavishly detailed brake rigging and brake shoes.

The cab is of the later style with wedge shaped front windows while the side windows are also glazed and detailed with wind deflectors. Between the cab and tender roofs a small leather 'curtain' has been added

which was there to protect the crew in wet weather. The cab interior is fully detailed with a full complement of fittings including reverser, regulator, gauge glasses, gauges and the oval firehole door of the prototypes. Coupled to 35003 is an original pattern tender with high sides. Like the rest of the locomotive this is fully detailed inside and out and includes a real coal load, folding cab doors, sprung buffers, lamp irons, steps and sprung axleboxes.

The rebuilt version

Our sample of the rebuilt 'Merchant Navy' for 'O' gauge was 35004 *Cunard White Star* finished in BR lined green with late crests on the tender sides. Like 35003 the standard of paint finish is outstanding with the BR green liveried 'Pacific' looking every inch the real thing.

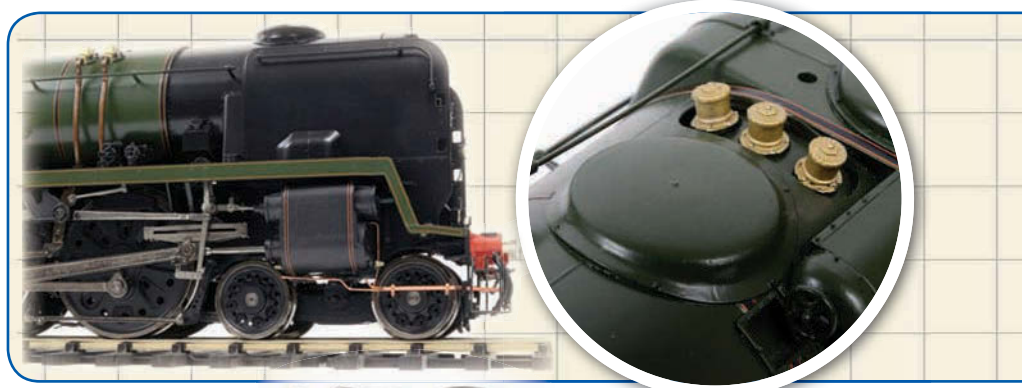
This sample was supplied with a selection of cast metal headboards and etched brass headcode discs – again, all positionable and removable – together with factory fitted etched



metal numberplates and nameplates.

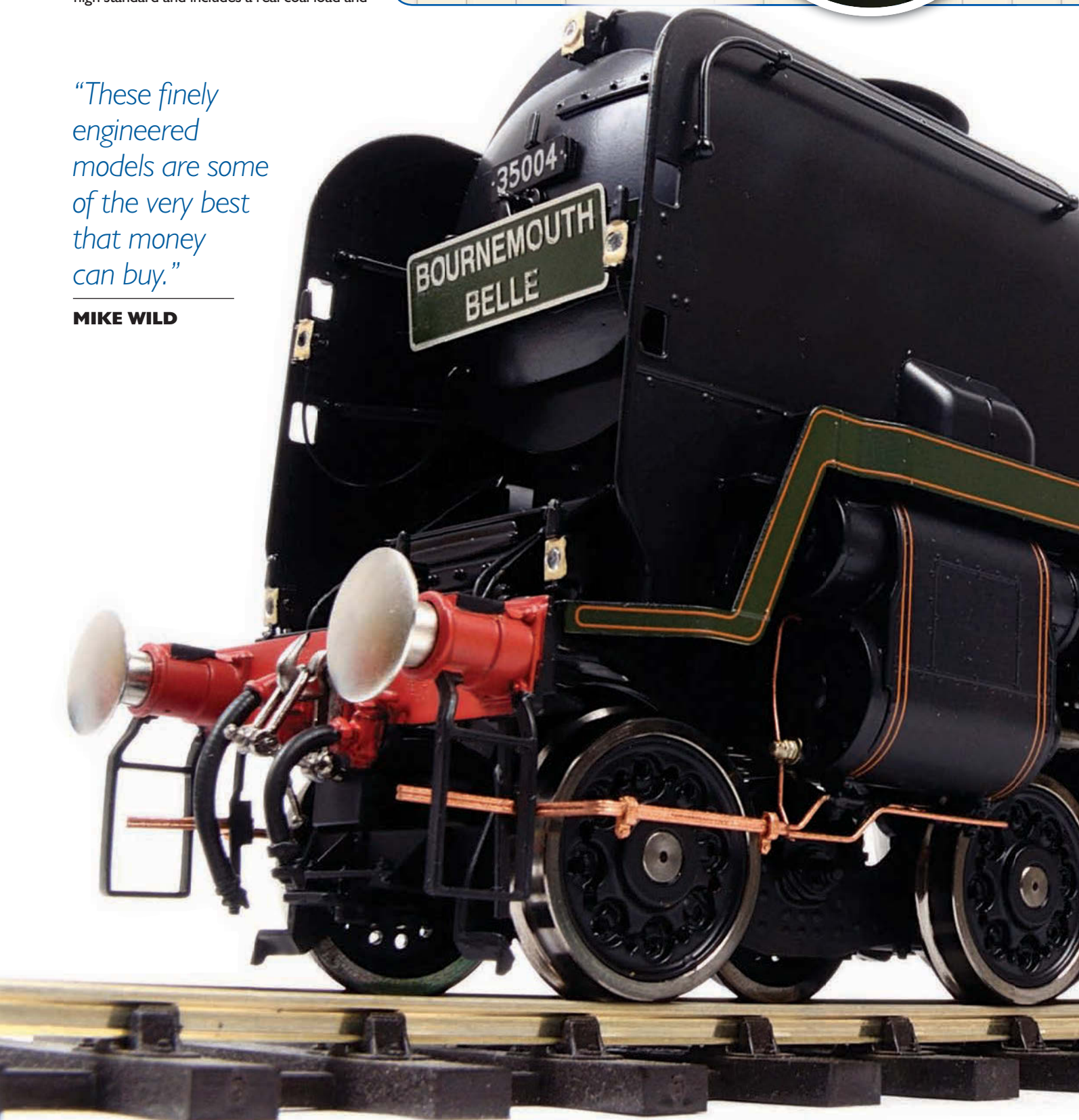
The detailing on the rebuilt locomotive matches that of the air-smoothed model and features all the same high standards. However, as per the real locomotives, much more is on show with the rebuilt locomotive and Golden Age has done a superb job of modelling the linkage for the whistle, clack valve pipework, sandboxes and lubricators and the more complex Walschaerts valve gear.

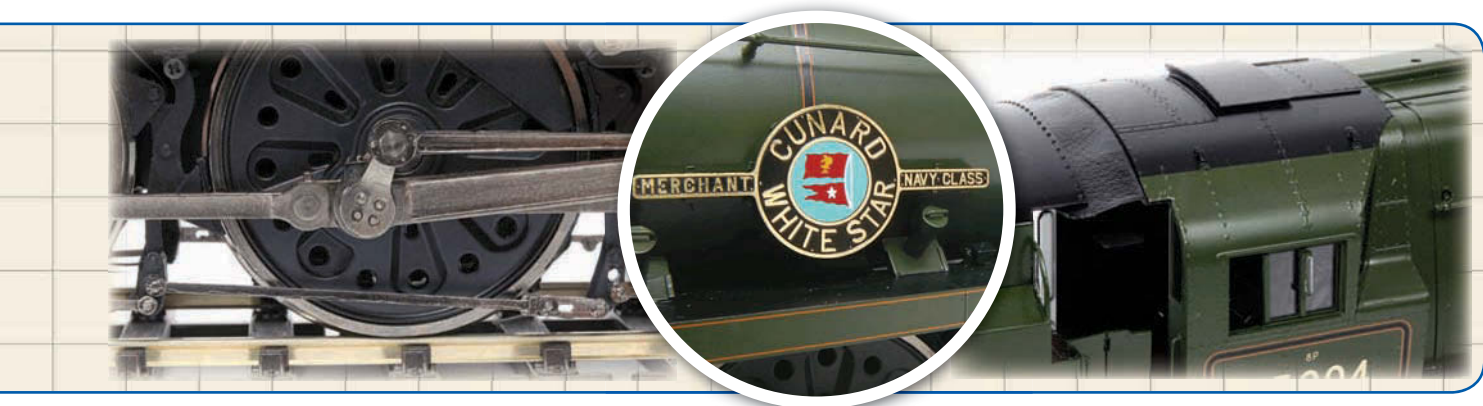
The tender with 35004 also differs as it models the 'Merchant Navy' tender after it was cut down. This has been done to a very high standard and includes a real coal load and



"These finely engineered models are some of the very best that money can buy."

MIKE WILD





all the same features as the original condition tender with 35003.

It should also be noted that a wide range of locomotive names are available from Golden Age in both air-smoothed and rebuilt forms, but each one is produced in limited numbers. Visit the website for a full list of available locomotives.

Performance

With models like this we want performance just as much as looks and Golden Age's 'Merchant Navys' certainly deliver that! They weigh in at just over 3kg and features a Faulhaber motor. All wheel pick-ups also assist in the performance stakes while fully sprung axles help them glide along the track

On the track these locomotives run beautifully. Speed control is excellent with each of our samples performing smoothly and quietly throughout the speed range. In fact the carriages coupled behind made more noise than the locomotives. We were unable to test the full haulage capacity of the 'Merchant Navy', but suffice to say five carriages was nothing to them!

Each model is factory fitted with DCC sound from South West Digital and the decoder produces effective noises for the prototype including a correct three-cylinder exhaust beat. The volume available is excellent and these models certainly recreate the sounds of the 'Merchant Navy' class very well.

Overall

At £2,450 each these aren't like buying a mass produced 'OO' gauge ready-to-run model, but they aren't supposed to be. Golden Age Models 'Pacifics' are intended as a unique model with calibre and class above all others. They have been designed to impress and, frankly, to make you want one... and that they do very well!

Their looks and detail are second to none and the performance of these heavyweight 'Pacifics' is outstanding. Golden Age Models deserves full credit for producing what we feel is the definitive model of 'Merchant Navy'. (MW)

● Thanks to the Leamington and Warwick Model Railway Society for the use of its 'O' gauge layout for test running these samples.



BULLEID'S 'Merchant'

The Southern Railway's 'Merchant Navy' 4-6-2 locomotives were some of the best looking steam engines ever built and amongst the most technologically advanced too - but they had some features which proved troublesome in service, as **EVAN GREEN-HUGHES** relates.



Navy'

'Merchant Navy' 35005 Canadian Pacific passes Winchfield with the down 'Atlantic Coast Express' on September 2 1949 carrying Southern Railway Malachite green with British Railways lettering on the tender. 35005 was experimentally fitted with a Berkley mechanical stoker which Bulleid acquired second-hand from Canada.
E.C. Griffith/Rail Archive Stephenson.



DURING THE 1930s the Southern Railway relentlessly pursued a policy of modernisation and invested heavily in its network of suburban and commuter railways. Where possible lines were electrified and modern, fast Electric Multiple Units were provided to work them, a policy which reaped a considerable dividend for the company's shareholders.

However, the Southern had a number of longer-distance lines, particularly those to the South West and to the South Coast which still had to be worked by steam traction, development of which had been neglected. The most modern express engines available were the 'Lord Nelson' 4-6-0s of 1926 and the superb 'Schools' 4-4-0s of 1930, neither of which matched the aspirations of a traffic department intent on running longer trains at higher speeds.

In 1937 the company's Chief Mechanical Engineer, Richard Maunsell, retired and in his place was recruited Oliver Bulleid, a man who had spent many years working with Sir Nigel Gresley at the London and North Eastern Railway (LNER). At 55 years old Bulleid was a very experienced man, having worked in several posts abroad, as well as having spent 25 years assisting Gresley where he helped design many locomotives, including the famous 'A4' class 'Pacifics' and 'P2' 2-8-2s.

Bulleid was an exceptional engineer, yet had still to produce a locomotive in his own right, and given his years it would have been expected that his first engines would be conservative in design. However when, in 1938, he was given authority to produce new locomotives for long-distance express work he decided to start from the rails up and to produce a radically different machine which incorporated much of what he had learned at the LNER and a great deal more of what he admired in up-to-date practice from overseas.

Creative thinking

An early proposal for a 2-8-2, probably based on features of the 'P2', was frowned on by the civil engineers and as a result the designer settled on a conventional 4-6-2 layout, but this was to have a number of unusual features, including the wheels themselves, the valve gear and the very high boiler pressure.

What was to become the 'Merchant Navy' class was centred round an enormous boiler which was worked at the higher than normal pressure of 280psi (the highest in conventional steam locomotives in Britain were the 250psi 'Kings' of the Great Western and 'A4s' of the LNER). This supplied steam to three cylinders, one inside the frames and two outside, and these were controlled by a unique arrangement of valve gear which was driven by chains. The wheels themselves were of the Bulleid-Firth-Brown type in which the usual spokes were replaced by bridging pieces radiating from a centre plate which supported the tyre, these were about 10% lighter than normal wheels and did not require balance weights, thus reducing hammer blow to the track.

Many of the workings of the engine, including the middle connecting rod, crosshead, slide bar and crank pin, as well as the chain-driven valve gear and three sets of motion was encased in a 40-gallon oil bath which had pumps to

lift the oil and distribute it over the working parts. This part of the design was incorporated because Bulleid felt that constant lubrication in a dirt-free environment would cut down on maintenance, but unfortunately while the principle was sound the construction of the oil baths was not, and the leaks which ensued were to prove problematical.

Inside the cab were some significant advances in technology. The driver's controls were properly grouped in front of a seat on the left-hand side while all the boiler controls were grouped on the right, by the fireman's position. The firehole had its own steam cylinder which opened the doors automatically when the fireman pressed a pedal on the floor. Inspection lights and headcode lamps were electrically driven and powered by a small steam generator.

Unique appearance

While all the above was revolutionary to the engineers, the appearance of the new engines was just as striking to the public, for the whole machine was encased in a streamlined (though Bulleid described it as 'air-smoothed') casing, the profile of which was designed so that the locomotive could be cleaned in a carriage washing machine.

Even the numbering system was new, with Bulleid adopting Continental practice with the first machine being 21C1, of which the letter C designated six coupled wheels, the preceding numbers being the number of front and rear axles and the final number being the actual locomotive.

21C1 *Channel Packet* was completed in March 1941 and was soon joined by 21C2 *Union Castle* and both were officially designated as Mixed Traffic locomotives thanks to their 6ft 2in diameter driving wheels. These gave the 'Merchant Navys' a higher theoretical tractive effort over a lower speed range than most

other express designs whose driving wheels were 6ft 6in diameter or greater.

The first two locomotives were immediately placed on trial on freight work between Salisbury and Eastleigh. Both were, however, found to be in excess of the estimated weight and steps had to be taken to reduce this, which included boring holes in the frames of the first five, until a modified design was available from 21C6 onwards. Another problem was smoke dispersal which led to a number of experiments being tried, the final solution being to fit a smoke scoop ahead of the chimney and short smoke deflectors.

There was also some trouble with cracks in boiler plates due to excessive contraction and special instructions had to be issued not to allow the engines to cool down too quickly.

Modifications to cure these problems were incorporated into the second batch of ten but resulted in an increase of weight to over 94tons. These alterations included a redesign to the taper of the boiler, introduction of sanding to all coupled wheels and modifications to the valves and steam reverser. The cab was also modified so that the rear had a small glazed turned in area, matched by a similar fitment to the tender.

In service development

By 1945 all 30 of the class had been completed by which time the smoke deflectors had been extended backwards due to continuing problems with smoke drifting down the locomotive's body. A further radical change to the appearance came in 1947 when work started to amend the front of the cabs to a wedge shape, giving a greater cab area and also a larger front window for both crew members. The same year there were experiments with oil firing.

By this stage the 'Merchant Navy' class was being painted again in its original malachite

green livery, following a brief period in wartime all over black. With hostilities over the locomotives were now allocated to the crack express work they were really designed for, and in particular to Bournemouth line duties.

In service the class had proved very powerful indeed but there were problems with some of Bulleid's innovations, in particular with the oil bath, which had a tendency to leak and which made some of the maintenance tasks difficult to carry out. Problems with smoke obscuring the driver's visibility persisted and the steam reverser proved problematical.

In 1949, after nationalisation, Bulleid left for a position in Ireland. Following his departure there was an unwillingness amongst BR management to persist with the modifications which constantly seemed to be necessary to the 'Merchant Navy' and to the 'West Country' and 'Battle of Britain' 4-6-2s which were smaller versions of the first design. Thereafter the only minor alteration was to the tender sides which were cut down at the rear to allow the bags of water columns to swing across with less obstruction.

Wholesale rebuilding

The biggest change to the class came in 1956 when 35018 *British India Line* emerged from Eastleigh works as the first to be rebuilt by British Railways in an effort to reduce some of the more troublesome features.

In this rebuild the chain-driven valve gear and its oil bath were replaced by three sets of conventional Walschaert's gear, the steam reverser was removed, a new inside cylinder was fitted and some alterations were made to the chimney and to the superheater. The exterior of the engine was completely transformed by the removal of the air-smoothed casing and the fitting of a high running plate similar to that used on the BR standards.

The cold air accentuates the impressive exhaust from rebuilt 'Merchant Navy' 35015 *Rotterdam Lloyd* as it departs from Bournemouth West with the 'Bournemouth Belle' for Waterloo on March 31 1962.

Mike Fox/Rail Archive Stephenson.



This rebuild produced a much less complicated and more reliable engine and over the next four years all of the class were similarly treated. The best feature of Bulleid's design, the powerful and free-steaming boiler, was retained and in rebuilt form the 'Merchant Navy' fleet finally began to fulfill its potential.

However by this time the writing was on the wall for steam on the Southern Region and the electrification of the Chatham route to Dover reduced the available duties for the class. The first two casualties were withdrawn in February 1964 and by the following year almost half had gone with the final few being used on the Southampton and Bournemouth line until that too was electrified. Seven of the class remained until the end of steam on the Southern in 1967.

Many preserved

Eleven of the class of 30 made it into preservation, thanks to Barry Scrapyard, where a number were sent. So far only three have seen service in preservation. 35005 *Canadian Pacific* and 35028 *Clan Line* have worked on the main line while 35027 *Port Line* has also worked on heritage railways. The sectioned remains of 35029 *Ellerman Lines* have been seen by millions of people at the National Railway Museum in York. The other locomotives remain under restoration.

The 'Merchant Navy' class and their smaller cousins were an example of how steam might have been further developed had there been the political and engineering will to do so. That there were so many reliability issues with the design is hardly surprising given the number of novel features incorporated but these may well have been overcome had Bulleid remained in post or had Nationalisation not taken place. Certainly the class was an outstanding piece of design and engineering which richly merits all the attention it has traditionally received. [View on YouTube](#)

FACTS & FIGURES

Designer:	Oliver Bulleid
Built:	1941-1949
Builder:	Eastleigh Works
Purpose:	Express passenger
Rebuilt:	1956-1960
Power classification:	8P
Wheel arrangement:	4-6-2
Weight (locomotive):	97tons 18cwt
Weight (tender):	50tons
Driving wheel diameter:	6ft 2in
Length (over tender):	69ft 7 3/4in
Boiler diameter:	Taper from 6ft 3 1/2in to 5ft 9 3/4in
Boiler pressure:	280psi (later 250psi)
Cylinders:	Three, 18in x 24in
Tractive effort:	33,493lbs
Coal capacity:	5tons
Water capacity:	5,000gallons
Total in class:	30



Carrying BR lined passenger green, and now without the front fairing ahead of the cylinder block, 35005 *Canadian Pacific* stands on the turntable at Nine Elms shed on June 15 1957. [J.F. Davies/Rail Archive Stephenson](#).



The rebuilt 'Merchant Navys' followed the styles of the BR Standard designs and were easier to maintain. Illustrating the lines of rebuilt locomotives 35012 *United States Line* forges south from Clapham Junction with the 8.30am Waterloo-Weymouth on July 13 1964. [Brian Stephenson](#).

WEATHERED 'WESTERNS'



KERNOW MODEL RAIL CENTRE has taken delivery of the first of its new weathered 'OO' gauge 'Western' hydraulics from Dapol in the form of D1030 *Western Musketeer* in BR chromatic blue with small yellow warning panels and D1068 *Western Reliance* in BR blue with full yellow ends.

These new weathered limited editions are exclusive to KMRC and use the outstanding new toolings for the 'Western' produced by Dapol (HM70). Both locomotives featured a high standard of build quality and the same excellent level of detail applied to the first review sample of the Dapol 'Western' received in the *Hornby Magazine* office.

Both of our weathered samples also

proved to be smooth and quiet runners offering ample haulage capacity to handle an eight coach train of Bachmann Mk 1s. A 21-pin DCC decoder socket is provided together with working directional lighting and illuminated headcode panels.

The weathering applied to the samples is typical of the 'Westerns' while in traffic, their expansive bodysides collecting grime and dirt rapidly, particularly around the grilles. The roof and underframe are particularly well done and the models have a neat grimy, rather than dusty appearance.

Only 250 of each of these 'Westerns' have been produced by KMRC with further versions due for release in BR maroon liveries with weathered finishes. (MW)

THE DETAILS

Manufacturer: www.kernowmodelrailcentre.com

Cat No: D1003Z

Description: Class 52 D1030 *Western Musketeer*, BR chromatic blue

Cat No: D1003W

Description: Class 52 D1068 *Western Reliance*, BR blue

Scale: 'OO'

Price: £159.99

Era: 5/6 respectively

DCC: DCC ready, 21-pin socket

Couplings: Small tension locks in NEM pockets





Teak effect Thompsons arrive

Hornby has released the first of its LNER teak effect Thompson non-corridor carriages following on from the first round of BR crimson liveried vehicles released in 2012.

First to arrive are non-corridor composite 88383 and non corridor third 82657. The first of the Thompson non-corridor stock were built in 1947. They had steel panelled bodies over timber frames, but the first vehicles to enter traffic were finished in mock teak effect to match the wooden bodied Gresley teak coaches which preceded them.

Hornby's Thompson non-corridor stock needs almost no introduction, and they are superbly detailed and finished coaches which include vacuum brake pipes and coupling hooks, fully detailed underframes and interiors.

The bodyside window arrangements are also correct for the types of carriage with the oval window of the toilet in the composite coach being a particularly attractive. It is also worth noting that Hornby has produced a specific tooling for these carriages with square cornered windows.

THE DETAILS

Manufacturer: www.hornby.com

Cat No: R4572

Description: LNER Thompson non-corridor composite, 88383, LNER teak

Cat No: R4573

Description: LNER Thompson non-corridor third, 82657, LNER teak

Scale: 'OO'

Price: £48.99 each

Era: 3

Couplings: Small tension locks in NEM pockets

What really sets these models apart is their paint finish. In total more than 100 printing passes are involved in creating the detailed livery of the teak effect.

Excellent and available now. (MW)

RECOMMENDED READING

SEVENTIES Spotting Days Around the North West

Author: Kevin Derrick

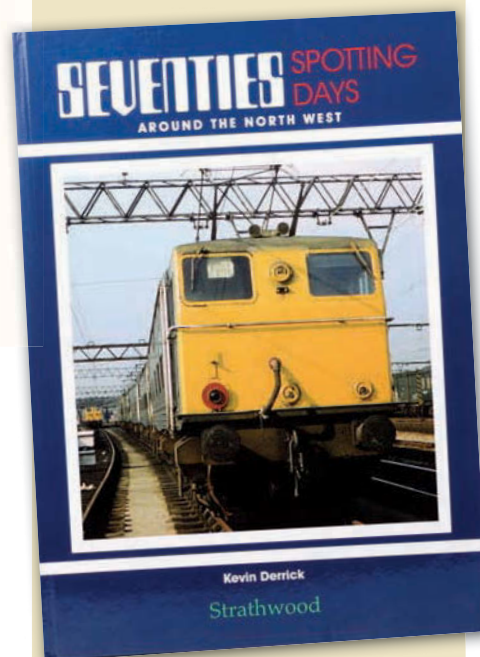
Publisher: Strathwood

ISBN: 978-1-9052-7659-2

Contact: www.strathwood.co.uk or 01463 234004

Price: £19.95

Spec: 96 pages - hardback



Acrylic paints in organic colours



Buildings and other lineside structures weather like everything else and are particularly affected by organic agents – moulds, lichens, mosses and so on. They leave their mark as clearly as water run-off or sooting.

LifeColor clearly has its eye on these nuances and has introduced two sets of acrylic paints in the 'Leaking and Stains' series. Identified as 'Damp Effect' and 'Grime Effect', each contains three authentic colours with names including 'Vegetable origin damp yellow', 'Dark mold' (sic), 'Dirty Green'. I found them convincing and at £8.50 a set, they're economical too.

The colours can be applied by spray or hand-brushing. As with all Lifecolor paints, the

THE DETAILS

Manufacturer: www.airbrushes.com

Cat No: MS11 (grime effects) and MS12 (damp effects)

Description: Grime and damp effects triple packs

Scale: Any

Price: £8.50 per set of three

consistency is a lot thinner than other brands. They can be used straight from the bottle but if you're struggling to get an even flow with an airbrush you'll need to dilute the colour. (TS)

THIS IS THE NINTH BOOK in this series of photographic albums and follows the format of the earlier volumes with a selection of colour images from the days of BR blue in the North West.

The pictures cover a wide spectrum of diesel and electric locomotives and multiple units reminding the reader of the immense variety to be found. Although not quite in the North West, Vale of Rheidol steam trains appear as does preserved GWR 'King' 4-6-0 6000 King George V on a railtour in the Welsh Marches. Separate sections deal with the Woodhead route and the Settle and Carlisle line.

As with previous volumes, the captions are rather sparse but there are plenty of scenes of traction and infrastructure which should give inspiration to modellers and provide a useful resource for historians.

These volumes are limited to a print run of 1,000 copies each and some of the earlier books have now sold out. If you are interested in the subject matter the advice is to buy sooner rather than later. (IW)

GBRf 20901

for 'OO'



IT IS NOW ALMOST 55 years since the first English Electric Class 20 entered service with British Railways but new liveries are still being applied to the survivors of this once numerous class.

The latest to be reproduced in model form is also the latest to adorn the Class 20 – GBRf Europorte orange and blue. The open access freight operator uses several Class 20s and in Autumn 2012 two were repainted in GBRf colours – 20901 and 20905. These locomotives are mainly used for London Underground train movements on the main line network, including deliveries of new 'S' stock, and railhead treatment trains.

Bachmann has produced a new model of 20901 in its new livery bringing the railfreight

story right up to date. It features correctly positioned high intensity headlights which are operational with the direction of travel and an otherwise standard Bachmann Class 20 bodysell. This captures the shape, profile and look of these distinctive single cab locomotives exceptionally well.

The chassis inside is fitted with a 21-pin DCC decoder socket and space for a speaker. On the track our sample proved to be smooth running and quiet throughout the speed range and offered ample haulage capacity to handle an eight-coach train solo.

For those following the story of the Class 20 in model form or modelling the contemporary railway scene this is a must have model. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	32-037
Description:	Class 20 20901, GBRf Europorte blue and orange
Scale:	'OO'
Price:	£84.95
Era:	9
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets

Private owner selection



Amongst the latest releases from Bachmann is this selection of private owner coal wagons which are suitable for the pre-nationalisation period up to January 1948.

The new releases are an eight-plank open with coke rails in Suncole black livery (Cat No. 37-208); a seven-plank open with coke rails in T L Hale grey livery (37-187); an eight-plank open in R W Hill and Son maroon (37-162); a five-plank open in Farndon maroon (37-064); a weathered five-plank open in Writhlington colliery maroon (37-065); a five-plank open wagon in

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	Various – see text
Description:	Five, seven and eight plank private owner coal wagons
Scale:	'OO'
Price:	£9.90-£11.35
Era:	3
Couplings:	Small tension locks in NEM pockets

E B Mason grey (37-038) and an eight-plank open in William Harrison grey (37-163).

All feature a high standard of livery decoration including intricate lettering plus NEM couplings pockets and turned metal wheels. (MW)



Newly released is this BR black liveried version of the Bachmann Class 08 diesel shunter. This is the second time this livery has been applied to the model.

New liveries for Bachmann Class 08

Two new Bachmann Class 08s arrived in the *Hornby Magazine* office for review this month: BR black liveried 13050 and Bletchley depot's 08011 (D3018) in BR green as it was painted in the mid-1980s.

BR black has appeared on Bachmann's Class 08 in the past but not recently. The spartan livery has been reproduced to a high standard with highlights of red for the coupling rods and bufferbeams. Small early crests are printed on the engine room side.

The livery applied to 08011 is much more detailed and features all the embellishments added to the locomotive at Bletchley TMD. This includes white lining of the tyres and buffer heads plus white handrails and a grey cab roof – the only difference from the prototype is the lack of white painted pipework behind the cab steps!

Both of our samples performed superbly on the track. The low-g geared mechanism of the Bachmann Class 08 is a joy to operate and provides faultless slow speed control,

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	32-114A
Description:	Class 08 13050, BR black
Cat No:	32-118
Description:	Class 08 08011/D3018 Haversham, BR green
Scale:	'OO'
Price:	£71.95 each
Era:	4 and 7/8 respectively
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

including through dead frog points. An 8-pin DCC decoder socket is provided, but inevitably, there is limited space inside.

These two new additions offer worthy choices for two contrasting periods and they are finished to a very high standard. (MW)



The unique BR green colour scheme applied to Bletchley's Class 08 08011 is the subject of this new release from Bachmann.

RECOMMENDED READING

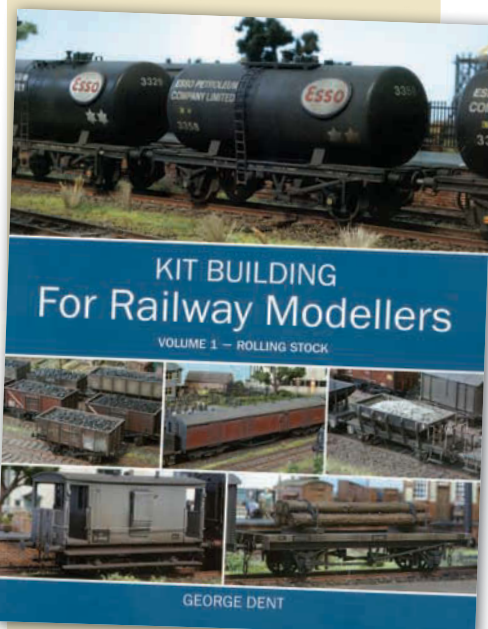
KIT BUILDING for Railway Modellers VOL ONE ROLLING STOCK

Author: George Dent

Publisher: www.crowood.com

ISBN: 978-1-84797-484-6

Price: £18.99



AT 222 PAGES, this softbound book is a very comprehensive guide to building wagon kits. Whilst suitable for beginners, there is something in here for everyone.

Starting with some basic research, the author moves on through plastic kits to resin and finally metal models. Along the way he looks at modifying kits to add detail or represent different prototypes, couplings, wheels, soldering and scratchbuilding in plastic. To finish, painting, weathering and even loading wagons are covered making it useful even for those who are happy to stick with ready to run models. The emphasis is on 'OO' gauge models but the techniques demonstrated are applicable to all scales.

Whilst there aren't any specific projects for the reader to follow step-by-step, there are plenty of generic techniques that are applicable in lots of situations. If you get stuck, keep a copy near to hand and the answer may well be in here.

Fully illustrated with colour photos throughout. (PP)

Bachmann delights with 'N' gauge

Ivatt '2MT'

BRITISH 'N' gauge has come on leaps and bounds in the past five years, but the new model of the Ivatt '2MT' 2-6-0 for the scale is truly a model worth waiting for.

It was first announced by Bachmann for the Graham Farish brand in 2007 (HM1), but progress was slow not least because of the extremely compact nature of these mixed traffic, lightweight LMS designed locomotives.

With space at a premium in both the locomotive and tender the solution came in Bachmann's new coreless motor for 'N' gauge which launched onto the scene in the new 'WD' 2-8-0 (HM61) bringing with it renewed enthusiasm for the Ivatt's production.

The Ivatt '2MT' was introduced in 1946 and in total 128 were built by both the LMS and BR with the last delivered in 1953. They were lightweight locomotives with a route availability of 2 and there work took them onto the Midland, Eastern, North Eastern and Western Regions of British Railways. In service they were tasked with light passenger and goods traffic and the last was withdrawn in 1967. Seven have survived into preservation.

The model

Bachmann's new '2MT' 2-6-0 is the second model of the class in 'N' gauge – the first being Minitrix's long out of production version from the 1980s – but the new version is a world away from what went before.

With the recent rise and rise in the quality of 'N' gauge steam locomotives it isn't surprising that the Ivatt continues that trend. From all angles Bachmann has done an outstanding job of recreating the structure and shape of the design with its narrow boiler, small driving wheels and low profile tender. More than that though, Bachmann has gone to the lengths of including fine detail such as separately fitted handrails, lamp irons, factory fitted brake pipes and other fixtures such as the tender handrails and steps. If that wasn't enough then there is also a detailing pack with each model containing cylinder drain cocks, cab doors, an alternative tender roof and front steps.

Below the frames all wheels have see-through spokes while a near scale coupling distance between the locomotive and tender has been achieved. Equally neat is the fact that the power connections between the locomotive and tender are completely hidden. Another impressive point is the coupling fitted to the tender which offers a very neat appearance when rolling stock is coupled behind the locomotive.

Everywhere you look there is fine detail to appreciate and it is all finished off with

Aside from the valve gear it's hard to believe this is a 2mm:1ft scale model, so fine is the detail.



Bachmann's high standard of paint finish. Our sample was 46440 in BR lined black with early crests on the tender, but the Ivatt is also being released in BR lined green and LMS black.

Performance

With a tiny model like the Ivatt 2-6-0, performance is always going to be the first question. It has been designed to operate on a minimum of second radius curves in 'N' gauge and measures just over 110mm long and weighs only 42g. Don't let those numbers fool you into thinking its performance matches its dimensions – just like the real thing this little model punches above its weight!

The Ivatt has a beautifully balanced chassis which meant that we were able to run it, comfortably, with an eight-coach train of Bachmann Mk 1s behind – much more than a Class 2 would ever be tasked with in the

normal run of duties.

The mechanism itself is fabulous, running silently throughout the speed range and offering perfect speed control. Pick-ups are located on all driving and tender wheels which helps too. Also in the tender is a 6-pin

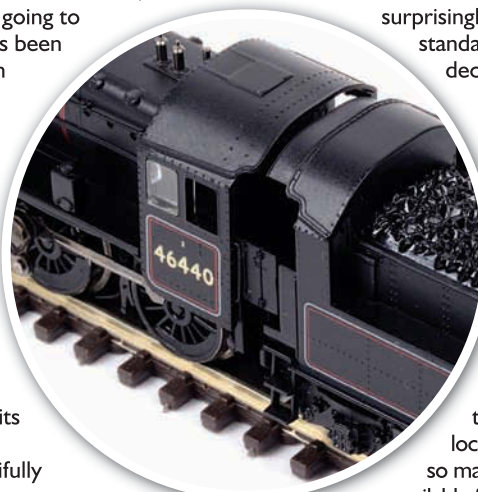
DCC decoder socket which has, surprisingly, ample space for a standard Bachmann 6-pin decoder.

Overall

The 'N' gauge Ivatt '2MT' may have had a long path to its birth, but the results speak for themselves.

This really is a model worth waiting for and we are delighted that this diminutive steam locomotive – which has so many admirers – is now available for 'N' gauge. Well

done to all at Bachmann for what we reckon rates as one of the very best ready-to-run 'N' gauge steam locomotives ever produced! (MW)



THE DETAILS

Manufacturer: www.bachmann.co.uk

Cat No: 372-626

Description: Ivatt '2MT' 2-6-0 46440, BR lined black

Scale: 'N'

Price: £104.95

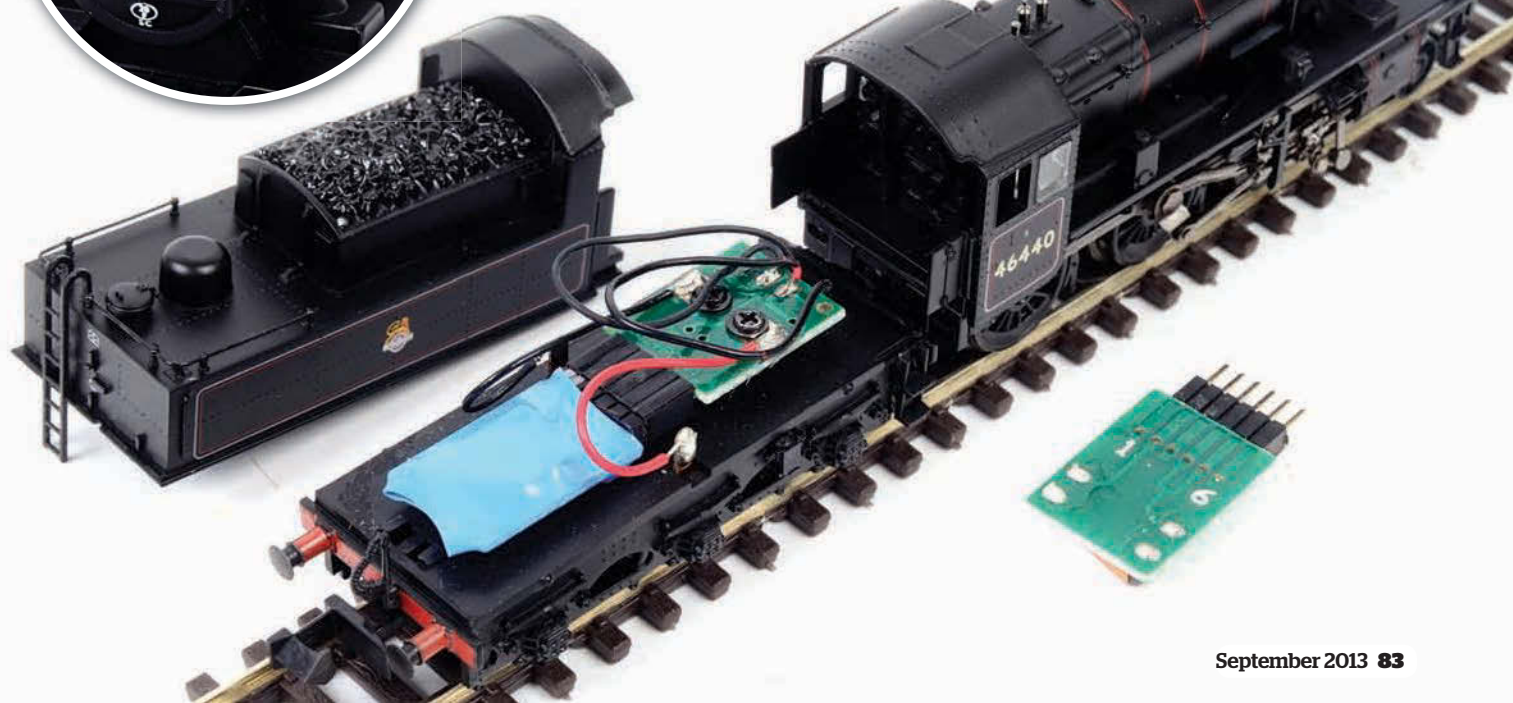
Era: 4

DCC: DCC ready, 6-pin socket

Couplings: Rapido couplings in NEM pockets



Separately fitted handrails make a huge difference together with fine moulding of the smokebox door dart and other fixtures... and this image is considerably larger than the model itself!



BR BLUE TORNADO



WITH THE REPAINTING of new build Peppercorn 'A1' 4-6-2 60163 *Tornado* into BR lined blue, Hornby has released its promised new version of the locomotive for 'OO' gauge.

The model uses the dedicated tooling for 60163 which was first released in 2011 for the both the RailRoad and main catalogue ranges. This version is supplied with etched brass nameplates and features full livery detail.

The BR lined blue paint scheme has been applied to Hornby's exacting standards and features an attractive satin base coat topped off with fine white-black-white lining, cab side details and large BR crests on the tender

sides. The smokebox is also decorated with 'silver' hinge and handrail detail.

Like previous versions of the *Tornado* model, this one is devoid of cab glazing which would add greatly to the look of the 'Pacific', but, equally, this is simple to remedy. The smooth running chassis though is DCC ready and features an 8-pin socket which is located inside the boiler. Access is simple too.

On the track our sample performed equally well under both analogue and DCC control and proved itself more than capable of handling an eight coach train.

In keeping the *Tornado* story up to date this is a cracking model. (MW)

THE DETAILS

Manufacturer: www.hornby.com

Cat No: R3206

Description: Peppercorn 'A1' 4-6-2 60163 *Tornado*, BR lined blue

Scale: 'OO'

Price: £122.99

Era: 9

DCC: DCC ready, 8-pin socket

Couplings: Small tension locks in NEM pockets

Hobbybase desktop workstation



THE DETAILS

Manufacturer: www.hobbybase.co.uk

Cat No: HB01

Description: Paint base workstation

Price: £24.99

Hobbybase has launched a new workstation which acts as a means of storing paints and tools as well as a convenient location for working on modelling projects.

Measuring 400mm x 320mm, the MDF workstation requires assembly, but we found this to be a straightforward task. It has two racks for paints which can hold virtually any type of modelling paints together with openings for holding paint brushes, files, knives and other equipment. There is also a space for an A5 size cutting mat on the base.

The paint base is a neat piece of equipment which will help keep a work area tidy while also providing easy access to the tools you need the most. We think it's great and it does the job it sets out to superbly! (MW)

Black Cat Technology SPEED WAGON



Ever wondered what speed your trains are travelling at or how far they have gone in scale miles? Now you can find out through this innovative 'Speed Wagon' produced by Black Cat Technology.

Designed for 'OO' gauge layouts the 'Speed Wagon' can measure, in scale, the relative speed a train is travelling at and, with adjustments, the distance it has travelled. The electronics to do this are fitted into a plain grey Dapol five plank open wagon which can then be marshalled into trains to record speed and distance. An LCD display shows the current speed or distance depending upon the wagon's configuration.

This device is particularly useful for setting

THE DETAILS

Manufacturer:	www.blackcattech.co.uk
Cat No:	Speedwagon
Description:	Black Cat 'Speed Wagon'
Scale:	'OO'
Price:	£30.00
Couplings:	Small tension locks in NEM pockets

up DCC systems and working out what speed steps will replicate particular speeds for individual locomotives, but it also brings an element of enjoyment to scale speed too with the challenge of maintaining constant and appropriate scale speeds.

This is an excellent idea which has been executed to a high standard. (MW)

War Worlds SCENIC PRODUCTS

An impressive range of static grasses and other scenic materials are available from War World Scenics – a new name in specialist scenic supplies. The manufacturer produces 2mm, 4mm and 6mm static grasses in a variety of hues plus pre-filled puffer bottles and its own range of glues.

The static grasses received for review included an 4mm long autumn mix shaker bottle, 6mm long winter mix bag and a 1mm long spring grass. From our perspective muted colours work best in a model railway environment and the winter mix suited this outlook well.

The pre-mixed glue spray bottle is a useful tool too offering ready to use diluted PVA at a suitable consistency for a variety of scenic work.

War World Scenics produces a wide range of static grass products – and more – and the full catalogue is available to view on the manufacturer's website. (MW)



THE DETAILS

Manufacturer:	www.war-world.co.uk
Cat No:	Various
Description:	Static grasses in various lengths and glues
Scale:	'N'-'O' gauge
Price:	From £6.40

RECOMMENDED READING

An A-Z of FAMOUS EXPRESS TRAINS

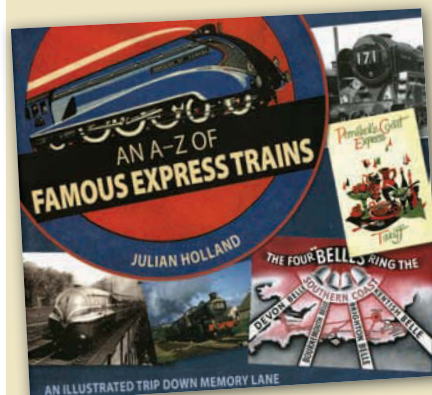
Author: Julian Holland

Publisher: David & Charles

ISBN: 978 144630 2958

Website: www.davidandcharles.co.uk

Price: £19.99



JULIAN HOLLAND explores 95 different named express trains from the UK. Each express is pictured, often several times, along with a brief history of the service. In addition, advertising material, timetables and even menu cards are reproduced. This really lifts the book and makes it appealing to a wider audience than rail enthusiasts.

A very comprehensive book, it's difficult to pick a highpoint from among the offerings. Top marks to the author for including the 'Condor' – Britain's first express container service (the name comes from 'container door-to-door') hauled by the ever unreliable Co-Bo diesels. I suspect the validity of its inclusion will keep enthusiasts arguing for hours!

Of course if you are an enthusiast, the book will not only suggest services that you might wish to include on a model railway, but it could lead you toward the dangerous land that is collecting memorabilia. After all, if you are going to run the 'Golden Hind' (London Paddington to Plymouth) then who wouldn't wish to own a leaflet with a fabulous stylised 'Western' on the cover?

Illustrated profusely throughout, the production and printing quality is very high. The printing on reproduced advertising material is perfectly readable and the images, both monochrome and colour, as clear as the originals will allow. (PP)

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R2995XS	BR 4-6-0 Black 5 Class #45010 - Weathered *SOUND*	£213.50
R3006	BR 3800 Class #3864 BR Black (Early) - Weathered	£112.50
R3006X	BR 3800 Class #3864 BR Black (Early) - Weathered	£127.95
R3016	BR Standard 4MT Class #75072 BR Black (S&DJR)	£104.50
R3016X	BR Standard 4MT Class #75072 BR Black (S&DJR)	£118.50
R3017	BR Patriot Class Sir Herbert Walker K.C.B. BR Green (Late) #45535	£111.95
R3017X	BR Patriot Class Sir Herbert Walker K.C.B. BR Green (Late) #45535	£125.95
R3019	BR (Late) Grange Class Paviland Grange #6845 - Weathered	£102.50
R3024	BR 0-4-0ST of Class 'Pug' #51240 BR Black (Early)	£53.95
R3036XS	Railfreight Class 08 Shunter #08661 *SOUND*	£181.50
R3037XS	BR Class 08 Shunter D3963 BR Green *SOUND*	£181.50
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R3092	LMS Coronation Scot Train Pack - 175th Anniversary Ltd Edition	£164.50
R3092X	Tornado Pullman Train Pack	£119.95
R3094	Diamond Jubilee - Britannia and Royal Train Pack Special Edition	£167.95
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R3103	BR Class A4 'Bitter' #60019 BR Green Double Tender - SE	£119.95
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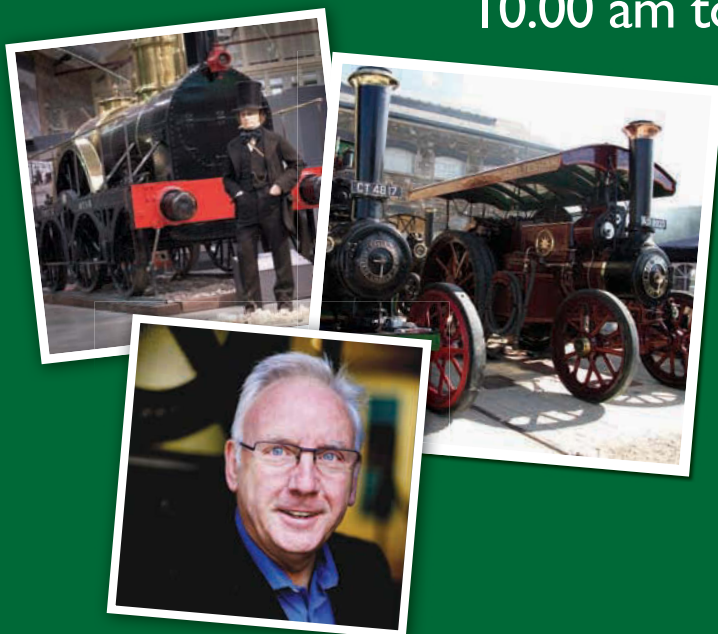
Rowington for Shrewley layout – Picture courtesy of BRM



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Hornby pushes forward with **RailMas**

Hornby has continued to push forward and grow the potential of its RailMaster computer control software. Now, as **MIKE WILD** explains, the eLink interface is making even more possible.

THERE WAS A TIME when control of a model railway came down to a simple analogue controller, but the advent of Digital Command Control (DCC) has changed that forever. We live in a world where the computer is king.

Historically although digital control has been around for years (as older modellers who bought Hornby's Zero 1 controller will remember) it hasn't always been easy to apply computer control to model railways. That changed when Hornby launched the first totally accessible DCC computer control software to operate with its Elite DCC controller in 2011 - RailMaster. Today Hornby continues to expand the software, its capabilities and flexibility.

Initially the system was totally focused on the Hornby product range, even in respect of accessory decoders and the like, but during the past 12 months 10 manufacturers' accessory decoders have been added to the system, offering greater flexibility for model railway operation. These include Hornby's R8247 and R8216 accessory decoders, ESU's Switch Pilot, Digitrax DS64, Gaugemaster's DCC 30, Lenz and NCE equipment amongst others.

An innovative approach has also been taken to locomotive control as RailMaster now includes a database of over 1,000 locomotives and multiple units with pre-set performance characteristics to make it even easier to get started. And this month the picture has changed drastically with the introduction of Hornby's new eLink interface.

Enter the eLink

The Elite was the driving force behind RailMaster, which is now on version 1.51. The programme had been designed around the Elite's operational capabilities and Hornby also introduced a firmware update to enhance its operation with RailMaster and its functionality with today's modern sound locomotives.

However, in July Hornby released its eagerly anticipated eLink interface which has been designed purely to operate with RailMaster. »



Left: The eLink – simple on the outside, powerful on the inside!

Right: Hornby's RailMaster software continues to develop. Handheld devices including Apple's iPad can now be connected to a PC to operate a model railway through the programme.



ter



Its main feature is a faster processor for smoother operation – something very noticeable in use – which enables it to work in harmony with RailMaster and the increasing abilities of the software. For example, RailMaster is able to connect with up to eight additional devices resulting in a large amount of ‘traffic’ between the computer programme and eLink which this new device handles this with ease.

What is important to note is that the eLink is not a control device in its own right. In simple terms it’s a ‘black box’ which connects a DCC model railway with a computer for operation with RailMaster. It has no buttons with its only external features being a green light to show that it is on, power and USB connections on one side and main track and programming track connections on the other side.

The specification means the eLink can control 9,999 locomotives, over 2,000 points and accessories and offers 4amps of power to the track, allowing plenty of capacity to operate a large number of DCC fitted locomotives. RailMaster can also be connected to a second eLink or Elite to provide a separate power supply for point operation, so if you were wondering what to do with your old Elite, keep it and use it for point control!

OPERATING SYSTEMS SUPPORTED BY RAILMASTER

Windows XP

Windows Vista

Windows 7

Windows 8

Note: Apple desktop and laptop computers are not supported by Railmaster

What really makes the eLink stand out though is its price - £84.99 buys an eLink and RailMaster together - all you need to complete the set up is a Windows computer. All connecting cables are included with the eLink and a full set of manuals is supplied in electronic PDF format, the argument being that if you’re buying eLink you’ll have a computer you can read the documents anyway. It is, by any measure, a very cost-effective way of starting in Digital Command Control and especially in computer control.

On first connecting the eLink to RailMaster it will update the eLink’s onboard programming to the latest version and it will also automatically install the driver software onto your computer on most operating systems. It couldn’t be simpler to install and has been thoroughly thought out in terms of simple connection and operation.

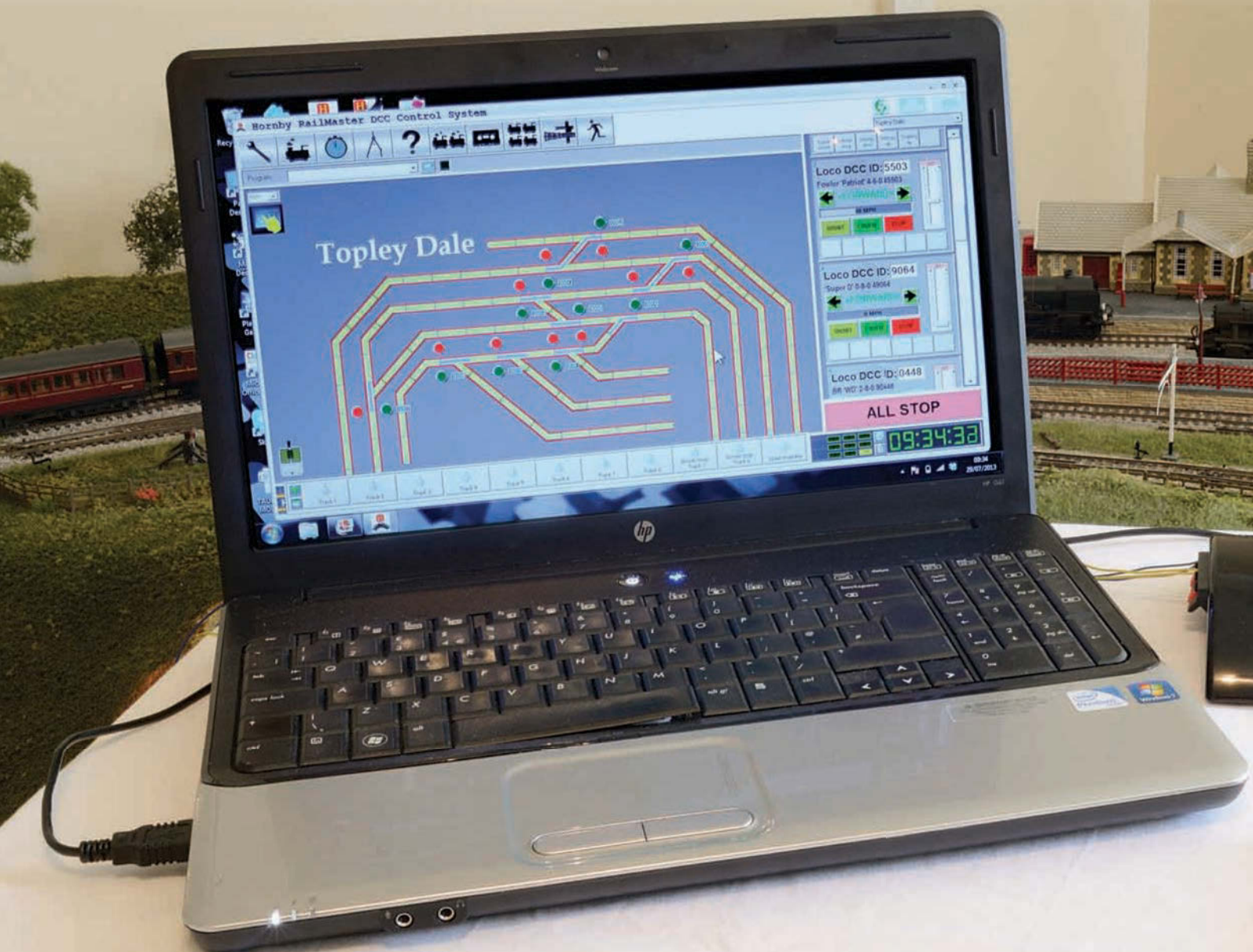
The eLink also has a programming track output which can be used in the same way as

the Elite’s programming track. However, now address and CV changes can be made through RailMaster with the system able to read all CV settings from any locomotive and store them in its database for later modification.

Adding handhelds

The eLink is just one part of a huge expansion for RailMaster. Right from the start its developers had a long term plan to bring more and more functionality to the software and one of the most exciting developments was released in the first half of this year – the option to add handheld devices to the system. Many model railways will need more than one controller and now RailMaster can cater for that as up to eight handheld devices or eight additional PCs can be connected to a main computer. This could be any combination of handhelds and PCs up to a maximum of eight.

The range of handheld devices suitable for use with RailMaster is impressive in their own

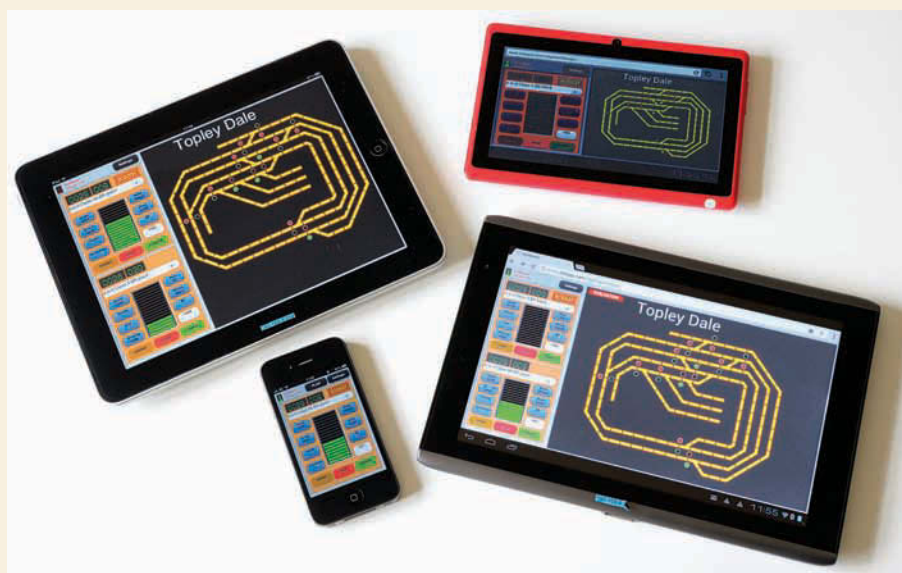


right and includes Apple iPhone and iPads, a range of Google Android phones and tablets running version 4 ('Ice Cream Sandwich') or later, and even some Palm and Windows CE devices too. In all 18 different handheld devices are compatible – see table for the full list.

The larger tablets have advanced functions such as the ability to see both locomotive controls and a trackplan at the same time and even zoom into the plan for enhanced operation. However, even devices such as the Palm TX and iPhone will allow full control of points and accessories too, but without the zoom feature.

This list of devices makes RailMaster the most advanced and flexible multi-platform model railway control system anywhere that we've come across. To use a handheld device RailMaster apps can be downloaded using the links the PDF guide and RailMaster will instantly recognise the type of device you have and download the correct version. The developers recommend installing the free evaluation version first – which offers control of two locomotives and up to four points or accessories to see whether it suits your needs. The full version can be purchased for £9.99, for the first app, with further downloads for additional devices priced at £4.99.

Hornby's new eLink (top right) has changed the face of the manufacturer's DCC system. Combined with a PC and optional handheld devices it allows RailMaster to take full control of a model railway.



In total there are 18 handheld tablets and phones which can be connected to RailMaster. These are just four of those options! The larger tablets can display both locomotive controls and trackplans (the latter with zoom function).

Making it work

Railmaster communicates with the handheld devices via wireless internet of the sort you might use at home. If you don't have wireless internet (virtually all modern broadband routers include it as standard) then it won't work, although you can purchase separate wireless network devices to do the same job. Equally, operation at exhibitions will need to be considered carefully. *Hornby Magazine* has been using this system on Bolsover through a typical broadband wireless router to use Palm TX devices with a Windows XP computer. The wireless router doesn't need an internet connection to provide the wireless network required for RailMaster and the router is transported to shows along with the other electrical equipment needed to operate the layout.

Assuming you do have a wireless internet, or network, connection to hand, all you need to do is type the static IP address of the main computer into the appropriate menu of Railmaster on the handheld device and it should run smoothly from then on. Full instructions for different operating systems and devices are included with RailMaster

while the software also makes it clear that an additional device is connected in a bar at the bottom of the screen showing icons for additional handhelds.

Some devices require more input than others for smooth performance. For example, *Hornby Magazine* was involved in trials with RailMaster on the Palm TX and while it worked well – and now works even better than ever – a detailed set up process was required. At the other end of the scale the Apple iPhone and iPad are very simple to setup and take a matter of minutes to connect to RailMaster.

The future

RailMaster is changing the face of model railway operation. Its simple matrix trackplans, locomotive data storage and expanding capacity make it very flexible and easy to use indeed. The new eLink is a revolution for the system and means that more of RailMaster's impressive abilities can be used to the full.

Further developments will include voice control and even better operation. *Hornby Magazine* will be bringing you more on this exciting system in the near future. 

COMPATIBLE HANDHELD DEVICES FOR RAILMASTER

DEVICE	OPERATING SYSTEM
Palm TX	OS Garnet 5.2
Palm Lifedrive	OS Garnet 5.2
Dell Axim X50/X51	Windows 5 Mobile
HP iPAQ HX2440	Windows CE
HTC HD2 phone	Windows Mobile 6.5
Apple iPad (1, 2 and 3)	iOS 4 or later
Apple iPod Touch	iOS 4 or later
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Ingleton Sidings

Constrained by space and needing to entertain his children, **PAUL ALLEN'S** micro layout developed over time into a brilliantly atmospheric shunting puzzle which is appearing at *Hornby Magazine's* Great Electric Train Show this October. *Photography, Trevor Jones.*

STATISTICS

Owner:	Paul Allen
Scale:	'OO'
Length:	3ft 9in
Width:	7in
Track:	Peco code 100
Control:	Analogue
Period:	BR Western Region, 1950s-1960s

AT THE OUTSET, it was almost laughable to think that Ingleton Sidings would ever be shown at exhibitions because this modest little micro layout was originally designed to sit on the windowsill in a bedroom of a modern-day family home.

With three boys in the family it was perhaps inevitable that they would each go through the 'Thomas' phase and want a model railway layout to play with. Once I realised that my 9ft x 5ft, 17-turnout loft layout would never be finished, my attention turned to more achievable projects that might just fit into a child's bedroom. However, modern small bedroom sizes presented me with a problem – where could I locate such a layout?

Aside from the clutter in their bedrooms, each child had little or no spare space until I realised the potential of the windowsill. The size of Ingleton Sidings therefore, was always going to be pre-determined by those dimensions.

But what operational interest could realistically be achieved in such a small space that would also engage a young child for a significant period of time? A chance meeting with Phil Parker at the Warley exhibition alerted me to the late great Carl Arendt's website and from that point I was hooked on smaller layouts. I was particularly inspired by Alan Wright's epochal Inglenook Sidings, which fitted three sidings capable of holding five, three and three wagons plus a headshunt in a space of 4ft x 1ft.

Now I had a specific challenge: could a standard 5-3-3 Inglenook shunting puzzle fit into a space of just 45in x 7in? Yes it can, but only just!

Struggling to build an overcomplicated and overstocked loft layout, I encountered a number of specific challenges and eventually

conceded I needed help. The local model railway club seemed the obvious port of call and looking back, that nervous first call to the club secretary proved to be pivotal. From there, I gained access to a wealth of expertise and developed some great new friendships.

Planning Ingleton

The good thing about an Inglenook shunting puzzle is the track plan is largely pre-determined. The biggest challenge for the freelance builder is the application of the trackplan within the scene you intend to portray. For me, this was also restricted by the shallow depth of the layout. With a depth of just 7in – a shade over half of what Alan Wright

had to work with - Ingleton Sidings was clearly only ever going to enjoy half relief buildings and retaining walls. Fitting three sidings into that width was challenging enough and perhaps not prototypical but the objective was to create a layout that was operationally stimulating rather than completely accurate.

With a vision of how the layout might look in my mind, the baseboards were sourced from old scrap wood in the garage, code 100 track and turnouts were reclaimed from the loft project and the whole layout was operational within 12 hours. A second-hand Gaugemaster transformer and handheld controller were sourced for £40 from traders at the club's annual exhibition and Ingleton Sidings was born. »

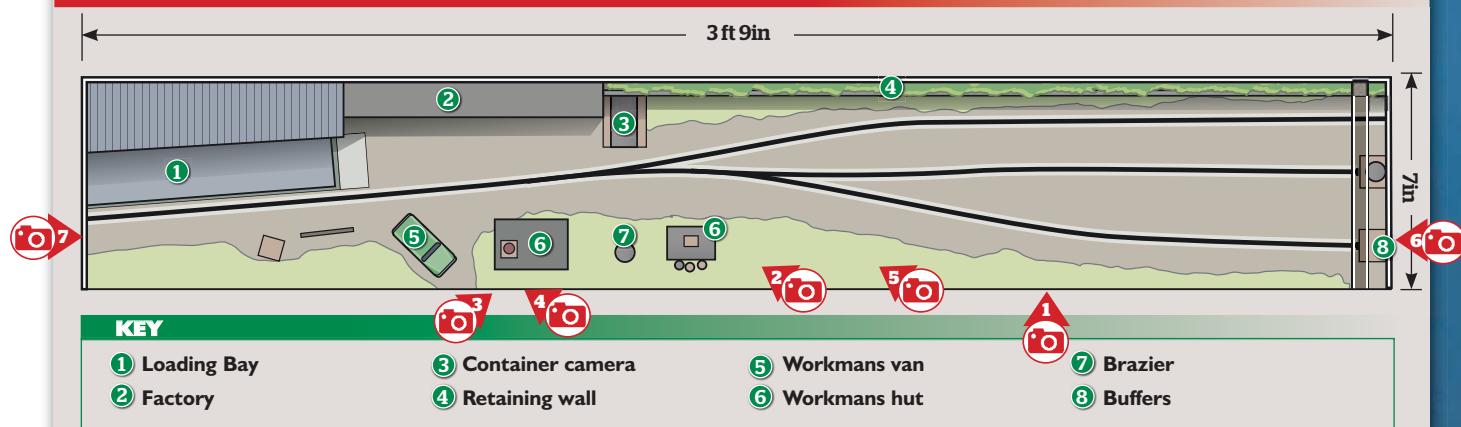


A burned out brake van and box van are novel touches to the layout which also give it that extra piece of urban atmosphere.

 Recreating the atmosphere of a shunting yard was high on the priority list for Ingleton Sidings. A '57XX' simmers in the yard in the company of a Class 08.



INGLETON SIDINGS TRACK DIAGRAM (Not to scale)



Although the initial build took just 12 hours, much more had to be done. For example, there were no buildings, lighting or ballast, point motors needed to be installed and automatic uncoupling was just a pipe dream! However, a couple of evenings per week over the next six months soon enabled me to get the layout to a presentable standard.

The layout then spent the next two years sat on a child's windowsill before fate played a hand...

Exhibiting Ingleton

In January 2006, the club exhibition manager was in a panic. A number of layouts had pulled out of the March exhibition and he asked if anyone could help. Suddenly, Ingleton Sidings was in demand! A frantic period of modelling activity ensured the layout reached basic exhibition standard and the name Ingleton was rather unimaginatively created as a variation on the word Inglenook!

It was only several years later when exhibiting in Yorkshire, that I realised I had inadvertently named my layout after an area with considerable railway heritage. Clearly the layout is not modelled on the area because, as one visitor so excitedly pointed out recently, the stonework is the wrong colour!

The final challenge was how best to present the layout to the viewing public. Initially I contacted local double glazing companies to see if I could purchase a dummy presentation window which you often see in showrooms, but it soon became obvious this was either going to be difficult or expensive. It was only when working on the layout at home one day that I placed the layout temporarily on the ironing board and realised the dimensions were perfect.

"The whole layout was operational within 12 hours."

PAUL ALLEN



At just 45in x 7in Ingleton Sidings is a compact layout!
It has been designed for exhibition purposes and now features a screen above with a live feed from a camera located in a container on the model.



sidings

no room for a layout?
....try an ironing board!



The layout proved popular at the local exhibition and further bookings soon materialised. Enlisting the help of good friend John Witts at exhibitions, we often attracted envious comments from bemused large layout exhibitors. For us, setup would mean walking in with a layout under one arm, an ironing board under the other and a tiny bag of stock over the shoulder! We were operational within just 15 minutes!

The layout itself

Having established that the layout is in no way modelled on the Yorkshire town of Ingleton, it is perhaps a disappointment that the layout isn't based on any particular region. In recent years however, a brewery theme has emerged and through the addition of brewery wagons from towns and counties connected with my formative years, this would set the layout somewhere near Great Western/Southern lines on the borders of Berkshire, Hampshire and Surrey.

I have long been fascinated by the idea of brewery layouts. With a background in advertising and marketing, the imaginative branding and colour schemes often bestowed upon rolling stock fascinate me. Given that the layout is presented on an ironing board, I dreamed up the 'Iron Brew' brand for Ingleton and the inevitable brewery paraphernalia was duly added to complete the scene.

"I realised an ironing board was the perfect support."

PAUL ALLEN

The two buildings are both scratchbuilt and represent my first attempts into the art of structure modelling. Having just joined my local club at the time of construction, I am grateful for the help and guidance members gave me at the time. The benefits of club membership are often taken for granted, but I do believe there is no better place to gain the confidence to 'have a go.' I remember feeling that I had a safety net around me to help should I get out of my depth. I remember having a similar feeling when I took enamel weathering paints to my first £100 locomotive!

Good friend John Witts joined me at exhibitions in 2008 when invitations to some of the larger shows began to materialise. This proved to be the inspiration that Ingleton really needed. John's experience forced me to think more about how the layout was presented to the public. It had become clear to us at Barrow Hill that when sandwiched between larger layouts, Ingleton was being missed by visitors.

With John's immeasurable help, we began to devise a simple yet effective exhibition cabinet which would encase the ironing board to provide stability yet still highlight the central premise of the layout. In essence, John designed an exhibition stand in reverse. It ended up as a collapsible one piece frame with panelling at the rear to allow the public

to see how the layout is presented from the front.

A panel at the front allowed the shunting puzzle cards to be displayed and an electronic photograph frame was added to display Powerpoint slides which explained how the puzzle operated. The new cabinet raised the layout a further 10in off the ground giving Ingleton Sidings more of a presence in the exhibition hall and visitors a more comfortable viewing height. The addition of a CCTV monitor above the layout to show a live feed from a miniature camera together with a 6ft 5in long exhibition banner created further impact as the layout was now visible from any point across the exhibition hall due to its increased height. »

 **Right:** Details including huts and lighting bring Ingleton Sidings to life.

 **Below:** A Class 08 ticks over in the shadows of the Iron Brew brewery.







A '57XX' 0-6-0PT
draws forward
from the sidings and
is about to pass the
container which houses
the track level camera
to feed the monitor
above the layout.





Operating Ingleton

When it comes to shunting puzzles, rolling stock is simple and inexpensive. Just eight wagons and a small shunter and you are up and running! Normally, I use a Bachmann Class 08 diesel with a Class 03 as backup. These are selected for their slow running capability and relatively small size. Wagons are Bachmann and Dapol with the occasional Parkside kit thrown in for good measure. The burned out vans are adapted from Parkside and Airfix/Dapol kits. The dilapidated brake van always creates the most interest with the viewing public at exhibitions and it's certainly an unusual vehicle.

The layout operates a standard inglenook shunting puzzle. Using photographs of the wagons, the objective is to select at random five of the eight wagons and then shunt them onto the longest siding in the order they were selected. The puzzle can take up to 45 minutes to complete and more operational details can be found here at www.wymann.info/ShuntingPuzzles/

Lessons learned

The one thing that makes me proud of Ingleton Sidings is the reaction it encourages from exhibition visitors. People often comment on the simplicity, the practicality and the level of detail that can be achieved in such a small space. Many are inspired to go home and build similar layouts for themselves.

In fact through www.ingletonsidings.com I have had many messages of thanks for the inspiration the layout has provided - I even did an online interview with a group of modellers from Canada - and there are now many similar layouts joining the exhibition circuit. On one occasion, a visitor left an exhibition to go to a DIY store to buy the wood for his baseboards and at another exhibition a year later he showed me pictures of his finished project - an incredibly rewarding piece of feedback.

To build a successful layout your overriding objective should be to create a believable scene that transports the viewer to a special place in their imagination. In my view this is not created by the right number of rivets, or the right spacing between sleepers, although that can help, but by creating the right ambience which connects with the viewer. Aspects such as lighting, weathering and realistic operational speeds all help this.

Is Ingleton a success in these respects? At a recent exhibition one visitor stood motionless in front of the layout for around 20 minutes. He suddenly turned to me to thank me for transporting him right back to his childhood and fond memories of watching equally gritty sidings in operation in Manchester.

I'm currently at the planning stage of the next project and a number of possibilities are being considered. The overriding objective with all my modelling projects will always be to provide inspiration to others to get active and have a go for themselves. Providing inspiration, help and advice to others is the best way to repay those who have helped you along the way - and ensure our hobby will survive for generations to come. 

● Ingleton Sidings is due to appear at The Great Electric Train Show at Gaydon in October and the London Model Engineering Exhibition at Alexandra Palace on January 17-19 2014.



Above: Captured from the siding ends it is clear to see how much has been fitted into the 7in width of Ingleton Sidings.



Left: The exhaust of a GWR '57XX' 0-6-0PT fills the air as it draws forward from the sidings.

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HORNBY
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GREAT ELECTRIC TRAIN SHOW

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ST STEPHENS ROAD Returns

Returning to the exhibition circuit at Hornby Magazine LIVE! in Hartlepool was *Hornby Magazine's* St Stephens Road. **MIKE WILD** updates the story on this BR Western/Southern Region layout.

ST STEPHENS ROAD (SSR) made its debut on the exhibition circuit in September 2011, but since then it has spent more time in storage than at shows (HM73 and HM74)!

It is an unusual layout with its triangular format which, by virtue of the quickly made curved connection boards between the scenic and fiddle yard boards, made it difficult to assemble and transport. However, all of that has now been put right and while it is still like a giant jigsaw to assemble, the layout now works reliably.

The deadline of Hornby Magazine LIVE! in Hartlepool on the weekend of July 13/14 helped to speed the rejuvenation of SSR, which has seen two new scenic sections built on the new curved end boards, conversion to Digital Command Control (DCC) and upgrading of the locomotive fleet, in part, to feature sound decoders.

In the final weeks before the show the station loops were all rewired so that they would remain live at all times as previously they relied on point polarity for power supply, the new Gaugemaster Prodigy controller had its connections made, locomotives were weathered, detailed and sound fitted, the scenery repaired in places and the scenic extension completed. On top of this the backscene boards have been fully repainted to freshen them up and the fascias and lighting pelmet have been repainted in grey to give the model a fresh new look. And just to add

to the workload, to fit in with the curved scenic extensions the lighting rig has been extended at each end too.

It has been a very busy time getting the layout ready, but the rewards were reaped when just an hour into the layout's first exhibition since April 2012 SSR settled down and performed reliably throughout the weekend. With Gaugemaster's Prodigy Advance DCC controller at the centre of locomotive control, this simple to use and accessible system was the master of its task managing everything that we could throw at it including operating up to six sound fitted locomotives simultaneously at times. Naturally there were gremlins including dirty track from the layout being in storage. Regular track cleaning had to take place during the weekend too as the hot temperatures of mid-July resulted in a quicker build up of dirt than usual.

Now that St Stephens is back from its first outing in a while it is heading back into storage, although not for long! On September 14/15 the layout will be back in the limelight as it part of a 20-strong line-up for the Swindon Railway Festival at STEAM – the Museum of the Great Western Railway where it made its original debut two years ago. Plus it is also attending the Spalding Model Railway Exhibition on November 9/10 2013 and the Stafford Railway Circle exhibition on February 1/2 2014. We'll keep you posted on progress...



Completed, refreshed and extended scenically, St Stephens Road was a big challenge to get ready for Hornby Magazine LIVE! in Hartlepool, but the layout looked smart and ran well.

Left inset: Scenic extensions were built at each end of the layout on the new curved baseboards which link the scenic and fiddle yard sections (HM73 and HM74).



Above: To complete the basic scenic work the polystyrene frame was overlaid with plaster bandage to create a hard wearing finish to the scenery.

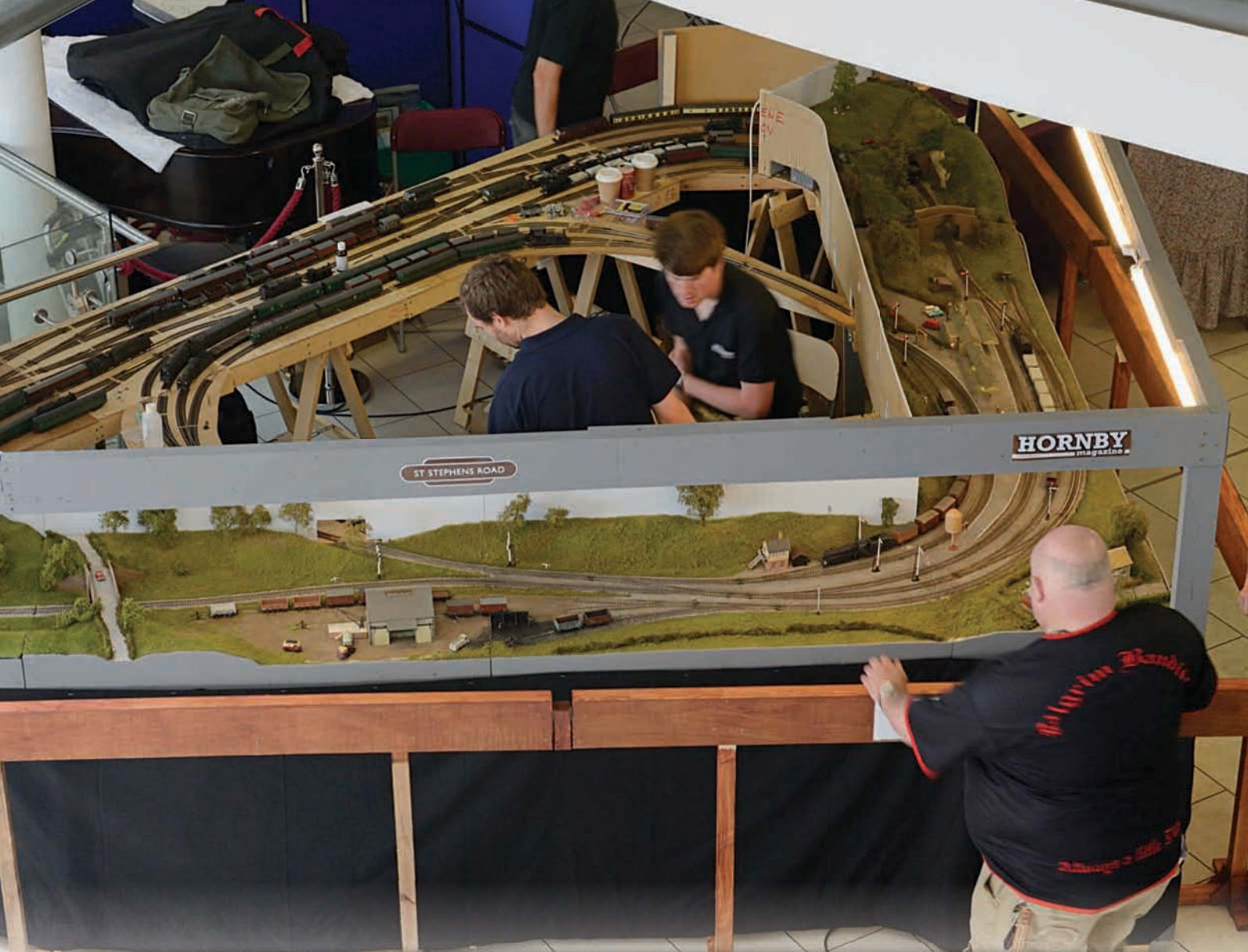
Above right: The polystyrene scenery frame was cut away underneath to allow the fiddle yard sidings to extend underneath it and provide maximum capacity.

Right: Inside Hornby Magazine's workshop the two scenic extensions take shape.

Far right: A Hornby '14XX' 0-4-2T, sound fitted with a Howes LokSound V4.0 micro decoder, exits the newly completed tunnel mouth with an autococh.

HORNBY MAGAZINE EXHIBITION DATES 2013

EVENT	DATES	LAYOUT
Hornby Magazine LIVE! in Hartlepool	July 13/14	St Stephens Road
Swindon Railway Festival	September 11/12	St Stephens Road
The Great Electric Train Show	October 12/13	Bolsover
Warrington Model Railway Exhibition	October 19/20	Hettle
Spalding Model Railway Exhibition	November 9/10	St Stephens Road
Warley Model Railway Exhibition	November 23/24	Topley Dale



Motor

Disparagingly called 'motormen' by their steam colleagues, and largely ignored by railway historians, the men who drove diesel and electric multiple units made a vital contribution to the successful operation of the 20th century railway, as **EVAN GREEN-HUGHES** discovers.



men

The first generation DMUs offered a whole new view of the railway for both driver and passenger. This image was captured looking over the shoulder of the driver in Metro-Cammell DMU car M79630 on a Bury (Bolton Street) to Manchester Victoria service on July 7 1956.

Lewis Coles/Rail Archive Stephenson.

WHO CAN FORGET that first thrill of riding on a Diesel Multiple Unit (DMU) not long after they were introduced, jostling for seats behind the cab with its large see-through windows? Who can forget the wonder with which we passengers saw the railway unfold in front of our eyes? Track, signals, points, tunnels, bridges and stations were all seen from a new angle and even other more familiar trains somehow looked different when viewed from head on.

Even that first trip on an electric unit was something to be marvelled at for, even though there was no view through the front, the effortless way that the unit charged through the countryside was in complete contrast to the noisy, slow and smelly steam trains we were used to. The biggest joy was that you could stick your head out of the window and enjoy the thrill of train travel without any danger of getting smuts in your eyes or muck on your best clothes!

Yet when it came to taking numbers all we were interested in were the locomotives, whether steam or diesel and when it came to getting that illicit cab visit it was the attraction of steam, with its roaring fire, which was number one. I can't ever remember anyone trying to get a sit in a DMU cab.

Those who drove units were sometimes regarded as being second class footplate crews and many steam drivers said anyone could drive the 'trams', 'buses' or 'bug-boxes', yet often they did not have the skill to do so themselves. Indeed many steam men tried and failed to master the new traction, not being able to cope with the added complexity of the mechanical systems or the rapid stop-start operations which had become possible.

Those who did make the change typically did not miss the steam engines and valued the clean working conditions, superior views and improved handling characteristics of the units while those who did miss steam often left the railway for good.

Although the term 'motorman' came to be used as something of an insult by those loyal to steam it was in common use and had a different meaning for many years before the modernisation of the 1950s, particularly on the Southern Railway where electric units were often the norm. Electric railways had come into widespread use 50 years before the railways were modernised; the Lancashire and Yorkshire Railway had its 600v 32mile Liverpool-Southport line in 1904, the London Brighton and South Coast and the London and North Western had electric lines in operation by 1909 and the London and South Western had its third-rail from 1915. All these systems had men who had never set foot on or operated a steam engine, as did systems such as the London and Glasgow undergrounds.

A technical elite

In those early days the men who were to be entrusted with the new-fangled trains were chosen very carefully, for this was an era when not many people had technical expertise and as a result right up until the war years they were considered superior, rather than inferior to steam drivers.



The driver of Bulleid designed 4-EPB 5193 unit leans from the cab before departing platform 10 at London Victoria to Epsom Downs in 1965. Brian Stephenson.



This was famously the case at Waterloo Station where the driver's mess room and canteen was situated below the platforms. There was a long table in the middle of the room at which the motormen sat but where steam drivers, in their dirty overalls, were not welcome. Brighton men, particularly, regarded themselves as being at the top of the pile and of course motormen commanded the same pay as steam drivers. The status was accentuated by the uniform which the motormen were given

- not for them a donkey jacket and bib-and-brace. Instead they had a clean green jacket with pocket flaps and a green uniform cap.

Conditions on those early electric units were very primitive and drivers often had to stand in the small space which was allocated for a cab. Where a seat was provided it was a tiny tip-up affair on the rear wall and the driver's position was sometimes very near to dangerous electric components. Those of a nervous disposition had to get used to the loud clicks and bangs

which came from the equipment cupboards as some of the high-voltage contacts were made and broken throughout the journey. Speedometers were not routinely fitted even though speed limits were plentiful and, indeed, as late as 1974, this gave an excuse for the driver's union to blacklist some pre-War classes during a pay dispute, claiming that they were unsafe.

Dawn of the diesels

Diesels units came along many years after the electrics with the first railway to have an appreciable number of passenger-carrying vehicles being the Great Western, with its fleet of streamlined railcars from the mid-1930s onwards. There men were selected from the steam links, but unlike the Southern, they were not exclusively used on unit duties. The railcars had a wide cab with a proper seat, and good all-round vision for the centrally-seated driver. One old-hand driver, with 25 years' experience to his name, told a contemporary magazine that he was undecided whether he preferred steam to diesel: he liked the cleanliness and lack of wind in the new cabs but found it very difficult to get used sitting down at work when he'd spent a lifetime standing up!

When the first of the British Railways DMUs arrived in 1954 passengers who'd been drawn away by modern buses and trams flocked back



The early DMUs brought new life to routes which were once the preserve of elderly wooden bodied carriages. In 1958 a Class 108 waits to depart from Whitby on a service to Middlesbrough. Kenneth Field/Rail Archive Stephenson.



The new DMUs attracted much attention. At Leeds Central a Derby Lightweight, in its first week of service, is the focus prior to departure for Bradford Exchange on June 16 1954. Stan Garth/Rail Archive Stephenson.



The Southern Region's motormen had to contend with the Region's extensive pointwork and complex routing as well as driving relatively primitive units. In 1962 4-SUB EMU 4668 approaches platform 3 at London Waterloo. Kenneth Field/Rail Archive Stephenson.

to the railway but some of the newly-trained drivers found it strange that every move they made was being observed and sometimes commented on by the people sitting behind the big window. There were issues with the limited amount of accommodation, too, with one of the hot topics being that the new units did not have sufficient room in the cab for stowage of the driver's bulky overcoat. This was eventually solved by putting in a full height cupboard in the Guard's compartment.

Drivers who, until then, had perhaps driven nothing larger than a motorbike and sidecar found the units difficult to cope with and many felt constricted in the small cab, a situation which was made worse by the practice of carrying a secondman. Despite the protestations of management, some could not maintain concentration unless they closed down the blinds at the back of the cab, thus invoking the wrath of those passengers who were looking forward to the view over the driver's shoulder. A heavy woollen uniform in green was issued which many immediately rejected, preferring instead to stay with their steam-era garb while later those who drove the Blue Pullman units found themselves wearing a white version, immediately gaining them the nickname of the 'ice cream men'. Like the green uniform use of this soon passed into history.

Surprising benefits

One distinctive advantage of the new units was the cleanliness and drivers soon found how to use this to their advantage. Birmingham Monument Lane drivers, who were amongst the first to work the new Derby Lightweights, soon found themselves driving trips to the coast as the new units became popular for use on excursions.

This type of duty gave a long break at the destination and drivers found that they could wear their best clothes under a bib-and-brace. As the new diesels did not need any looking after once the destination was reached they were parked up many a good day out at the seaside ensued.

Arrival of the units meant changes for the drivers as it soon became practice for one man to be rostered onto a depot to start up a fleet of trains and for the driver taking the DMU to book on much later than he previously would have done. This wasn't universally liked because many men wanted to prepare their own train, but in time it became common practice and later crews would start their shift at the local station, rather than at an engine shed.

However small the diesel unit cabs were, the drivers on the Southern Region (motormen having been re-designated as drivers in 1961) found themselves squashed

into an even smaller space when the new British Railways Mk 1-derived EMU sets began to come on stream, due to the requirement that most of the new units should have full width corridor connections. The half-cabs had a tip up seat but were at least initially much less draughty than many of the pre-War units they were replacing, as the cab door was in a vestibule behind the driver. Nowadays such half-cabs are commonplace but in those days they caused much comment.

The changeover from steam to diesel and electric multiple units has been recorded many times, but almost always from the point of view of lamenting the passing of steam. Little has been recorded about the men who worked the early multiple units, which is a shame because that is now just as much a part of history as is the end of steam.

Today's units, with their wheelslip and traction control devices, electronic aids, powerful disc brakes and comfortable cabs are a world away from these primitive early examples and today's drivers live in a world much different from that of those early motormen.

Perhaps more attention should be paid to this aspect of railway history, which was just as long ago as steam, but is possibly a lot less well remembered. [Tfma](#)

SHOW GUIDE

Welcome to the **HORNBY MAGAZINE** Show Guide – your guide to the exhibitions that are taking place throughout the country each 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.

AUGUST 2013

10 Bexhill Model Railway Exhibition

Hosts: Bexhill on Sea Model Railway Club
Location: St Peter's Community Centre, Church Street, Old Town, Bexhill on Sea TN40 2HE
Times: 10am-5pm
Prices: Adults £3.50, Concessions £3, Children £1.50, Family (2+2) £8
Website: www.bexhillmrc.org.uk
Contact: 01424 843379
Features: Layouts from 'N' to 'O' gauge, sales stands, club second hand table, refreshments, free parking nearby and disabled access.

10 East Anglia Garden Railway Show

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Bressingham, nr Diss, Norfolk IP22 2AA
Times: 10.30am-5.30pm
Prices: Admission £5
Website: www.bressingham.co.uk
Contact: 01379 686912
Features: Garden railway layouts, trade support, miniature steam traction engine rally, three narrow gauge passenger railways and Victorian steam gallopers in operation.

10/11 Railwells 2013 including Scalefour South West

Hosts: Wells Railway Fraternity
Location: The Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-5pm
Prices: Adults £5, Concessions/Children £4, Accompanied Children under 14 free admission
Website: www.railwells.com
Contact: 01749 938362
Features: At least 13 layouts in a variety of scales and gauges, trade support, demonstrations, displays and free parking, two layouts under construction and a special section on Austrian Railways.

11 West Wales Model Railway Exhibition

Hosts: Nigel Bird Books
Location: Llywycelyn Memorial Hall, Llywycelyn, nr Aberaeron SA46 0HF (2 miles south of Aberaeron on A487)
Times: 10am-4.30pm
Prices: Adults £3.50, Concessions/Children £3, Family (2+2) £8, free admission to cub and beaver scouts in uniform if accompanied by an adult
Contact: 01974 821281 or 01974 821444
Features: 15 layouts and displays in various gauges, trade support, ride on railway, refreshments, free parking and disabled access. Display of models inspired by the late Rowland Emmets cartoons and all proceeds to the Aeron Valley Railway Society.

17 Ludlow Model Railway Exhibition

Hosts: Craven Arms and District Model Railway Club
Location: Ludlow Racecourse, Bromfield (1.5m north of Ludlow off A49) SY8 2BT
Times: 10am-4.30pm
Prices: Adults £2.50, Concessions £2, Children £1.50
Contact: 01588 672145
Features: Around 20 layouts in various gauges, trade support, static displays, refreshments, free parking and disabled access.

17 Silverfox DCC Annual Model Railway Exhibition

Hosts: Silverfox DCC Model Railway Club
Location: The Webber Independent School, Soskin Drive, Stantonbury Fields, Milton Keynes MK14 6DP
Times: 10am-4.30pm

Prices: Adults £4, Children £2.50, Family (2+2) £10
Website: www.silverfoxdcc.org
Contact: 01908 318793 (evenings only please)
Features: More than 18 layouts from 'Z' to 'O' gauge and trade support. Outdoor train rides provided by Milton Keynes Model Engineering Society.

17/18 Coventry Club Open Weekend

Hosts: Coventry Model Railway Club
Location: Unit 3, Leicester Row, Coventry Canal Basin
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £1, Accompanied Children under 14 free admission
Website: www.coventrymodelrailwayclub.org.uk
Contact: 02476 635300
Features: Club layouts.

17/18 Pickering Model Railway Show 2013

Hosts: Scarborough and District Railway Modellers
Location: The Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, Concessions £3, Children £2, Family (2+3) £9
Website: www.sdrmw.co.uk
Contact: 01723 865520
Features: 10 layouts from 'N' to 'O' gauge including Thomas the Tank, trade support and demonstrations.

24 North Cornwall and Devon Club Open Day - Bude

Hosts: North Cornwall and Devon Model Railway Club
Location: The Parkhouse Centre, Ergue-Gaberic Way, Bude, Cornwall EX23 8LP
Times: 10am-4.30pm
Prices: Adults £1, Accompanied Children free admission, otherwise 50p
Contact: 01566 772667
Features: Layouts in 'N', 'OO', 'OO9', 'O' gauge and 'G' scale including Hornby Dublo three-rail plus live steam and Thomas layout for children to operate, trade support, sales, raffle and refreshments. Bring your own trains to run on the clubs layouts.

24 Rhyl Model Railway Exhibition and Collectors Fair

Hosts: Rhyl in Bloom Organising Committee
Location: Rhyl Town Hall LL8 1AB
Times: 10am-4pm
Prices: Adults £1, Children under 16 free admission

DON'T MISS

17/18

MIDLAND RAILEX

Hosts: The Midland Railway – Butterley
Location: The Midland Railway – Butterley, Butterley Station, Ripley, Derbyshire DE5 3QZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, Concessions £9, Children £5, Family (2+3) £25
Contact: 01773 570140
Website: www.midlandraillex.co.uk
Features: More than 20 high quality layouts from 'N' gauge to 'O' gauge, trade support, demonstrations, HMRS museum open together with the Matthew Kirtley Museum and Princess Royal Class Locomotive Trust West Shed. Standard gauge trains will be in operation on the preserved railway linking Butterley with Swanwick Junction. Supported by *Hornby Magazine*. Refreshments and free parking available.

Contact: 07967 681080
Features: Layouts.

24/25 Carrickfergus Model Railway Exhibition

Hosts: Ulster Model Railway Club
Location: Carrickfergus Museum and Civic Centre, Carrickfergus, Northern Ireland BT38 7DG
Times: Sat 10am-6pm, Sun 1pm-5pm
Prices: Free admission
Website: www.ulstermodelrailwayclub.co.uk
Contact: 07850 953563
Features: Layouts.

24/25 Railex NE – North Shields

Hosts: Blyth and Tyne Model Railway Society
Location: The Parks Sports Centre, Howdon Road, North Shields NE29 6TL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Children £3, Family (2+2) £13
Contact: 07900 431042
Features: Up to 40 layouts of British and International outline from 'N' to 'O' gauge, trade support, demonstrations, Meccano displays, refreshments, free parking, disabled access and soft play area for children. Venue is on A187 five minutes north of the Tyne Tunnel.

24/25 Sedgemoor Rail 2013

Hosts: Burnham and District Model Railway Club in conjunction with the Wessex Association of Model Railway Clubs
Location: King Alfred School, Highbridge TA9 3EE
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £3.50, Concessions/Children £3, Accompanied Children £1, Family (2+2) £8
Contact: 01278 459558 or 01278 786092
Features: A range of layouts in various gauges, trade support, demonstrations, club's own limited edition wagons for sale, refreshments, free parking and disabled access. Sponsored by Ray Heard Model Railways.

24/25/26 Corris Model Railway and Toy Exhibition

Hosts: Corris Railway Society
Location: Y Plas, Heol Pentrehedyn, Machynlleth, Powys SY20 8ER
Times: 10.30am-5pm each day
Prices: Adults £3.50, Concessions £3, Children £2, Family (2+2) £9
Contact: 01745 337821
Features: Up to 22 layouts from 'N' gauge to 'G' scale plus 5in and 3.5in gauges static displays, toys, trade support, second hand stalls, hand crafted jewellery and glass for sale, refreshments, pay and display parking nearby and disabled access. Corris Railway steam passenger trains will run hourly from Corris station (5miles north of the venue).

24/25/26 Gainsborough Model Railway Open Days

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincs DN21 1BE
Times: Sat/Sun 1.30pm-6pm, Mon 10.30am-6pm
Prices: Adults £4, Concessions/Children £3, Family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: One of the largest 'O' gauge model railways in the Country. Dozens of trains formed from over 150 locomotives and over 400 items of rolling stock running on more than half a mile of track.

24/25/26 Mangapps Museum Mini Model Railway Exhibition

Hosts: Mangapps Railway Museum
Location: Mangapps Railway Museum, Southminster Road, Burnham on Crouch CM0 8QG

Times: 11.30am-5pm each day
Prices: Adults £8, Concessions £7, Children £3.50
Contact: 01277 225206
Features: Five layouts from Chelmsford and District MRC, admission also includes access to the museum and unlimited train rides. Refreshments and parking available on site.

25 Hoddesdon Annual Model Railway Show

Hosts: Hoddesdon Model and Railway Club
Location: Club Site, The Old Mill, Mill Lane, Broxbourne, Herts EN10 7AX
Times: 10am-5pm
Prices: Adults £2, Children £1
Website: www.hoddesdonmrc.co.uk
Contact: 01707 898420
Features: Working indoor and outdoor layouts from 'N' gauge to 'G' scale plus 5in, 3.5in and 2.5in gauges, children's rides, trade support, radio controlled boats on club pool, sales stand and refreshments.

25/26 Neath Model Railway Exhibition

Hosts: Neath Model Railway Club, Cefn Coed Museum Group
Location: Cefn Coed Museum, Crynant, Neath
Times: 10am-4.30pm both days
Prices: Admission free
Contact: 01639 750237
Features: Layouts including children's play layout, sales stands, refreshments and free parking.

31 Hillingdon Test Track Open Day

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: Admission £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: This is not an exhibition but bring your 'O' and 'OO' gauge locomotives and trains to run on the club's two large test tracks, DC and DCC available but no live steam. Bring and buy stall and refreshments, expert help on hand for problems with models.

31 March Club Open Day

Hosts: March and District Model Railway Club
Location: St Peter's Church Hall, March, Cambridgeshire PE15 9JR
Times: 10am-4.30pm
Prices: Admission £1
Website: www.mdmrc.co.uk
Contact: 01353 861126
Features: Club layouts, trade support, demonstrations and refreshments. Come and see how the club builds and operates model railways.

31 Tadworth Autumn 2013 Model Railway Exhibition

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £5, Concessions £4, Children £3, Family (2+2) £10
Website: www.ndmrc.info
Contact: 07758 458827
Features: 21 layouts in all popular scales and gauges of British, Continental and American outline, trade support, refreshments, free parking and disabled access. All proceeds to the Good Shepherd Church.

31/I Sept Andover Model Railway Exhibition

Hosts: Andover Railway Model Club
Location: Winton Academy School, London Road, Andover SP10 2PS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Concessions £4.50, Children £1
Website: www.amrc.hampshire.org.uk
Contact: 07590 429643
Features: More than 20 layouts in a variety of scales, trade support, demonstrations, club stands, refreshments, free parking and disabled access.

31/I Sept Model Rail Weekend - Swansea

Hosts: The Swansea Railway Model Group
Location: National Waterfront Museum, Swansea SA1 3RD
Times: 11am-4pm both days
Prices: Free Admission
Contact: 02920 573602
Features: Layouts.

SEPTEMBER 2013

1 Bognor Regis Club Open Day

Hosts: Bognor Regis Model Railway Club
Location: The Clubroom, Aldingbourne Community Centre, Olivers Meadow, Westergate, West Sussex PO20 3YA
Times: 10.30am-4.30pm
Prices: Admission £1, Family £4
Website: www.brmrc.co.uk
Contact: 01243 544351
Features: Up to six club layouts including children's operated layout, one trade stand, club information, refreshments, free parking and disabled access. This event is to mark the opening of the new clubroom.

1 Bressingham Model Railway Show

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Bressingham, near Diss, Norfolk IP22 2AA
Times: 10.30am-5pm
Prices: Admission £5
Website: www.bressingham.co.uk
Contact: 01379 686912
Features: Layouts, trade support, three narrow gauge passenger railways and Victorian steam gallopers in operation.

7 Olney Model Railway Exhibition

Hosts: Olney Model Railway Club
Location: Carlton House Club, High Street, Olney, Bucks MK46 4BB
Times: 10.30am-4.30pm
Prices: Adults £2.50, Concessions/Children £2, Family (2+2) £6
Website: www.olneymrc.org.uk
Contact: 07811 971838
Features: Layouts, trade support, societies, refreshments, free parking and disabled access.

7/8 Accrington Model Railway Show

Hosts: Blackburn and East Lancs Model Railway Society
Location: Hyndburn Leisure Centre, Henry Street, Church, Accrington BB5 4EP
Times: 10am-5pm both days
Prices: Adults £7 (2 day ticket £10), Accompanied Children free admission, Unaccompanied Children £4
Website: www.belmrs.org
Contact: 01254 238187
Features: More than 16 layouts, trade support, demonstrations, societies, refreshments, free parking and disabled access.

7/8 26th Grantham Rail Show

Hosts: Grantham Railway Society
Location: Walton Girls High School, Kitty Briggs Lane, off Harlaxton Road (A607), Grantham NG31 7JR
Times: Sat 10am-5pm, Sun 9.30am-4.30pm
Prices: Adults £4, Concessions £3, Children £2, Family (2+2) £10
Contact: 01476 407569
Features: 14 layouts in popular scales and gauges, trade support, demonstrations, refreshments, onsite parking and disabled access. Bus service from town centre on Saturday.

7/8 The International N Gauge Show

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, nr Leamington Spa CV31 1XN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9.50 (£8.50), Concessions £8.50 (£7.50), Children (5-14inc) £4.50 (£3.50), Family (1+3) £14 (£12), Family (2+3) £23.50 (£20.50) - Prices in brackets are for advance purchase tickets
Website: www.ngaueshow.co.uk
Contact: 01926 614101
Features: More than 20 'N' gauge layouts, over 40 specialist trade stands and society stands.

7/8 Fordingbridge Model Railway Show

Hosts: Reg and Mary Hunt
Location: Woodgreen Village Hall, Woodgreen, nr Fordingbridge, Hampshire SP6 2AJ
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £3, Concessions £1.50, Children £1
Contact: 01725 511977
Features: Wrenn and Hornby two-rail layout, Hornby Dublo three-rail layout plus other layouts in 'N' and 'OO' gauge, trade stands, traction engines,

refreshments, parking and disabled access. Proceeds to Woodgreen Village Hall Fund and Help for Heroes.

7/8 The Medway Model Railway Show

Hosts: Medway Model Show Group
Location: Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6JT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Concessions £4, Children £3, Family (2+2) £14
Contact: 07821 254232
Features: Layouts in popular gauges both British and Continental, trade support, societies, refreshments and car parking. Venue is five minutes from Chatham Railway Station.

8 Yeldham Museum Mini Model Railway Exhibition

Hosts: Braintree and Halstead Model Railway Club
Location: Yeldham Transport Museum, Toppsfield Road, Great Yeldham, Essex CO9 4HD
Times: 10am-4pm
Prices: Adults £2.50, Children under 16 free admission
Website: www.braintreeandhalsteadmrc.co.uk
Contact: 01787 474412
Features: At least seven layouts, visiting historic vehicles, open top bus tours (weather permitting), museum and Lynton and Barnstaple carriage restoration area access, free bus service from Braintree Station via Halstead.

14 Bury St Edmunds Model Railway Exhibition

Hosts: Bury St Edmunds Model Railway Club
Location: Village Hall, Risby, Bury St Edmunds IP28 6RT
Times: 10am-4pm - last admission 3pm
Prices: Adults £4.50, Concessions £3.50, Children £2.50 - all children must be accompanied by an adult
Website: www.burystedmundsmrc.com
Contact: 01359 250351
Features: 17 working layouts from 'N' gauge to 'G' scale, trade support, demonstrations, refreshments, free parking and disabled access. Tombola in aid of East Anglian Air Ambulance and St Nicholas Hospice.

14 Cumbernauld Club Open Day

Hosts: Cumbernauld Model Railway Group
Location: The Link Community Education Centre, Bron Way, Cumbernauld, North Lanarkshire G67 1EW
Times: 10am-4pm
Prices: Admission £1, Accompanied Children under 16 free admission
Website: www.cumbernauldmrg.org.uk
Contact: 01236 612099
Features: Layouts in 'N' and 'OO' gauges, model railway electronics group stand, second hand model railway equipment sales, refreshments, free parking (3hr limit) and disabled access.

14 Gillingham (Dorset) Model Railway Exhibition

Hosts: Shaftesbury and Gillingham Railway Society
Location: Gillingham Primary School, School Road, Gillingham, Dorset SP8 4QR
Times: 10am-4.30pm
Prices: Adults £4, Children (5-15) £2, Family (2+2) £10
Contact: 01747 830615
Features: Ten layouts, trade support, refreshments, car parking and disabled access.

14 Huddersfield Club Open Day

Hosts: Huddersfield Railway Modellers
Location: The Club Rooms, Stonefield Mills, Tanyard Road, Milnsbridge HD3 4NB
Times: 10am-4pm
Prices: Free admission
Contact: 07950 425782
Features: Layouts in popular scales including DCC and 16mm live steam, demonstrations, members on hand to offer advice, bring your own stock, refreshments, free parking but regret no disabled access.

14 Ipswich Club Open Day

Hosts: Ipswich Railway Modellers Association
Location: 40A Norfolk Road, Ipswich IP4 2HB
Times: 10am-1pm
Prices: Free admission
Website: www.irma.org.uk
Contact: 01473 251017
Features: Club layouts and refreshments.

DON'T MISS

14/15

SWINDON RAILWAY FESTIVAL

Hosts: STEAM – the Museum of the Great Western Railway
Location: STEAM, Fire Fly Avenue, Kemble Drive, Swindon SN2 2EY
Times: 10am-5pm both days
Prices: Adults £10, Concessions £8.50, Children £7.50, Family (2+1) £25, Family (2+2) £30. Under threes go free.
Contact: 01793 466637
Website: www.steam-museum.org
Features: More than 20 layouts including 82G (as featured on pages 16-25 of this issue), Dalby Wood (HM41) and *Hornby Magazine's* St Stephens Road. Sponsored by *Hornby Magazine*. Trade support, refreshments, demonstrations, disabled access, pay and display parking near by.

14 Northolt Annual Model Railway Exhibition 2013

Hosts: Northolt Model Railway Club
Location: Northolt Village Community Centre, Eating Road, Northolt, Middlesex UB5 6AD
Times: 10.30am-5pm
Prices: Adults £3, Concessions/Children £2, Family (2+2) £7
Website: www.northolt-mrc.org.uk
Contact: 07713 242756
Features: At least eight working layouts in various gauges, trade support, live steam rides, remote controlled trucks and refreshments.

14/15 Glossop Annual Model Railway Exhibition

Hosts: Glossop and District Model Railway Club
Location: Bradbury Community House, Market Street, Glossop SK13 8AR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, Concessions/Children £2, Family £8
Contact: 01457 863309
Features: Layouts in various scales, trade support, refreshments and disabled access.

15 Abbeylax (Ireland) Model Railway Exhibition

Hosts: Midlands Model Railway Club (Ireland)
Location: Heritage House, Abbeylax, Co Laois, Republic of Ireland
Times: 10.30am-5pm
Prices: Adults 4, Concessions 3, Children 1, Family 9
Contact: +353 87 237 1987
Features: 12 layouts in various gauges, trade support, refreshments and free onsite parking.

15 Chichester – Steam on Sunday Open Afternoon

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, East Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site free, Adults and Children train rides £1 each
Website: www.cdsmec.co.uk
Contact: 01243 773451
Features: Train rides behind several different steam and diesel powered locomotives. Light refreshments available.

21 Cleveland Model Railway Club Open Day

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Day Membership Adults £1, Children 50p
Website: www.cleveland-mrc.org.uk
Contact: 07864 880242
Features: Be a member for the day and see the much improved clubroom. Seven layouts from 2mm to 7mm scale working and under construction, demonstrations, displays, refreshments, free parking and disabled access.

21 Lichfield Annual Model Railway Exhibition

Hosts: Trent Valley Model Railway Society
Location: Emmanuel Christian Centre, Netherstow, Lichfield WS13 6TS
Times: 10am-4.30pm
Prices: Adults £4, Concessions/Children £3, Family (2+2) £10
Website: www.tvrms.org.uk
Contact: 07810 701366
Features: 15 layouts from 'N' to 'O' gauge, trade support, Gauge O Guild, TVMRS and Guide Dogs for the Blind stands, refreshments, free parking and disabled access.

21 Plymstock G Scale Model Railway Show

Hosts: Plymouth G Scale Group
Location: Plymstock Community Centre (located in the Broadway Car Park)
Times: 10am-4pm
Prices: Adults £2, Concessions £1.50, Children (5-14) 75p
Contact: 01752 361887
Features: 'G' scale layouts, refreshments, time limited free parking and disabled access.

21 Willand (Cullompton) Model Railway Exhibition

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Willand, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £3.50, Children £1.50
Website: www.cvmrc.co.uk
Contact: 01884 821811
Features: 15 layouts from 'N' to 'O' gauge, British and overseas, trade support, refreshments, free parking and disabled access.

21/22 37th Ayr Model Railway Exhibition

Hosts: Ayr Model Rail Group
Location: Citadel Leisure Centre, South Harbour, Ayr KA7 1JB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Children £3, Family (2+2) £12
Website: www.ayrmrg.co.uk
Contact: 01292 520495
Features: 26 layouts and traders, layouts from 'N' to 'O' gauge, many DCC controlled, demonstrations, club second hand stall, refreshments and free parking. Venue is ten minutes walk from bus and railway stations.

21/22 Bexleyheath Model Railway Exhibition 2013

Hosts: Erith Model Railway Society
Location: Huxtable and Scout Halls, St Martins Church, Erith Road, Bexleyheath DA7 6LE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3.50, Concessions £3, Children £2, Family (2+2) £8
Website: www.erithmrs.ukmodelshops.co.uk
Contact: 07736 560956
Features: Up to 15 quality layouts in a variety of scales and gauges, trade support, refreshments and free parking.

21/22 Blackpool 32nd Annual Model Railway Exhibition

Hosts: Blackpool and North Fylde Model Railway Club
Location: Fleetwood High School, Broadway, Fleetwood FY7 8HE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Concessions £4.50, Children £3, Family (2+2) £13
Website: www.blackpoolandnorthfilydemrc.co.uk
Contact: 01253 823951
Features: 21 layouts in a variety of scales and gauges, large trade support, refreshments, free parking and disabled access.

21/22 Blandford Model Railway Exhibition

Hosts: Blandford Museum Railway Society
Location: The Blandford School, Milldown Road, Blandford Forum, Dorset DT11 7SN
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £4, Children £2, Family (2+2) £10
Contact: 01258 450388
Features: More than 20 layouts from 'N' to 'O' gauge including 'OO' gauge model of Blandford Forum Station, trade support, historical information, S&D ephemera, refreshments and free parking.

21/22 40th Redditch Model Railway Exhibition

Hosts: Redditch Model Railway Club

Location: Trinity High School, Grove Street, Redditch Town Centre B98 8HB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, Concessions £3, Children £4.50, Family (2+2) £14
Website: www.redditch-mrc.com
Contact: 01527 540289 or 01527 67544
Features: At least 15 layouts in popular scales and gauges, trade support, demonstrations, refreshments, free parking and disabled access.

21/22 Shipley Annual Model Railway Exhibition

Hosts: Shipley Model Railway Society
Location: Baildon Recreation Centre, Green Lane, Shipley BD17 5JH
Times: 10am-5pm both days
Prices: Adults £5.50, Children £2.40, Family (2+3) £11
Contact: 01274 593031
Features: Layouts in 2mm, 'N', 'OO', 'EM', 'HO' and 'O' gauges, trade support, demonstrations, club stand, refreshments, free parking but regret disabled access is only available to the ground floor.

28 Horsham Vintage Model Railway Exhibition

Hosts: Leechpool Vintage Model Railway with Horsham Model Railway Club
Location: Leechpool Primary School, Leechpool Lane, Horsham, West Sussex RH13 6AG
Times: 10.30am-4.30pm
Prices: Adults £2.50, Concessions £2, Children 50p
Contact: 01403 217125
Features: Around 10 traditional vintage layouts, combined 'OO'/N' gauge layout and Thomas for the young, trade support, refreshments, free parking and disabled access. Proceeds in aid of local good causes.

28 Loddon Vale Model Railway Exhibition

Hosts: Loddon Vale Model Railway Club
Location: St Peter's Church, Church Road, Earley, Reading RG6 1EX
Times: 10am-4pm
Prices: Adults/Concessions £3, Children £2, Family £7
Website: www.lvrmc.co.uk
Contact: 0118 988 2035
Features: Up to 10 layouts in various scales, trade support, refreshments and limited disabled access.

28 Telford Annual Model Railway Exhibition

Hosts: Telford Railway Modellers Group
Location: Blessed Robert Johnson Catholic College, Apley Avenue, Wellington, Telford TF1 3DY
Times: 10am-4pm
Prices: Adults £4, Children £2, Family (2+2) £10
Contact: 01952 271625
Features: Layouts, refreshments, free parking and disabled access.

28/29 Barrow Hill Live – Celebrating 160 years of Doncaster Works

Hosts: Barrow Hill Roundhouse Railway Centre
Location: Barrow Hill Roundhouse Railway Centre, Campbell Drive, Staveley, Chesterfield S43 2PR
Times: 10am-5pm both days – advance ticket holders may enter at 9.30am
Prices: Adults £11/£13, Children (5-15) £6/£7, Family (2+2) £30/£33, Shuttle train return ticket from Chesterfield Station £5.50/£6. First price in each category is for advance purchase tickets.
Website: www.barrowhill.org
Contact: 01246 472450
Features: At least 10 layouts from 'Z' gauge to 'G' scale, trade support, demonstrations, refreshments and free parking. Admission includes steam train and brake van rides and free bus service from/to Chesterfield Station. Advance tickets available from www.theticketfactory.com or 0844 338 8000. Please note children must be accompanied by an adult.

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 02476 419420 or e-mail: showguide@wildcomm.com Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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31-165 10818 in LMS black £71.36
31-166 50795 in BR lined black early emblem £71.36
31-167DC 50795 in BR lined black early emblem -
weathered (DCC Fitted) £98.13
DUE OCT/NOV

Class E4 Brighton 0-6-2 Pre-order for £76.46

NEW
2013



35-075 579 LB&SCR umber
35-076 473 Southern green
35-077 32556 BR black with early emblem
35-078 32470 BR black with late crest
ehattons.com/e4

Class 3200 Earl 4-4-0



31-087DC 9003 in GWR green (DCC fitted) £118
31-085 9022 in BR black with early emblem - weathered £109
31-086 9017 in BR black with early emblem £104
DUE DEC/JAN

Class J11 Robinson (GCR 9J)



31-318 5317 LNER black £76.46
31-319 64311 BR black with early emblem £76.46
31-320DC 64325 BR black with late crest (DCC Fitted) £91.76
DUE DEC/JAN

Class 40 1Co-Co1 diesel



32-475DC 40129 in BR blue with side headcode boxes
(DCC fitted) £88
32-480DS D211 'Mauretania' in BR green with indicator
discs (DCC sound) £187
32-481 D369 in BR green with centre head code £81.56
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Wickham Type 27 trolley & trailer Pre-order for £39.06

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2013



32-991 BR Maroon
32-992 BR Engineers yellow
32-993 BR Engineers yellow with wasp stripes
ehattons.com/wickham



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Class 05 Hunslet Shunter Pre-order for £77

NEW
2013



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2501 D25xx in BR black
2502 D25xx in BR green
2503 D2554 in BR blue

Class 02/2 Tango 2-8-0 Pre-order for £130

NEW
2013



3900 in LNER livery
3901 in LNER livery
3902 in BR black with early crest
3903 in BR black with late crest
3904 in BR black with early emblem - weathered £138

Class 128 DPU Pre-order for £94

NEW
2013



Midland Region

8990 BR green with speed whiskers
8991 BR green with small yellow panels
8992 BR blue with small yellow panels
8993 BR blue with full yellow ends

Western Region

8940 Blue with full yellow ends & flush fronts
8941 Royal Mail red with full yellow ends & flush fronts
8942 Royal Mail red with full yellow ends & flush fronts

NEW
2013

Park Royal Railbus Pre-order for £97

8750 Early BR DMU in dark green with speed whiskers
8751 Dark green with small yellow warning panels
8752 Green with speed whiskers
8753 4-wheel in green with small yellow panel

Class 26/0 diesel Pre-order for £80

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2013



2660 - 2665 D53xx early version
Further livery details TBA

Beyer Garratt 2-6-0 0-6-2 Pre-order for £199



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N Gauge Steam locos



ND095F Britannia Pacific 4-6-2 70030 'William Wordsworth' in British Railways Green late crest (Dap) £96
2S-010-000 Class 49xx Hall steam loco 4937 'Lanely Hall' GWR lined green (Dap) £95
2S-010-001 Class 49xx Hall steam loco 4951 'Penderford Hall' in BR lined green late crest (Dap) £95



372-137 Class 5 Stanier 4-6-0 45110 BR lined black late crest (Gra) (list £129.80) BARGAIN £84



372-154 Class 8F 2-8-0 48750 and tender in BR black early emblem (Gra) £88



372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) BARGAIN £89
372-801 Class A1 4-6-2 60156 'Great Central' in BR green late crest (Gra) (list £144.40) BARGAIN £89
ND129GD Class A3 steam loco 2744 "Grand Parade" LNER apple green, DCC fitted (Dap) £115
ND129HD Class A3 steam loco 30094 "Colorado" in BR lined green early crest, DCC fitted (Dap) £115



ND128HD Class A4 steam loco "Dwight D. Eisenhower" in LNER garter blue, DCC fitted (Dap) £115
ND128G Class A4 steam loco 60005 "Sir Charles Newton" in BR lined green late crest (Dap) £99
ND128F Class A4 steam loco 60016 "Silver King" BR lined green early crest (Dap) £99
ND079F Class B17 4-6-0 2863 'Everton' LNER Apple Green (Dap) £85
ND207A Class Q1 0-6-0 33005 in BR late crest (Dap) £83
ND207B Class Q1 0-6-0 33011 in BR black early crest (Dap) £83
ND207BD Class Q1 0-6-0 33011 in BR black early crest, DCC fitted (Dap) £103
372-427 Class WD Austerity 2-6-0 92021 BR black late crest - weathered (Gra) £111
372-426 Class WD Austerity 2-6-0 90566 in BR black late crest (Gra) £106
2S-009-001D GWR 2884/38xx Class 2-8-0 3836 in BR unlined black late crest, DCC fitted (Dap) £115
372-727 Standard Class 5MT 4-6-0 73082 "Camelot" in BR lined black early emblem BR18 tender (Gra) £99
372-726 Standard Class 5MT 4-6-0 73158 BR lined black late crest BR18 tender (Gra) £99

Diesel locos

371-062 Class 03 diesel Shunter 03066 BR blue wasp stripes & air tanks (Gra) £46
371-060 Class 03 diesel Shunter D2011 BR green (Gra) £46



371-061 Class 03 diesel Shunter D2388 BR green wasp stripes (Gra) £46
371-020 Class 08 diesel shunter 13029 in BR black early emblem (Gra) £56
371-021 Class 08 diesel shunter 13365 in BR green late crest (Gra) £56



371-022 Class 08 diesel shunter D3729 in BR green wasp stripes - weathered (Gra) £59



372-952 Class 14 diesel 14029 in BR blue (Gra) £62
371-032 Class 20 diesel 20063 in BR blue indicator discs - weathered (Gra) £80
371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £76



371-030 Class 20 diesel D8000 in BR green indicator discs (Gra) £76
2D-012-000 Class 22 diesel loco 6326 in BR blue full yellow ends (Dap) £111
2D-012-001 Class 22 diesel loco D6318 BR blue full yellow ends (Dap) NEW £111
2D-012-002 Class 22 diesel loco D6320 BR green small yellow panels (Dap) NEW £111
372-978 Class 24 diesel 24081 BR blue yellow ends (Gra) £82.45



372-979 Class 24 diesel D5085 BR two-tone green (Gra) £82.45
ND145G Class 26 diesel 26040 BR blue discs, snowploughs & stag emblem (Dap) £78
ND145H Class 26 diesel D5307 in BR green headcode discs (Dap) £78



ND205C Class 27 diesel 27008 in BR blue plated gangway doors (Dap) £86
ND205B Class 27 diesel D5381 in BR green small yellow warning panels and gangway doors (Dap) £86
ND205BD Class 27 diesel D5381 in BR green small yellow warning panels and gangway doors, DCC fitted (Dap) £103
371-489 Class 37/0 diesel 37174 in EWS (Gra) £83.6
371-488 Class 37/0 diesel 97302 (Ex-37170) in Network Rail yellow (Gra) £83.6



371-178A Class 40 diesel 40150 in BR blue four character headcode box (Gra) (list £95.45) BARGAIN £64
371-177A Class 40 diesel D382 BR green four character headcode box (Gra) £68



371-603 Class 42 Warship diesel D815 "Druid" in BR maroon (Gra) (list £106.05) BARGAIN £87
371-603A Class 42 Warship diesel D829 'Maggie' BR maroon (with 6-pin DCC socket) (Gra) (list £106.05) BARGAIN £73



371-202 Class 44 diesel D7 'Ingleborough' BR green (Gra) (list £98.20) BARGAIN £67
371-828A Class 44 diesel D186 in BR blue (Gra) (list £98.20) BARGAIN £59
371-828A Class 44 diesel 47403 'The George' BR blue full yellow ends (Gra) £83



372-240 Class 47 diesel 47535 "University of Leicester" in BR blue large logo (Gra) £75
372-241 Class 47 diesel 47612 "Titan" BR InterCity (Gra) (list £105.90) BARGAIN £75



371-825A Class 47 diesel D1745 in BR two-tone green small yellow panel (Gra) £83
371-404 Class 52 diesel D1015 'Western Champion' BR maroon (Gra) £81.14
ND203A Class 56 diesel 56005 in Railfreight grey (Dap) £83
ND103J Class 58 Diesel in EWS (Dap) £89
371-355 Class 60 diesel 60011 in DB Schenker (Gra) £90.49



2D-007-000 Class 66 diesel 66709 in MSC/GBRF "Sorrento" ship (Dap) £70
371-392 Class 66 diesel 66725 'Sunderland AFC' in GBRF (Gra) (list £101.80) BARGAIN £59
ND201D Class 66 diesel 66729 in GBRF Europorte 'Derby County' (Dap) £59
371-383 Class 66 diesel in Fastline Freight (Gra) (list £101.80) BARGAIN £62
ND101H Class 67 Diesel 67002 EWS Livery (Dap) £83
ND101J Class 67 Diesel 67030 EWS Livery (Dap) £83



371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) £101.11
371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) £101.11

Electric locos

ND099a Class 86 Bo-Bo Electric 86229 in Virgin Trains 'Sir John Beljeman' (Dap) (list £104.95) BARGAIN £67
ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) BARGAIN £67
371-751 Class 87 electric 87019 'Sir Winston Churchill' Virgin trains (Gra) (list £100) BARGAIN £49
371-777 Class 90 electric 90046 electric Freightliner (Gra) (list £100) BARGAIN £60



371-802 Class 91 electric 91201 'Archbishop Thomas Cranmer' DVT GNER (Gra) (list £114.40) BARGAIN £54

HSTs



ND122H Class 43 HST Book Set in blue/grey (Dap) £128
ND122G Class 43 HST Book Set in Cross Country trains Livery (Dap) £128
ND122e Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) £128
ND122a Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £128

DMUs



371-501 Class 101 2-car DMU in Regional Railways (Gra) £72
371-502 Class 101 2-car DMU BR blue (Gra) (list £116.70) BARGAIN £66
371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £127.35) BARGAIN £79
371-510 Class 101 3-car DMU in BR blue (Gra) (list £127.35) BARGAIN £86
371-511 Class 101 3-car DMU BR blue & grey (Gra) £89
371-878 Class 108 2-car DMU BR blue - £53931 + £51562. New tooling (Gra) (list £116.70) BARGAIN £69



371-877 Class 108 2-car DMU in BR blue & grey (Gra) (list £116.70) BARGAIN £76
371-876 Class 108 2-car DMU in BR blue (Gra) £68



371-885 Class 108 3-car DMU in BR blue (Gra) (list £127.35) BARGAIN £79
ND209BD Class 122 Gloucester RCW "Bubblecar" single car DMU 55000 (122100) in Regional Railways - DCC fitted (Dap) NEW £103



ND209A Class 122 Gloucester RCW "Bubblecar" single car DMU 55005 in BR blue/grey (Dap) £86
ND209C Class 122 Gloucester RCW "Bubblecar" single car DMU Route Learning Car in BR blue TDB975023/55001 (Dap) £86
ND114H Class 153 powered "Northern Transpennine" (Dap) (list £106.95) BARGAIN £68
ND112A Class 156 2-car DMU 156468 Northern Rail (Dap) £87



371-557 Class 158 2-car DMU 158783 in East Midlands Trains (Gra) (list £121.95) BARGAIN £74



371-433 Class 170/4 3-car DMU 170434 in First ScotRail (Gra) NEW £110.46



371-432 Class 170/5 2-car DMU 170504 in London Midland (Gra) (list £121.25) BARGAIN £78
371-741 Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends (Gra) (list £269.95) BARGAIN £195
371-740 Class 251 Blue Pullman 6-car Midland set in Nanking blue (Gra) £210

EMUs



371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) £122
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) £122



372-677 Class 411 4-CEP 4-car EMU in BR blue & grey (Gra) £124
372-676 Class 411 4-CEP 4-car EMU in BR green (Southern Region) yellow warning panels (Gra) £129

Coaches

2P-004-001 Autocoach 189 in GWR (Dap) £13
2P-004-002 Autocoach 195 in GWR (Dap) £13
NC209e Gresley LNER Teak 3rd Class # 60648. Light bar ready (Dap) £19
NC209d Gresley LNER Teak 3rd Class # 60651. Light bar ready (Dap) £19



374-803A Mk1 RFO Restaurant Car (SR) Green (Gra) (list £17.40) BARGAIN £11



374-804A Mk1 RFO Restaurant Car Chocolate & Cream (Gra) (list £17.40) BARGAIN £11



374-048 Mk1 SK second corridor in chocolate & cream (Gra) £16.75
374-038 Mk1 BG full brake in chocolate & cream (Blue Riband) (Gra) £16



374-117A Mk1 RU restaurant car in chocolate & cream (Gra) (list £17.40) BARGAIN £13



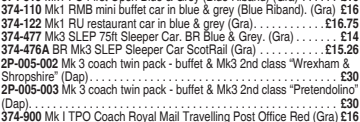
374-185B Mk1 BSK brake second corridor in crimson & cream (Gra) £19
374-255B Mk1 CK composite corridor in crimson & cream (Gra) £16.75
374-160 Mk1 FK first corridor in crimson & cream (Gra) £16.75
374-120 Mk1 RU restaurant car in crimson & cream (Gra) £16.75
374-259A Mk1 CK composite corridor in green (Blue Riband) (Gra) £16



374-801A Mk1 RFO Restaurant Car Maroon (Gra) (list £17.40) BARGAIN £11



374-107 Mk1 RMB mini buffet car in maroon (Blue Riband) (Gra) £16.75
374-121 Mk1 RU restaurant car in maroon (Gra) £16.75
374-264 Mk1 BSK brake corridor composite in maroon (Blue Riband) (Gra) £16
374-240 Mk1 BSP Pullman second bar car "The Hadrian Bar" umber cream (Gra) £16
374-211A Mk1 SP Pullman second parlour car in grey & blue (Gra) (list £23.95) BARGAIN £14



374-680 BR MK2A BSO Brake Second Open Blue & Grey (Gra) £17.81

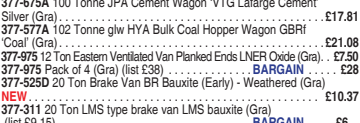


374-950 BR MK2A FK First Corridor Blue & Grey (Gra) £17.81
374-902 Mk1 TPO BR Blue & Grey (Gra) £19
374-901A BR Mk1 TPO Post Office red (with side lights) (Gra) £23.51
374-258B Mk1 CK composite corridor in blue & grey (Gra) £16.75
374-219 Mk1 FK first corridor in blue & grey (Blue Riband) (Gra) £16.75
374-110 Mk1 RMB mini buffet car in blue & grey (Blue Riband) (Gra) £16.75
374-122 Mk1 RU restaurant car in blue & grey (Gra) £16.75
374-477 Mk3 SLEEP 75ft Sleeper Car. BR Blue & Grey (Gra) £16.75
374-476A BR Mk3 SLEEP Sleeper Car ScotRail (Gra) £15.26
2P-005-002 Mk3 coach twin pack - buffet & Mk3 2nd class "Wrexham & Shropshire" (Dap) £30
2P-005-003 Mk3 coach twin pack - buffet & Mk3 2nd class "Pretendolom" (Dap) £30
374-900 Mk1 TPO Coach Royal Mail Travelling Post Office Red (Gra) £16



374-903 Mk1 TPO Royal Mail Letters Red (Gra) £16

374-188B Mk1 BSK brake second corridor in blue & grey (Gra) £16.75
NC227B Mk3 2nd class coach "Cross Country Trains" (Dap) £17
374-355 Mk3 coach TFD Trailer First Cross Country (Gra) £12



374-400A Mk3 TGS guard 2nd in "Midland Mainline" Pullman (Gra) £12

Wagons

377-675A 100 Tonne JPA Cement Wagon 'VTG Lafarge Cement' Silver (Gra) £18.81
377-577A 102 Tonne glw HVA Bulk Coal Hopper Wagon GBRF 'Coal' (Gra) £21.08
377-975 12 Ton Eastern Ventilated Van Planked Ends LNER Oxide (Gra) £28
377-975 Pack of 4 (Gra) (list £38) £28
377-925D 20 Ton Brake Van BR Bauxite (Early) - Weathered (Gra) NEW £10.37
377-311 20 Ton LMS type brake van LMS bauxite (Gra) (list £9.15) BARGAIN £6



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NEW



377-826A 20 Ton Presflo Bulk Powder Wagon 'Crown Cement' Bauxite (Gra) **NEW** £10.84
373-217 24 Ton ore hopper wagon 'Richard Thomas' (Gra) **NEW** £9.31
373-216 24 Ton ore hopper wagon BR Brown (Gra) **NEW** £9.31

NEW



373-215 24 Ton ore hopper wagon BR Grey Iron Ore (Gra) **NEW** £9.31
377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16
377-000A 40 Tonne Seacow YGH Bogie Hopper Wagon Olive Green (Gra) £16
373-979A 46 tonne POA box mineral wagon plain ends 'Tiger' grey (Gra) (list £11.40) **BARGAIN** £7
2F-031-004 6 wheel milk tanker 'United Creameries' (Dap) £11

NEW



377-2252 6 X BR grey 16 Ton weathered steel mineral wagons end door & different run no. Ltd ed of 500 (Gra) £37.50

NEW



377-603 80 Ton GLW Brill YAA Bogie Bolster Wagon in Departmental Yellow (Gra) **NEW** £19.51
377-100A 90 tonne JGA Bogie Hopper 'RMC' (Gra) £23
377-902 BZA Steel Carrier Wagon Coils EWS (Gra) £18
2F-047-002 CCT parcel van in BR Maroon (ex-NB080B) (Dap) £12
2F-014-001 Fruit D wagon #2881 GWR Shrubton in GWR brown (Dap) £12
2F-014-002 Fruit D wagon #2886 G.W. lettering in GWR brown (Dap) £12
2F-014-004 Fruit D wagon #W2023 BR maroon straw lettering & grey roof (Dap) £12
2F-014-003 Fruit D wagon #W38107 in BR blue dark grey roof (Dap) £12
2F-060-004 Grampus wagon DB981487 Engineers grey & yellow 'Dutch' (Dap) **NEW** £11
2F-060-003 Grampus wagon DB98546 Engineers grey & yellow 'Dutch' (Dap) **NEW** £11
2F-060-001 Grampus wagon DB990641 in Indian red (Dap) £11
2F-060-002 Grampus wagon DB990648 in Indian red (Dap) £11

NEW



2F-060-008 Grampus wagon DB991391 in BR black (Dap) £11
2F-060-006 Grampus wagon DB991570 Engineers grey & yellow 'Dutch' (Dap) **NEW** £11
2F-060-009 Grampus wagon DB991601 in BR black (Dap) £11

NEW



2F-060-005 Grampus wagon DB991643 in Engineers grey & yellow 'Dutch' (Dap) **NEW** £11

NEW



373-801C HHA 100 tonne bogie hopper wagon hinged end doors in Freightliner Heavy Haul (Gra) £22.02

NEW



373-850C HTA 104 tonne bulk coal hopper wagon in EWS (Gra) £21.64
377-355 Intermodal Bogie Wagons With two 45ft Containers 'DHL' (Gra) £30
377-353 Intermodal Bogie Wagons With two 45ft Containers 'Malcolm Logistics' (Gra) £29
377-700 JJA Mk2 Auto-Ballaster Generator Unit Railrack (Gra) £23

NEW



377-702 JJA Mk2 Auto-Ballaster Non-Generator Unit (Curved Top Profile) Railrack (Gra) £23
377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railrack (Gra) £23
377-650 MBA "Monsterbox" EWS buffers (Gra) £16

NEW



377-651 Pack of 4 MBA "Monsterbox" EWS without buffers (Gra) (list £89) **BARGAIN** £66
377-651 Single (Gra) £18
377-651 Megapack of 8 (Gra) (list £178) **BARGAIN** £128



373-360 Mk1 horse box in maroon (Gra) £15.26
373-361 Mk1 horse box in maroon (Gra) £15.26



373-362 Mk1 horse box in SR green (Gra) £15.26



377-652 Pack of 4 MOA "Mini Monsterbox" EWS buffers (Gra) (list £89) **BARGAIN** £66
377-652 Single (Gra) £18
377-652 Megapack of 8 (Gra) (list £178) **BARGAIN** £128
377-926 PCA Metalair Bulk Powder Wagon Grey (Gra) (list £10.30) **BARGAIN** £6
377-976A POA 46 tonne box mineral wagon reinforced ends in 'ARC' (Tiger) Yellow (Gra) (list £11.40) **BARGAIN** £7



373-978A POA 46 tonne box mineral wagon reinforced ends in 'Yeoman (Tiger)' grey (Gra) (list £11.40) **BARGAIN** £7
377-727 SPA Wagon Steel Coils EWS (Gra) £12
377-727 Pack of 4 (Gra) (list £63.40) **BARGAIN** £46
377-726 SPA Wagon Steel Coils Railfreight Metal Sector (Gra) (list £15.85) **BARGAIN** £9
377-726 Pack of 4 (Gra) (list £63.40) **BARGAIN** £33
373-666 Triple pack 14 Ton tank wagons "Esso" - weathered (Gra) £24.31



377-841 Triple Pack 22 Ton Presflo Wagons 'Blue Circle' Yellow (Gra) **NEW** £32.52
377-840 Triple pack 22 Ton presflo wagons BR bauxite early - weathered (Gra) £30.98
377-935 Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) £27.58
373-785 Triple pack TTA 45 tonne tank wagon - weathered (Gra) £28.35

Train sets - analogue



NSTEAM1 Train set Class 14xx steam loco in BR late green, Autocoach in maroon, Gaugemaster Combi controller and oval of track (Dap) £104
NDEISEL1 Train set Class 73 JB electro-diesel in BR blue, 2 x VTG ferrywagons, Gaugemaster Combi and oval of track (Dap) £104

Train sets - DCC



NDEISEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232
NSTEMA2 Flying Scotsman DCC train set with Class A3 Pacific 60163 in BR Green, 3 x Gresley coaches, Gaugemaster DCC23 decoder (Dap) £232

DCC decoders



DCC23 6-pin 2 Function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24
36-558A 6-pin 2 Function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26
DCC22 8-pin 2 Function 1A (2A peak) very small decoder (Gau) £25
36-552 8-pin 2 Function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £12
36-553 8-pin 3 Function 1A decoder back EMF (Bac) £12

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkII 'Plug&Play') (Dap) £6
NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) £6

Spares

NSPARE7A 1 pair of coupling magnets (Dap) £5
NSPARE8 5 pairs of magnetic NEM couplers (Dap) £17
SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
NSPARE9 Magnetic coupling conversion kit for non-NEM couplings (Dap) £8
2A000011 Magnetic couplings - short arm multipack - 5 pairs (Dap) £18
2A-000-014 Pockets for NEM magnetic couplings x 20 (Dap) £12
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £1.50

Wheel sets

379-412 Axles coach wheels - Pack of 10 (Gra) £5

Signals

NSIGN1 Signal - Motorised, GWR home lower quadrant (Dap) £22
NSIGN3 Signal - Motorised, LMS home upper quadrant (Dap) £22

Buildings - general

42-103 Farm House (Gra) £24
42-076 Garage (Gra) £21
42-043 Inside Transformer Site (Gra) (list £29.95) **BARGAIN** £18
42-212 Low Relief Block of Flats (Gra) £24.61
42-214 Low Relief Railway Hotel (Gra) £22.91
42-081 Portable Offices (Gra) £16

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.10
ST-17 N Setrack No3 radius double curve (8 form a circle) 298.5mm/11.75" radius (Pec) £1.75
ST-15 No.2 radius double curve (Pec) £1.25
ST-6 Setrack left hand point insulfrog (Pec) £8
ST-5 Setrack right hand point insulfrog (Pec) £8
ST-1 Standard straight track (Pec) £1
ST-300 Starter Track Set (Pec) £42

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £2.60
SL-300 Pack of 25 (Pec) £52
SL-E396 Left hand medium point electrofrog (Pec) £8
SL-396 Left hand medium point insulfrog (Pec) £8
SL-386 Right hand curved point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £8
SL-385 Right hand medium point insulfrog (Pec) £8
SL-397 Y Point insulfrog (Pec) £8

Track - Code 55 Finescale Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) £68
SL-300F Single (Pec) £2.90
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3
SL-302F Pack of 30 (Pec) £78
SL-E399F 3-way finescale turnout (Pec) £26
SL-E397F Finescale curved double radius left hand point electrofrog (Pec) £50
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £50
SL-E390F Finescale double slip electrofrog (Pec) £31
SL-390F Finescale double slip insulfrog (finescale only) (Pec) £31
SL-E389F Finescale left hand large point electrofrog (Pec) £9.50
SL-E386F Finescale left hand medium point electrofrog (Pec) £8.50
SL-E392F Finescale left hand small point electrofrog (Pec) £8
SL-E388F Finescale right hand large point electrofrog (Pec) £9.50
SL-E395F Finescale right hand medium point electrofrog (Pec) £8.50
SL-E391F Finescale right hand small point electrofrog (Pec) £8
SL-E383F Finescale scissors crossover electrofrog (Pec) £52
SL-E380F Finescale single slip electrofrog (Pec) £30
SL-E397F Finescale Y Point Electrofrog (Pec) £10

Track underlay



GM201 Flexible grey ballasted underlay real granite stone (Gau) £18

Cars



NCT001 Citroen 2CV Charleston - Maroon & Black (Oxf) £3



NVW003 VW Minibus Fjord Blue/Arcona White (Oxf) £3
NVW002 VW Pick Up Light Grey (Oxf) £3

Commercial vehicles



N034 Albion Caledonian tanker 'National Benzole' (circa 1958-1968) (Bas) £5.50



NBP001 Bedford Pantechicon "Bloomfields Felixstowe" (Oxf) £4



TSV320 Container Lorry "NYK Logistics" (Tra) £6.50

Farming & Construction



NTEA001 Ferguson TEA 20 tractor in grey (Oxf) £3
NTRAC001 Fordson Tractor in blue (Oxf) £3

OO Gauge Steam locos



R3211 0-4-0 steam loco in "Gldenlow Salt Co" (Hor) £23
R2672 Caledonian Railway 0-4-0 steam loco in blue. Railroad range (Hor) £21



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS Black (Bac) £112.88
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) £127.76



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) £112.88



32-311 Class 2251 Collett Goods 0-6-0 2259 & ROD tender in BR black early emblem (Bac) £55
R3005 Class 2800 2-8-0 2845 in BR black late crest - weathered (Hor) £106
R3005X Class 2800 2-8-0 2845 BR black late crest - weathered. DCC Fitted (Hor) £120



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £89.21



31-128 Class 3000 GWR ROD 2-8-0 3036 in BR black early emblem - weathered (Bac) (list £139.95) **BARGAIN** £99
31-726 Class 3700 City GWR 4-4-0 3433 'City Of Bath' in GWR Green Garter Crest (Bac) (list £123.50) **BARGAIN** £88



31-727 Class 3700 City GWR 4-4-0 3439 'City Of London' GWR Green Monogram (Bac) £104.98



R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem. (Hor) £106
R3006X Class 3800 2-8-0 3864 BR weathered black early emblem. DCC Fitted (Hor) £120



31-627A Class 3F 0-6-0 3709 in LMS black (Bac) £71.23
31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) £71.23
31-628DC Class 3F 0-6-0 43620 BR black late crest - weathered. DCC On Board (Bac) £93.16



32-581 Class 4 Ivatt 2-6-0 43018 in BR lined black early emblem and double chimney (Bac) (list £123.40) **BARGAIN** £64



R2994XS Class 4073 Castle 4-6-0 7029 'Clun Castle' in BR green late crest DCC Sound (Hor) £214



32-140 Class 4575 Prairie tank 2-6-2 4585 in BR lined green early emblem (Bac) £68.30
32-139 Class 4575 Prairie tank 2-6-2 5513 in GWR green (Bac) £68.30

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32-005 Class 4900 Hall 4-6-0 4962 'Ragley Hall' in BR green early emblem & Collett tender (Bac)£82
32-006 Class 4900 Hall 4-6-0 6922 'Burton Hall' BR lined green late crest (Bac)£93.46



R2995XS Class 5 Black 5 4-6-0 45010 in BR weathered black late crest DCC sound (Hor)£214
32-219 Class 57XX 0-6-0 7717 BR black early emblem - weathered (Bac) NEW£68.64

NEW



32-218 Class 57XX 0-6-0 8709 in GWR Green (Bac) NEW£62.86



R3109 Class 61XX Prairie 2-6-2T 5154 in GWR green (Hor) £80
R3110 Class 61XX Prairie steam loco 2-6-2T '6129' in BR black (Hor)£80



31-213DS Class 6P Patriot 4-6-0 45504 'Royal Signals' in BR green late crest. DCC Sound Fitted (Bac) (list £268)BARGAIN£189
R3017 Class 6P Patriot 4-6-0 45535 'Sir Herbert Walker K.C.B.' in BR green early crest (Hor)£112
R3017X Class 6P Patriot 4-6-0 45535 'Sir Herbert Walker K.C.B.' in BR green early crest. DCC fitted (Hor)£126



31-013 Class 7F S&DJR 2-8-0 53808 in BR black late crest & Deeley tender (Bac)£110.46

NEW



32-203A Class 8750 0-6-0 4680 in BR black late crest - weathered (Bac) NEW£68.64
32-208A Class 8750 0-6-0 9635 in GWR Green (Bac) NEW£62.86



32-859 Class 9F standard 2-10-0 92233 BR black late crest - weathered (Bac)£124.02
R3086 Class A1 'Flying Scotsman' in LNER Apple Green. Upgraded to 3-pole motor flywheel for Railroad range (Hor)£64
32-551DS Class A1 4-6-2 60139 'Sea Eagle' BR green early emblem. DCC Sound (Bac)£207
32-550A Class A1 4-6-2 60163 'Tornado' in BR apple green (Bac) (list £133.45)BARGAIN£92

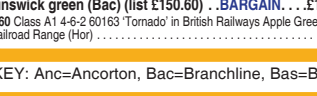
NEW



R3206 Class A1 4-6-2 60163 'Tornado' in BR blue early emblem. Includes Etched Nameplates & extra enhancements (Hor) NEW£99
32-550C Class A1 4-6-2 60163 'Tornado' BR Express blue (Bac) NEW£128.01



32-550B Class A1 4-6-2 60163 'Tornado' in BR lined Brunswick green (Bac) (list £150.60)BARGAIN£106
R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green - Railroad Range (Hor)£62



BARGAIN

31-530 Class A2 4-6-2 526 'Sugar Palm' in LNER lined apple green. (Bac) (list £149.95)BARGAIN£102
31-528 Class A2 4-6-2 60533 'Happy Knight' in BR lined green late crest and double chimney & multi-valve regulator (Bac)£113
31-529 Class A2 4-6-2 60534 'Irish Elegance' in BR lined green early emblem (Bac) (list £149.95)BARGAIN£92
31-966 Class A4 4-6-2 60008 'Dwight D. Eisenhower' BR green late crest (Bac)£109.99
31-967 Class A4 4-6-2 60010 'Dominion of Canada' BR green late crest (Bac)£109.99



BARGAIN

31-965 Class A4 4-6-2 60021 'Wild Swan' in BR lined green early emblem (Bac) (list £129.40) BARGAIN£89
31-716 Class B1 61180 in BR lined black late crest - weathered (Bac) £81



31-714 Class B1 61250 'A. Harold Bibby' in BR lined black early emblem (Bac)£74
31-146 Class D11/1 4-4-0 62663 'Prince Albert' BR black early emblem (Bac)£100.22



BARGAIN

31-476A Class G2A Super D 0-8-0 49402 in BR black early emblem (Bac) (list £101.30)BARGAIN£69



32-280 Class K3 2-6-0 steam loco 61869 stepped tender in BR lined black late crest - weathered (Bac)£82



R3007 Class L1 Thompson 2-6-4T 67759 in BR weathered black late crest. (Hor)£87



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac)£99.07



BARGAIN

31-002 Class O4 Robinson ROD 2-8-0 63635 in BR black early emblem. (Bac) (list £129.95)BARGAIN£89
31-001Z Class O4 Robinson ROD 2-8-0 63743 (incl 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) BARGAIN£99



R3172 Class V Schools 4-4-0 925 'Cheltenham' in SR Malachite green (Hor)£56



31-564 Class V2 Gresley 2-6-2 60860 'Durham School' in BR lined black early emblem (Bac)£90
31-565 Class V2 Gresley 2-6-2 60862 in BR lined green late crest and double chimney (Bac)£90
32-261 Class WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £110.42



DCC

32-260DC Class WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac)£125.29



30-921 Junior 0-6-0 Saddle Tank in BR lined black (Bac)£26



R3074 King Class 4-6-0 'King William IV' GWR - The Royal Mail Great British Railways Collection. Limited edition (Hor)£143



BARGAIN

R3073 LNER Class A1 4-6-2 'Royal Lancer' - The Royal Mail Great British Railways Collection. Limited edition (Hor) (list £154.25)BARGAIN£129



R3154 Patriot Class steam loco 4-6-0 45539 'E.C. Trench' in BR late green tender (Hor) NEW£56



R3098 Peppercorn Class steam loco 4-6-2 60163 'Tornado' in late BR etched nameplates & tender - Special Edition (Hor)£96



R3085 Royal Scot Class 4-6-0 'Welsh Guardsman' in BR (Late) (Hor)£97



31-979 Standard Class 3MT tank 82001 in BR lined black early emblem (Bac)£78.42



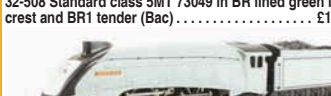
32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac)£87.51



32-360 Standard Class 4MT 2-6-4 tank 80121 in BR lined black late crest (Bac) NEW£84.96
R3016 Standard Class 4MT 4-6-0 75072 in BR black early emblem (Hor)£105
R3016X Standard Class 4MT 4-6-0 75072 BR black early emblem DCC Fitted (Hor)£119



32-508 Standard class 5MT 73049 in BR lined green late crest and BR1 tender (Bac)£104.55



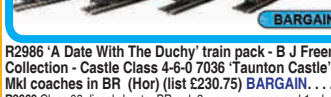
R9749 Spencer (Ltd Production) (Hor)£80



32-508 Standard class 5MT 73049 in BR lined green late crest and BR1 tender (Bac)£104.55



32-508 Standard class 5MT 73049 in BR lined green late crest and BR1 tender (Bac)£104.55



32-508 Standard class 5MT 73049 in BR lined green late crest and BR1 tender (Bac)£104.55

32-508 Standard class 5MT 73049 in BR lined green late crest and BR1 tender (Bac)£104.55



R3092 Coronation Scot train pack LMS Princess Coronation Class 4-6-2 steam loco 6220 (LMS 175th Anniversary) tender (Hor)£165
R3094 Diamond Jubilee train pack BR Britannia Class 4-6-2 steam loco & 3 Royal carriages - Special Edition (Hor)£168



BARGAIN

R2980 London 1908 train pack GWR 4-4-0 County Class 'County of Radnor' and 2 GWR Clerestory Coaches. Olympics Limited edition (Hor) (list £163.99) BARGAIN£126
R3059 Tornado Express Trainpack 'Tornado' in BR Brunswick Green Early BR Tornado + 3x Mk1 Coaches in maroon (Hor)£132
R3093 Tornado Pullman Pack Special Edition (modified Railroad) Class A1 4-6-2 60163 'Tornado' & 3x R223 style Pullman coaches (Hor)£120
R2955 Virgin Charter Relief Train Pack Class 90 90029 in EWS and DVT 82126 in 'Pretendolino' (Hor) (list £153.25)BARGAIN£96



BARGAIN

R2979 West Coast Railways Pullman 4-6-0 Black 5 44932 and 3 pullman cars 'Bassenthwaite', 'Buttermere', 'Rydal Water' (Hor) (list £204.99)BARGAIN£140

Diesel locos



EXCLUSIVE

10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £124) BARGAIN£99



BARGAIN

31-362A Class 03 0-6-0 diesel shunter 03045 in BR blue wasp stripes (Bac) (list £65.90)BARGAIN£51



R3065 Class 06 diesel shunter in BR Blue (Hor)£20
R3049 Class 08 0-6-0 Diesel Shunter 08417 in Serco Livery (Hor)£70
R3036XS Class 08 0-6-0 Diesel Shunter 08661 'Europa' in Railfreight Distribution European Grey DCC Sound (Hor)£164
R3037XS Class 08 0-6-0 Diesel Shunter in BR Green DCC Sound (Hor)£195



32-117 Class 08 D3963 BR Green Wasp Stripes - Weathered (Bac)£63.58



32-117 Class 08 D3963 BR Green Wasp Stripes - Weathered (Bac)£63.58



32-117 Class 08 D3963 BR Green Wasp Stripes - Weathered (Bac)£63.58



32-117 Class 08 D3963 BR Green Wasp Stripes - Weathered (Bac)£63.58



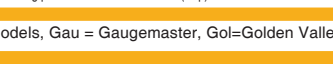
32-117 Class 08 D3963 BR Green Wasp Stripes - Weathered (Bac)£63.58



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NEW



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) **NEW** £103
D1000g Class 22 B-B Diesel Hydraulic D6316 (front A) BR Green small yellow ends (Dap) £98
4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103
D1000b Class 22 B-B Diesel Hydraulic D6318 (front A) in BR Blue. Full yellow ends & split headcode box (Dap) (list £125) **BARGAIN** £100
4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) £103



2309 Class 23 Baby Deltic D5905 in BR Green small yellow ends - weathered (Hel) £104
2311 Class 23 Baby Deltic D5906 in BR Green small yellow panels (Hel) £96
2310 Class 23 Baby Deltic D5907 BR Green small yellow ends - gloss finish (Hel) £96
2301 Class 23 Baby Deltic diesel D5903 in BR Green full yellow ends and 4 character headcode (Hel) (list £119.95) **BARGAIN** £88
2307 Class 23 Baby Deltic diesel D5909 BR Blue large yellow ends (weathered) (Hel) £96

NEW



32-431DC Class 24 24077 in BR blue indicator discs. DCC On Board (Bac) **NEW** £76.46



32-329 Class 25/2 25231 in BR blue weathered. (Bac) £55
32-404DS Class 25/3 25276 BR blue. DCC Sound (Bac) (list £214.95) **BARGAIN** £139
2634 Class 26 BRCW Sulzer diesel 26032 in Railfreight Red Stripe (Hel) (list £79) **BARGAIN** £49



2635 Class 26 BRCW Sulzer diesel 26041 in Railfreight grey large logo (Hel) (list £79) **BARGAIN** £49
2707 Class 27 BRCW Sulzer diesel 27027 in BR blue full yellow ends (no boiler water tank) (Hel) £80
2710 Class 27 BRCW Sulzer diesel 27041 in BR blue full yellow ends. (Hel) £80



2722 Class 27 BRCW Sulzer diesel D5348 in BR blue full yellow ends (Hel) (list £79) **BARGAIN** £59
2724 Class 27 BRCW Sulzer diesel D5353 in BR green. (Hel) £80
2708 Class 27 BRCW Sulzer diesel D5381 BR green small yellow panels. (Hel) £80
2709 Class 27 BRCW Sulzer diesel D5389 BR blue small yellow panels. (Hel) £80
2800 Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £99



2805 Class 28 Co-Bo Diesel D5701 BR Blue. (Hel) (list £125) **BARGAIN** £100



2811 Class 28 Co-Bo Diesel D5702 BR Green Small Yellow Panels. (Hel) (list £125) **BARGAIN** £100
2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved) (Hel) £125
2802 Class 28 Co-Bo Diesel D5707 BR Green full yellow ends. (Hel) (list £125) **BARGAIN** £100
2807 Class 28 Co-Bo Diesel D5711 Full BR Green modified windows. (Hel) £125
2808 Class 28 Co-Bo Diesel D5712 BR Green Small Yellow Panels. (Hel) (list £125) **BARGAIN** £100



R3067 Class 31 Diesel Electric 31256 BR Blue. Railroad Range (Hor) £44



3326 Class 33 Diesel 33202 in BR Blue full yellow ends (Hel) (list £89) **BARGAIN** £62



3371 Class 33/0 33029 'Glen Loy' in West Coast Railways (Hel) £69
3370 Class 33/0 diesel 33025 'Glen Falloch' in West Coast Railways (Hel) £69
3383 Class 33/0 Diesel 33045 in BR Blue full yellow ends (Hel) £72



3515 Class 35 Hymek D7006 in BR green (Hel) (list £99.95) £74
3517 Class 35 Hymek D7026 in BR green small yellow panels (Hel) £80



V2103 Class 37 Diesel 37178 in Railfreight Distribution Livery (Vi) (list £84.35) **BARGAIN** £52
V2113 Class 37 diesel 37212 in BR blue yellow ends (Vi) £70
V2112 Class 37 diesel 37426 Intercity Mainline 'Y Lein Fach Vale of Rheidol' (Vi) £70
32-781A Class 37/0 37034 BR Blue Split Head Code - Weathered (Bac) £83.90



32-783DS Class 37/0 37049 in BR blue split head code. DCC Sound (Bac) (list £234.65) **BARGAIN** £154



32-782A Class 37/0 D6984 BR Green Centre Head Code - Weathered (Bac) £83.90



32-388 Class 37/4 37427 'Bont Y Bermo' in BR Large logo blue - weathered (Bac) £77
V2104 Class 47 Diesel 47197 in Railfreight Petroleum Sector Livery (Vi) (list £90) **BARGAIN** £49



4793 Class 47 diesel 47555 'The Commonwealth Spirit' in BR blue (weathered). (Hel) (list £79) **BARGAIN** £49



R3153 Class 47 diesel 47862 in Northern Belle Pullman. Railroad range (Hor) £48



4790 Class 47 diesel D1501 in BR 2 tone green small yellow panel (as preserved at East Lancashire Railway) (Hel) (list £74) **BARGAIN** £54
4792 Class 47 diesel D1916 (47812) in Riviera Trains 'heritage' BR Green full yellow ends. (Hel) (list £74) **BARGAIN** £47
4746 Class 47 un-numbered BR Green Small yellow panels. (Hel) £65



V2105 Class 47 diesel Railfreight Metals 47347. (Vi) (list £90) **BARGAIN** £49
4747 Class 47 un-numbered BR Blue full yellow ends (Hel) £65
4746 Class 47 un-numbered BR Green Small yellow panels. (Hel) £65



4749 Class 47 Un-numbered in BR Large Logo Livery (Hel) (list £89) **BARGAIN** £55



31-658DS Class 47/0 47190 'Pectinidae' in BR Petroleum Sector sound (Bac) **NEW** £212.46
31-658 Class 47/0 47190 'Pectinidae' BR Petroleum Sector - weathered (Bac) £97.71



32-804 Class 47/0 D1572 in BR two tone green (Bac) £71
31-656DC Class 47/0 D1677 'Thor' BR green full yellow ends. DCC On Board (Bac) £101.24
31-655 Class 47/3 47301 'Centurion' BR Railfreight grey red stripe (Bac) £86.36
31-652 Class 47/4 47474 'Sir Rowland Hill' in Parcels red & grey (Bac) £76



32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) **NEW** £89.21



32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) **NEW** £89.21



5306 Class 53 diesel D0280 'Falcon' in BR two tone green small yellow panels. Weathered. (Hel) (list £99) **BARGAIN** £76
32-528DS Class 55 Deltic 55018 'Ballymoss' in BR blue. DCC Sound (Bac) £180



32-529B Class 55 Deltic D9011 in BR two-tone green - Weathered (advertised earlier as 'pristine') (Bac) **NEW** £82.88
R2962 Class 56 diesel 56040 'Oystermouth' in Railfreight grey DCC Ready (Hor) (list £131.99) **BARGAIN** £87



32-761 Class 57/0 57312 in Network Rail yellow (Bac) £86.36



32-728DS Class 66 diesel 66546 in Freightliner. DCC Sound (Bac) £190



32-736 Class 66 diesel 66846 in Colas Rail (Bac) £86.45



32-980 Class 66/9 66731 'InterhubGB' in GBRf Europorte (Bac) £86.41



R3038 Class 67 Bo-Bo Diesel 67012 'A Shropshire Lad' in Wrexham & Shropshire (Etched Nameplates). (Hor) £96



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner. DCC On Board (Bac) £119.43
31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac) £115.01



R3136 Class 73 Bo-Bo Electro Diesel 73138 in Network Rail (Hor) £54



4010 English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £89
4011 English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £89
MM0086 Irish Class 071/111 diesel loco 086a in CIE Supertrain (Mur) £125
MM0088 Irish Class 071/111 diesel loco 088 in CIE original (Mur) £125
MM0077 Irish Class 071/111 diesel loco in IE (Mur) £125



MM0085 Irish Class 071/111 diesel loco in IE (weathered) (Mur) £125
MM0078 Irish Class 071/111 diesel loco in IE small loco (Mur) £125
MM0080 Irish Class 071/111 diesel loco in NR orange & black (Mur) £125



MM0220 Irish Class 201 diesel 'River Blackwater' original, single orange band on front of loco (Mur) £129



MM0203 Irish Class 201 diesel 203 in CIE orange (Mur) £126



4005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** £79



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £112.45) **BARGAIN** £80



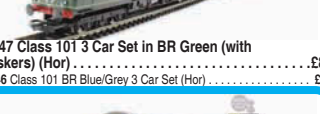
R3135 Class 92 electric loco 92032 in GBRf (Hor) £62



R2705 Class 43 HST Power & Dummy-car pack - Grand Central (DCC Ready) (Hor) £106



R3047 Class 101 2 Car DMU in Strathclyde PTE orange (Hor) **NEW** £80



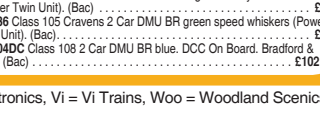
R3147 Class 101 3 Car Set in BR Green (with whiskers) (Hor) £80



R3146 Class 101 BR Blue/Grey 3 Car Set (Hor) £85



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC on Board). (Bac) (list £129.95) **BARGAIN** £79
31-325 Class 105 2 car Cravens DMU BR blue yellow ends. Norwich / Lowestoft (Bac) £92
31-327 Class 105 2 car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) £79



31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers. (Bac) (list £114.95) **BARGAIN** £70
31-337 Class 105 Cravens 2 Car DMU in BR green half yellow ends (Power Twin Unit). (Bac) £89
31-536 Class 105 Cravens 2 Car DMU BR green speed whiskers (Power Twin Unit). (Bac) £89
32-904DC Class 108 2 Car DMU BR blue. DCC On Board. Bradford & Ilkley (Bac) £102

Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun



Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
10am to 4pm Sun



32-903 Class 108 2 car DMU in BR Greater Manchester PTE white & blue. Chester/ Manchester (Bac) (list £106.05) **BARGAIN**£58

32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac)£114.67
8903 Class 128 DPU M55994 in BR rail blue full yellow ends. (Hel)£94
8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers. (Hel)£94
8901 Class 128 DPU W55992 in BR green white cab roof domes and yellow gangway door covers (Hel)£94



8900 Class 128 DPU W55993 in BR green speed whiskers. (Hel)£94



R3140 Class 142 (Pacer) DMU 55567 in Northern Rail (Hor)£80



32-926 Class 150/1 2 car DMU in Centro. Dorridge/Snow Hill (Bac) (list £105) **BARGAIN**£62

32-925 Class 150/1 2-car DMU in First North Western. Preston/ Blackpool (Bac) (list £105) **BARGAIN**£55



32-935Z Class 150/2 2 car DMU in Merseyrail. Hatton's Limited edition of 512. Manchester Vic/ Liverpool (Bac) (list £95.35) **BARGAIN**£74



31-256DC Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. DCC Fitted. (Bac) (list £349.95) **BARGAIN**£259

EMUs



R4529 1967 Brighton Belle Car (Pullman Trailer 1st W/ Kitchen) No 2 (Hor)£37

R4528 1967 Brighton Belle Car (Pullman Trailer 1st W/ Kitchen) No.1 (Hor)£37
R4527 1967 Brighton Belle Car (Pullman Trailer 3rd) (Hor)£37



31-030 Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) **BARGAIN** £125

31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac)£149



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac)£149



31-427A Class 411 4-car CEP EMU in BR blue & grey (Bac) (list £170.35) **BARGAIN**£89



31-375 Class 416 2 car EPB EMU in BR blue (Bac) (list £119.50) **BARGAIN**£69



31-377 Class 416 2 car EPB EMU in BR blue & grey (Bac) (list £119.50) **BARGAIN**£69



31-376 Class 416 2-car EPB EMU in BR green (Bac)£84



31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac)£66



31-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac)£66

31-266 Class 419 Motor Luggage Van (MLV) BR Southern Region green yellow panel (Bac)£66



R2988 Class 5BEL Pullman Brighton Belle 1967 2 Car Pack (2 X Drive MTR. Brake 3rd) (Hor) (list £184.49) **BARGAIN**£119

Track maintenance vehicles



B5859NRBG MRA side-tipping ballast train. 5 car unit generator vehicle. Network Rail blue/grey. Pristine (Dap)£100

B800 Non-motorised OO Track Cleaner motorised cleaning heads and vacuum (Dap)£52



B800BRBlue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum. (Dap)£52

B800BRGreen Non-motorised OO Track Cleaner motorised cleaning heads and vacuum. (Dap)£52



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) **BARGAIN**£89

Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap)£7

Coaches

R4515 Gresley (Non Vestibuled) Suburban 1st Class in LNER teak (Hor)£36

R4516 Gresley (Non Vestibuled) Suburban 3rd Class in LNER teak (Hor)£36



R4517 Gresley (Non Vestibuled) Suburban Composite in LNER teak (Hor)£37

R4173D Gresley 61ft 6in Corridor Composite Buffet Car in LNER teak (Hor)£46



R4530A Gresley Full Brake in LNER teak (Hor)£36



R4572 LNER Thompson Teak effect Non-Corridor Composite (Lavatory) (Hor) **NEW**£40

R4573 LNER Thompson Teak effect Non-Corridor Third Class. (Hor) **NEW**£40
R4500 GWR Hawksworth (1949): Gangway Passenger Brake (Hor) (list £36.49) **BARGAIN**£28
R4233B LMS Period 3 Parcels Van. (Hor)£29
34-252D Period 1 57ft Corridor 1st/3rd composite in LMS crimson (Bac)£18



39-078E BR Mk1 BSK Brake 2nd Corridor in (SR) Green. (Bac) (list £28.35) **BARGAIN**£21



39-228C BR Mk1 BCK Brake Composite Corridor (SR) Green. (Bac)£22

39-178C BR Mk1 BG Full Brake (SR) Green. (Bac) (list £28.35) **BARGAIN**£18

39-128C BR Mk1 CK Composite Corridor in (SR) Green. (Bac)£22

39-133C BR Mk1 FK First Corridor (SR) Green. (Bac) (list £28.35) **BARGAIN**£17



39-053E BR Mk1 SO 2nd Open in (SR) Green. (Bac) (list £28.35) **BARGAIN**£17

34-554B Bulleid 60ft 1st/2nd composite corridor in BR (SR) green (Bac)£19

34-529B Bulleid 63ft 2nd corridor in BR (SR) green (Bac)£19

34-577B Bulleid 63ft 2nd open in BR (SR) green (Bac)£19

R4341A Southern Railway Maunsell 3rd Class Composite Brake in Southern Green (High Window) (Hor) (list £38.99) **BARGAIN**£25

R4390 Southern Railway Maunsell Corridor 1st Class (Low Window) (Hor) (list £38.99) **BARGAIN**£26



R4476 Pullman 12-wheel 1st Class Kitchen car 'Portia' (Hor) (list £50.49) **BARGAIN**£29

R4475 Pullman 12-wheel 3rd Class Parlor Car 'Car No. 97' (Hor) (list £50.49) **BARGAIN**£29

R4485 Pullman 1st Class Kitchen Car 'Adrian' - Flush Sided (Hor)£38

R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) **BARGAIN**£25

R4478 Pullman 1st Class Parlor Car 'Leona' - Matchboard type (Hor) (list £49.99) **BARGAIN**£25



R4483 Pullman 1st Class Parlor Car 'Onyx' - Flush Sided (Hor) (list £49.99) **BARGAIN**£25

R4484 Pullman 2nd Class Parlor Car 'Car No. 64' - Flush Sided (Hor)£38



R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) **BARGAIN**£25

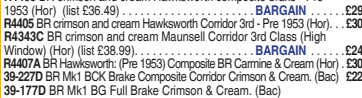
R4487 Pullman 3rd Class Brake Car 'Car No. 63' - Flush Sided. (Hor) (list £49.99) **BARGAIN**£25

R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) **BARGAIN**£25

R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £49.99) **BARGAIN**£25

R4429 Pullman 3rd Class Kitchen car 'No 171' - steel sided (Hor) (list £49.99) **BARGAIN**£25

R4479 Pullman 3rd Class Parlor Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) **BARGAIN**£25



R4437 Pullman Devon Belle Observation Car 'Pullman Observation Car' (Hor)£48

R4455 West Coast Railways Pullman Car Pack Mk2 Pullman Cars 'Crummock Water' 'Ennerdale' 'Grassmere' (Hor) £66

39-263 BR Mk1 RMB miniature buffet car in (BR)WR chocolate/cream (Bac)£23

39-029E BR Mk1 SK Second Corridor Chocolate & Cream (Bac)£24.01

39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream - Weathered (Bac)£25.29

39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac)£24.01



39-500 BR Mk1 SLF Sleeper Car Maroon (Bac) **NEW**£24

39-500 Pack of 4 (Bac) (list £115.80) **BARGAIN**£89

39-502 BR Mk1 SLSTP Sleeper Car Maroon (Bac) **DUE AUG/SEP**£24

39-502 Pack of 4 (Bac) (list £115.80) **BARGAIN**£89



39-271C Pack of 4 BR Mk1 GUV in Maroon. Weathered (Bac) (list £119) **BARGAIN**£74

39-271C Single (Bac) (list £23.75) **BARGAIN**£19

39-271C Meepack of 8 (Bac) (list £238) **BARGAIN**£142

39-226D BR Mk1 BCK Brake Composite Corridor Maroon. Weathered. (Bac)£23

39-151E BR Mk1 FK 1st Class Corridor in Maroon weathered (Bac)£29

39-026H BR Mk1 SK Second Corridor Maroon - Weathered (Bac)£25.29

39-051H BR Mk1 SO Second Open Maroon - Weathered (Bac)£25.29

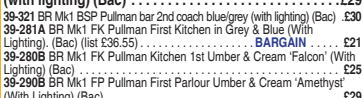
4P-010-018 RTR 57ft Stainer brake non-corridor BR lined maroon M19190M (Dap) **NEW**£14

4P-010-016 RTR 57ft Stainer non-corridor brake 3rd LMS maroon lined 25270 (Dap)£14

39-251B BR Mk1 RFO Restaurant Car Maroon weathered. (Bac) (list £29.75) **BARGAIN**£20

34-151 Collett 60ft 1st/2nd composite in BR maroon (Bac)£19

34-176 Collett 60ft 2nd brake corridor in BR maroon (Bac)£19



R4521A Gresley (Non Vestibuled) suburban composite coach in BR maroon (Hor) **NEW**£33

39-321 Mk1 Suburban 2nd brake in BR crimson - weathered (Bac) £22.19

34-325C Period III 50ft Parcels Van in BR maroon - weathered (Bac)£20.91

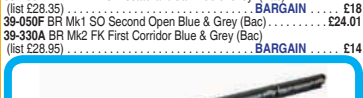
34-403A Thompson 59.5ft composite in BR maroon (Bac)£18

34-478A Thompson 63ft 1st class in BR maroon (Bac)£18

34-378A Thompson 63ft 2nd class corridor in BR maroon (Bac)£18

34-453A Thompson 63ft brake 2nd in BR maroon (Bac)£18

34-428A Thompson 63ft brake composite in BR maroon (Bac)£18



34-253 Period 1 57ft ex-LMS composite coach in BR departmental olive green 'Signals' (Bac) **NEW**£19.89



39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac)£29

39-321 BR Mk1 BSP Pullman bar 2nd coach blue/grey (with lighting) (Bac)£30

39-281A BR Mk1 FK Pullman First Kitchen in Grey & Blue (With Lighting) (Bac) (list £36.55) **BARGAIN**£21

39-280B BR Mk1 FK Pullman Kitchen 1st Umber & Cream 'Falcon' (With Lighting) (Bac)£25

39-290B BR Mk1 FP Pullman First Parlor Umber & Cream 'Amethyst' (With Lighting) (Bac)£29

39-311A BR Mk1 SP Pullman Second Parlor Grey & Blue (With Lighting) (Bac)£37

39-300C BR Mk1 SK Pullman Second Kitchen in Umber & Cream 'Car 335' (With Lighting) (Bac)£31.07

39-501 BR Mk1 SLF Sleeper Car Blue & Grey (Bac) **NEW**£24

39-501 Pack of 4 (Bac) (list £115.80) **BARGAIN**£89

39-264 BR Mk1 RMB miniature buffet car in blue/grey (Bac) (list £28.35) **BARGAIN**£17

39-025F BR Mk1 SK Second Corridor Blue & Grey (Bac)£24.01

R4468 BR Blue/Grey Gresley Teak Buffet Car (Hor)£44

39-175D BR Mk1 BG Full Brake Blue & Grey (Bac)£24.01

39-075D BR Mk1 BSK Brake Second Corridor Blue & Grey (Bac)£24.10

39-250B BR Mk1 RFO Restaurant Car Blue & Grey (Bac) (list £28.35) **BARGAIN**£18

39-050F BR Mk1 SO Second Open Blue & Grey (Bac)£24.01

39-330A BR Mk2 FK First Corridor Blue & Grey (Bac) (list £28.95) **BARGAIN**£14

39-410 BR Mk2A BFK brake corridor 1st blue/grey (Bac) (list £28.95) **BARGAIN**£12

39-381 BR Mk2A BSO brake open 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) **BARGAIN**£12

39-380A BR Mk2A BSO Brake Second Open Blue & Grey (Bac)£24.01

39-360A BR Mk2A TSO Tourist Second Open Blue & Grey (Bac)£24.01

39-330 BR Mk2S FK corridor 1st in blue/grey (Bac) (list £22.85) **BARGAIN**£15

39-272C BR Mk1 GUV BR Blue - Weathered (Bac)£25.29

MM1515 Irish Ravens 2nd class coach in original (Mur)£39

MM1508 Irish Ravens buffet coach/snack car in orange & black (Mur) (list £44.95) **BARGAIN**£36

MM5210 Irish Mk1 coach black roof (Mur)£39

MM5601 Irish Mk1 generator coach in 'Galway' (Mur)£39



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For All Products



39-420A BR Mk1 POS Post Office Sorting Van in Post Office Red (Bac) £33.11
39-435 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red (Bac) £30
39-435 Pack of 4 (Bac) (list £155.80) BARGAIN £112



39-080 Pack of 4 BR Mk1 BSK brake 2nd corridor in Intercity executive (Bac) (list £113.40) BARGAIN £41
39-080 Single (Bac) (list £28.35) BARGAIN £14
39-180 BR Mk1 NHA full brake Intercity executive (Bac) (list £28.35) BARGAIN £16
39-180 Pack of 4 (Bac) (list £113.40) BARGAIN £42
39-270A BR Mk1 GUVR Rail Express Systems Grey & Red (Bac) (list £28.35) BARGAIN £13
39-270A Pack of 4 (Bac) (list £113.40) BARGAIN £50



R4472 Mk3 DVT 82305 "Wrexham & Shropshire" (unpowered driving trailer) (Hor) £44



R4470 Mk3 Open Standard "Wrexham & Shropshire" (Hor) £22
R4470A Mk3 Open Standard "Wrexham & Shropshire" (Hor) £22
R4431 Mk3 Virgin Charter Relief "Pretendino" Coach Pack 1x FO, 1x SO, 1x Buffet (Hor) £69

Wagons

37-477C 1 plank wagon in BR bauxite (Bac) £7.18
Whass10 10 foot wagon chassis (Dap) £5



38-222 Pack of 4 100 ton TEA bogie crude oil tank in Amoco black (Bac) (list £130) BARGAIN £68
38-222 Single (Bac) (list £32.50) BARGAIN £19
38-222 Megapack of 8 (Bac) (list £260) BARGAIN £130
38-113A 100 ton TEA bogie tank wagon Esso grey (Bac) (list £32.50) BARGAIN £21
38-113A Pack of 4 (Bac) (list £130) BARGAIN £79
38-113A Megapack of 8 (Bac) (list £260) BARGAIN £150



38-110A Pack of 4 100 ton TEA bogie tank wagon in Shell grey (Bac) (list £130) BARGAIN £70
38-110A Single (Bac) (list £32.50) BARGAIN £18
38-110A Megapack of 8 (Bac) (list £260) BARGAIN £136
37-854B 104 tonne glw HTA bulk coal hopper wagon EWS - weathered (Bac) £24.53
38-475 12 ton non-ventilated van in BR bauxite (early) (Bac) £8
38-475 Pack of 4 (Bac) (list £43.80) BARGAIN £31
38-475 Megapack of 8 (Bac) (list £187.60) BARGAIN £59



38-160B Pack of 4 12 ton planked ventilated van in BR bauxite (early) (Bac) (list £43.80) BARGAIN £30
38-160B Single (Bac) £8
38-160B Megapack of 8 (Bac) (list £37.60) BARGAIN £58
38-231A 12 ton planked ventilated van plywood doors BR bauxite (late) (Bac) £8
38-231A Pack of 4 (Bac) (list £43.80) BARGAIN £30
38-231A Megapack of 8 (Bac) (list £187.60) BARGAIN £58



38-081B Pack of 4 12 ton Southern 2+2 planked ventilated van in BR grey (Bac) (list £42.60) BARGAIN £33
38-081B Single (Bac) £9
38-080B 12 ton Southern 2+2 planked ventilated van in LMS grey (Bac) £9.06
38-080B Pack of 4 (Bac) (list £43.80) BARGAIN £32
38-375A 12 ton ventilated van planked ends in LNER olive (Bac) £8.97
38-328 13 ton high sided steel open wagon chain pockets in BR bauxite (late) (Bac) (list £10.45) BARGAIN £7
38-328 Pack of 4 (Bac) (list £41.80) BARGAIN £26
38-328 Megapack of 8 (Bac) (list £183.60) BARGAIN £49



38-329 Pack of 4 13 ton high sided steel open wagon smooth sides and wooden door in LNER olive (Bac) (list £39.80) BARGAIN £23
38-329 Single (Bac) (list £9.95) BARGAIN £5
38-329 Megapack of 8 (Bac) (list £79.60) BARGAIN £44



38-328 Pack of 4 13 ton high sided steel open wagon smooth sides in BR bauxite (late) (Bac) (list £39.80) BARGAIN £23
38-328 Single (Bac) (list £9.95) BARGAIN £5
38-328 Megapack of 8 (Bac) (list £79.60) BARGAIN £44
37-355C 13 ton steel sand tippler wagon in BR bauxite (Bac) £7
37-355C Pack of 4 (Bac) (list £36.20) BARGAIN £24
37-355C Megapack of 8 (Bac) (list £72.40) BARGAIN £46



37-354C Pack of 4 13 ton steel sand tippler wagon in BR grey (Bac) (list £36.20) BARGAIN £24
37-354C Single (Bac) £7
37-354C Megapack of 8 (Bac) (list £72.40) BARGAIN £46
37-684 14 Ton Tank Tagon Large Filler in "Esso" silver (Bac) £10.63
37-426C 16 ton slope side mineral wagon pressed side door in MOT brown (Bac) (list £9.40) BARGAIN £7
37-451B 16 ton slope side mineral wagon riveted side door MVT brown (Bac) £7
37-451B Pack of 4 (Bac) (list £37.60) BARGAIN £26
4F-030-007 16 Ton steel mineral wagon "Atkinson & Prickett" (Dap) NEW £8
4F-030-008 16 Ton steel mineral wagon "Atkinson & Prickett" - weathered (Dap) NEW £9



37-226F Pack of 4 16 ton steel mineral wagon top flap doors in BR bauxite (Bac) (list £41) BARGAIN £27
37-226F Single (Bac) £7
37-225G 16 ton steel mineral wagon top flap doors in BR grey (Bac) £8.29
37-250H 16 ton steel mineral wagon without top flap doors BR grey (Bac) £8.29
R6506 21 Ton Iron Ore Tippler Triple Wagon Pack BR Grey (Weathered) (Hor) (list £51.99) BARGAIN £20
B1005 211 hopper wagon in BR (Dap) £10
B1005W 211 hopper wagon in BR weathered (Dap) £10



38-260A Pack of 4 22 ton Presflo in Bulk Tunnel Cement bauxite (Bac) (list £57.60) BARGAIN £39
38-260A Single (Bac) (list £14.40) BARGAIN £10
38-260A Megapack of 8 (Bac) (list £115.20) BARGAIN £76
37-502D 24 ton ore hopper wagon in BR grey (Bac) £8.21
38-013A 24 tonne glw MFA open box mineral wagon EWS - weathered (Bac) £9
38-013A Pack of 4 (Bac) (list £42) BARGAIN £34
38-404 25 ton Pill Box brake van in BR Departmental olive green (Bac) £11
38-420 25 ton Pill Box brake van in SR brown grey roof & red ends (Bac) £11
38-425G 25 ton Queen Mary brake van in BR bauxite (Bac) £15.43
38-826B 25 ton Queen Mary brake van in BR Departmental olive (Bac) £15.43



38-143 Pack of 4 29 ton VDA sliding door box van in EWS (Bac) (list £78.80) BARGAIN £34
38-143 Single (Bac) (list £19.70) BARGAIN £9
38-143 Megapack of 8 (Bac) (list £157.60) BARGAIN £64
38-142 29 ton VDA sliding door box van in Railfreight Distribution (Bac) (list £19.70) BARGAIN £9
38-142 Pack of 4 (Bac) (list £78.80) BARGAIN £34
38-142 Megapack of 8 (Bac) (list £157.60) BARGAIN £64
33-429B 30 ton bogie bolster in BR grey steel pipes (Bac) £10.14
33-855D 30 ton bogie bolster wagon in BR grey (Bac) £9.18



38-040A Pack of 4 31 tonne OBA open wagon in EWS (Bac) (list £74) BARGAIN £34
38-040A Single (Bac) (list £18.50) BARGAIN £9
38-040A Megapack of 8 (Bac) (list £148) BARGAIN £64
38-057 31 tonne OCA dropside open wagon EWS (Bac) £11
38-057 Pack of 4 (Bac) (list £66) BARGAIN £39



38-058 Pack of 4 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £87.80) BARGAIN £44
38-058 Single (Bac) (list £21.95) BARGAIN £12
38-058 Megapack of 8 (Bac) (list £175.60) BARGAIN £84
38-056A 31 tonne OCA dropside open wagon in Railfreight (Bac) £13
38-056A Pack of 4 (Bac) (list £74) BARGAIN £49



38-086A Pack of 4 34 tonne ZKA Limpet open ballast wagon in Departmental grey (Bac) (list £46.80) BARGAIN £22
38-086A Single (Bac) (list £11.70) BARGAIN £6
38-086A Megapack of 8 (Bac) (list £93.60) BARGAIN £42
38-133 40 Ton Seacow (ex-Sealion) YGB bogie hopper wagon Loadhaul (Bac) £21
38-133 Pack of 4 (Bac) (list £102) BARGAIN £78
38-133 Megapack of 8 (Bac) (list £204) BARGAIN £150
38-130A 40 tonne YGH Sealion bogie hopper wagon olive green weathered (Bac) £23.85



33-900E Pack of 4 45 ton bogie well wagon in GWR dark grey (Bac) (list £41.60) BARGAIN £28
33-900E Single (Bac) £8
33-879A 45 Ton bogie well wagon in LNER grey boiler load (Bac) £10
33-879A Pack of 4 (Bac) £36
33-879A Megapack of 8 (Bac) £70



37-575B Pack of 4 45 ton TTA tank in BP green (Bac) (list £51.20) BARGAIN £34
37-575B Single (Bac) £9
37-575B Megapack of 8 (Bac) (list £102.40) BARGAIN £66
38-020A 46 tonne glw CEA covered hopper wagon EWS - weathered (Bac) £10.59
37-606A 46 tonne glw VGA sliding wall van in EWS (Bac) £14
37-606A Pack of 4 (Bac) (list £73) BARGAIN £53
37-606A Megapack of 8 (Bac) (list £146) BARGAIN £104
38-005C 46 tonne HSA hopper wagon in BR bauxite - weathered (Bac) £11.85



38-006C 46 tonne HSA hopper wagon in Railfreight red & grey (Bac) £10.63



33-080D 5 plank china clay wagon hood in BR bauxite - weathered (Bac) £7.99
33-435B 51 tonne SSA scrap wagon - weathered (Bac) £8.76
4F-031-001 6 wheel milk tanker "SR United Dairies" (ex-B887) (Dap) £11
4F-031-002 6 wheel milk tanker "SR United Dairies" - weathered (Dap) £11
37-082A 7 plank end door wagon in Park Lane Wigan (Bac) £8.46



37-086 Pack of 4 7 plank end door wagon in Tir Pentwrys (Bac) (list £39.80) BARGAIN £27
37-086 Single (Bac) £8
GV6009 7 Plank Open Goods Wagon "Taft Vale Railway" (Gol) £11
4F-071-003 7 plank wagon "BR" (Dap) NEW £9
4F-071-004 7 plank wagon "BR" - weathered (Dap) NEW £10
37-134A 8 plank end door wagon in Kettton Cement - weathered (Bac) £8
37-134A Pack of 4 (Bac) (list £41.80) BARGAIN £28
38-152A 80 ton BDA bogie bolster wagon EWS maroon (Bac) (list £21.80) BARGAIN £12
38-152A Pack of 4 (Bac) (list £87.20) BARGAIN £44
38-159 90 ton BDA bogie bolster wagon in Railfreight steel beam load (Bac) (list £23.75) BARGAIN £14
38-159 Pack of 4 (Bac) (list £95) BARGAIN £50
37-327C 90 tonne JGA bogie hopper wagon in Buxton Lime Industries (Bac) £19
37-327C Pack of 4 (Bac) (list £99.40) BARGAIN £74
37-327C Megapack of 8 (Bac) (list £198.80) BARGAIN £144



37-328C Pack of 4 90 tonne JGA bogie hopper wagon in Tarmac (Bac) (list £99.40) BARGAIN £74
37-328C Single (Bac) £19
37-328C Megapack of 8 (Bac) (list £198.80) BARGAIN £144
38-352A 8A steel carrier steel coils in Railfreight red & black (Bac) £19.96



5106 Pack of 4 Cargowagon (HPE)/GE557 bogie flat 4747 000 in ex-works Cargowagon (Bac) (list £132) BARGAIN £56
5106 Single (Heli) (list £33) BARGAIN £15
4F-020-003 Cattle Wagon 13824 GWR (Dap) NEW £8
4F-020-004 Cattle Wagon 13824 GWR - weathered (Dap) NEW £8
4F-027-102 Conflat wagon and container "Pickfords" (Dap) £11
37-961 Conflat wagon BR bauxite A Container BR bauxite Door to Door £11
37-960 Conflat wagon in BR bauxite A container in BR crimson (Bac) £9.82



4100 Dogfish ballast wagons - Civil Engineers "Dutch". Lightly weathered, unloaded - Pack of 4 (Hel) (list £69) BARGAIN £39
4098 Dogfish ballast wagons in sectorisation engineers liveries (3 Dutch and 1 Loadhaul) - Pack of 4 (Hel) (list £59) BARGAIN £37
GV6003 Ferry Wagon Railway Transportation corps WD markings (HO Scale) (Gol) NEW £19



38-345A FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) £25.59
38-346A FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) £25.59
4F-014-005 Fruit D van GWR #2886 (Dap) £13
4F-014-003 Fruit D van W2010 in BR maroon (Dap) £12
B522a Grampus wagon BR bauxite 990644 (Dap) (list £13.99) BARGAIN £10
4F-013-007 Gunpowder van 71418 NE (Dap) NEW £8
4F-013-008 Gunpowder van 71418 NE - weathered (Dap) NEW £9



R6642 GWR Shunters Truck (Acton). New tooling for 2013 (Hor) NEW £9
R642A GWR Shunters Truck (Gloucester). New tooling for 2013 (Hor) NEW £9



37-305A Intermodal bogie wagon 2 45ft containers in DHL (Bac) £26
37-313 Intermodal bogie wagon 2 45ft containers in Maersk (Bac) £33.45
37-321A Intermodal bogie wagon 2 pairs of 20ft containers in CMA CGM & Hyundai liveries (Bac) (list £41.80) BARGAIN £29
37-321A Pack of 4 (Bac) (list £167.20) BARGAIN £114



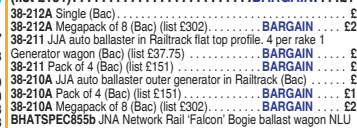
38-250 Pack of 4 IPA twin double deck car transporter in "STVA" red (Bac) (list £179.80) BARGAIN £109
38-250 Single (Bac) (list £44.95) BARGAIN £15



38-212A Megapack of 8 BAC (list £302) BARGAIN £214
38-212A Single (Bac) £28
38-211 JJA auto ballaster in Railtrack flat top profile, 4 per rake 1 Generator wagon (Bac) (list £37.75) BARGAIN £23
38-211 Pack of 4 (Bac) (list £151) BARGAIN £82
38-210A JJA auto ballaster outer generator in Railtrack (Bac) £28
38-210A Pack of 4 (Bac) (list £151) BARGAIN £114
38-210A Megapack of 8 (Bac) (list £302) BARGAIN £210
BHATSPEC855b JJA Network Rail 'Falcon' Bogie ballast wagon NLU 2101 weathered. Hatton's exclusive (Dap) (list £21.95) BARGAIN £17
BHATSPEC855d JJA Network Rail 'Falcon' Bogie ballast wagon NLU 2161 weathered. Hatton's exclusive (Dap) (list £21.95) BARGAIN £17
B5558 KFA - Evergreens/Foreys. (Hor) £32
BHSPEC779b KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97728 (Dap) (list £26.95) BARGAIN £18
38-240 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20) BARGAIN £69
38-240 Pack of 4 (Bac) (list £100.80) BARGAIN £124
38-240 Megapack of 8 (Bac) (list £201.60) BARGAIN £135



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile, 4 per rake 1 Generator wagon (Bac) (list £151) BARGAIN £110
38-212A Single (Bac) £28
38-212A Megapack of 8 (Bac) (list £302) BARGAIN £214
38-211 JJA auto ballaster in Railtrack flat top profile, 4 per rake 1 Generator wagon (Bac) (list £37.75) BARGAIN £23
38-211 Pack of 4 (Bac) (list £151) BARGAIN £82
38-210A JJA auto ballaster outer generator in Railtrack (Bac) £28
38-210A Pack of 4 (Bac) (list £151) BARGAIN £114
38-210A Megapack of 8 (Bac) (list £302) BARGAIN £210
BHATSPEC855b JJA Network Rail 'Falcon' Bogie ballast wagon NLU 2101 weathered. Hatton's exclusive (Dap) (list £21.95) BARGAIN £17
BHATSPEC855d JJA Network Rail 'Falcon' Bogie ballast wagon NLU 2161 weathered. Hatton's exclusive (Dap) (list £21.95) BARGAIN £17
B5558 KFA - Evergreens/Foreys. (Hor) £32
BHSPEC779b KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97728 (Dap) (list £26.95) BARGAIN £18
38-240 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20) BARGAIN £69
38-240 Pack of 4 (Bac) (list £100.80) BARGAIN £124
38-240 Megapack of 8 (Bac) (list £201.60) BARGAIN £135



38-241 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS (without buffers) (Bac) (list £100.80) BARGAIN £46
38-241 Single (Bac) (list £25.20) BARGAIN £12
38-241 Megapack of 8 (Bac) (list £201.60) BARGAIN £86
38-242 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27) BARGAIN £17
38-242 Pack of 4 (Bac) (list £108) BARGAIN £64
38-242 Megapack of 8 (Bac) (list £216) BARGAIN £124
38-245 MOA Monsterbox low-sided bogie box wagon EWS (Bac) (list £26.45) BARGAIN £14
38-245 Pack of 4 (Bac) (list £105.80) BARGAIN £54
38-245 Megapack of 8 (Bac) (list £211.60) BARGAIN £100
R545B Muroc 100 Ton Tanker (Hor) £21
38-300 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) £22
38-300 Pack of 4 (Bac) (list £99.80) BARGAIN £77
38-301 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) £22
38-301 Pack of 4 (Bac) (list £99.80) BARGAIN £77
R4646 OTA Timber Carrier 110392 EWS (Hor) £14
R471 OTA Timber Carrier 112338 Pre-privatisation era (Hor) £14
38-360 Pack of 3 12 ton ventilated vans BR bauxite (early) - weathered (Bac) £28
37-671 Pack of 3 14 ton tank wagons in Fina - weathered (Bac) £33.37



38-241 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS (without buffers) (Bac) (list £100.80) BARGAIN £46
38-241 Single (Bac) (list £25.20) BARGAIN £12
38-241 Megapack of 8 (Bac) (list £201.60) BARGAIN £86
38-242 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27) BARGAIN £17
38-242 Pack of 4 (Bac) (list £108) BARGAIN £64
38-242 Megapack of 8 (Bac) (list £216) BARGAIN £124
38-245 MOA Monsterbox low-sided bogie box wagon EWS (Bac) (list £26.45) BARGAIN £14
38-245 Pack of 4 (Bac) (list £105.80) BARGAIN £54
38-245 Megapack of 8 (Bac) (list £211.60) BARGAIN £100
R545B Muroc 100 Ton Tanker (Hor) £21
38-300 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) £22
38-300 Pack of 4 (Bac) (list £99.80) BARGAIN £77
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37-671 Pack of 3 14 ton tank wagons in Fina - weathered (Bac) £33.37

for new releases



Analogue controllers

DCC decoders



DCC controllers



38-2702 Pack of 3 22 ton Prestilo in Blue Circle Railfreight brown - weathered (with different running numbers) (Bac) (list £30.25) BARGAIN £26
38-285 Pack of 3 22 ton Prestilos in Tunnel Cement (Bac) £25



37-095 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £25.88



37-715 Pack of 3 8 ton cattle wagons in BR bauxite (early) - new, extra-special weathering (Bac) £28.35



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) £33.45
B913a Pair of 2 FEAB spine wagons GBRF containers 640623 & 640624 (Dap) £25
B7621 Pair of Megatret wagons as used by Freightliner, EWS and DRS. Weathered by Merig (Dap) (list £29.95) BARGAIN £24



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £35.94) BARGAIN £25
R6371 Single (Hor) £5
R6534 PGA Hopper Wagon 'Yeoman' (Hor) £13
38-286 Set of Three 22 Ton Prestilo Wagons 'Blue Circle' Yellow (Bac) £25
R6456 Shark ballast brake van in Civil Link 'Dutch' (weathered) (Hor) (list £19.25) BARGAIN £9
B8501 Silver Bullet ICA wagon - pristine - 33 87 789 8055 - Hattori's Ltd edition of 250 (Dap) (list £27.95) BARGAIN £22
B8500 Silver Bullet ICA wagon - pristine - 33 87 789 8100 - Hattori's Ltd edition of 250 (Dap) (list £27.95) BARGAIN £22
GV6001 Tarpaulin wagon Tiphook Steel Express - weathered (HO Scale) (Gaul) £28
A021 Unpainted 6 wheel milk tanker (Dap) £7

Train sets - analogue



R1167 Flying Scotsman Set three LNER Coaches (Loco has 3-pole motor) (Hor) £120
304051 Iarnrod Eireann analogue train set - 2 car Class 158-style DMU (Bac) £96
R9687 James the Red Engine - British Steam Collection, Ltd Ed of 1000 (Hor) (list £126.25) BARGAIN £76
30-076 Midnight Metropolitan 32-217-style London Transport maroon pannier (different number) (Bac) £89.25



R1155 Pendolino trainset 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £125
R9682 Percy & The Mail Train Set (Hor) £56
R1169 Tornado Pullman Express train set Class A1 4-6-2 60163 'Tornado' & 3 Pullman cars (Hor) £130

Train sets - DCC



R1173 e-Link Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) NEW £135

Containers & loads



36-125 2 x 20ft Intermodal containers China Shipping (Bac) (list £11.30) BARGAIN £6
36-127 2 x 20ft Intermodal containers in Cosco (Bac) (list £11.30) BARGAIN £6
36-126 2 x 20ft Intermodal containers in Maersk (Bac) £9



36-125 2 x 20ft Intermodal containers in Dream Box (Bac) (list £12.15) BARGAIN £5

R8250 Standard Train Controller (an alternative to R965). Use a R964 or P9200 transformer (Hor) £18

R8249 Box of 6 (Hor) £76

R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (Hor) £25

R8249 8-pin 4 Function 2 Sided 0.5A (1A peak) decoder (Hor) £14

R8249 Box of 6 (Hor) £76

R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (Hor) £25

R8214 DCC Elite unit digital controller (Hor) £169

R8213 DCC Select unit (boxed) (Hor) £76

R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) NEW £68

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) £29

R8238 DCC Reverse Loop Module (Hor) £3

R8241 Digital Power Track (Hor) £5

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

R8015 Adaptor Base & Housing for R8014 (Hor) £3

R8014 Mark 2 Point Motor (Hor) £7

R047 'On-Off' lever frame switch (Hor) £7

R044 Passing contact lever frame switch (for point motors) (Hor) £7

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £48

R8952 Bulbs for Scale Lighting system (x4) (Hor) £5

TSV202 Double ladder bar light (x4) 12v (Tra) £9.50

GM56 CO Buffer lights x2 (Gau) £10

AL1 Tail lamp (flashing) modern image (Tra) £13

AL2 Tail Light (Fllickering) Flame Effect (Tra) £13

36-027 10 x Mk2 Couplings NEM Shaft (Cranked) pocket (Bac) £3.80

SL-111 Finescale insulated rail joiners/fishplates (Code 75 for OO & HO gauge - Pack of 12 (Pec) £1.60

SL-110 Finescale rail joiners/fishplates (for code 75 finescale) for OO & HO gauge - Pack of 24 (Pec) £1.60

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £1.60

SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) For OO, HO & O gauge - Pack of 24 (Pec) £2

R8212 Spare rollers for rolling road (for use R8211) (Hor) £14

B803 Track cleaner (B800) accessory pack (Dap) £9

36-033 Brass turned coach disc wheels on 10 metal axles - Pack of 20 (Bac) £8

R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50

R8098 Metal spoked wheels on axles (10 axles) (Hor) £5

36-005A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) £4

R083 Buffer Stop (Hor) £1.40

R083 Box of 6 (Hor) £8

GM55 Buffer stop lights (Gau) £1

R8227 Building/Tramkit Accessories Pack 1. Contains 1 'R8001, 1' R171, 2 'R464, 1 'R460 (Hor) £24

44-542 Concrete Platform Lamps (Bac) £8.46

R636 Double track level crossing (Hor) £18

44-042 Lifting Jacks x 4 (Bac) £6

SL-43 Loco Lift and storage unit (Pec) £11

44-543 Metal Platform Lamps (Pack of 4) (Bac) £8.46

44-508 Motive Power Depot Accessories (Bac) £14

SL-40 Rail built buffer stop (Pec) £1

36-033 Brass turned coach disc wheels on 10 metal axles - Pack of 20 (Bac) £8

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44-543 Metal Platform Lamps (Pack of 4) (Bac) £8.46

44-508 Motive Power Depot Accessories (Bac) £14

SL-40 Rail built buffer stop (Pec) £1

44-227 Low Relief Rear of Victorian Tenements (Bac) £42.46

44-224 Low Relief Town Garage 'Higgs & Sons Ltd' (Bac) £14.41

44-159 Pendon Little Chapel Cottage (Bac) £28.01

44-157 Pendon Wagon and Horses Pub (Bac) £40.76

44-164 Shillingstone Station Building (Bac) £59.46

44-131 Static Caravan (Bac) £21.21

44-517 Brute trolleys (pack of 4) (Bac) REDUCED £8

Man-made scenic structure, non-railway

44-540 Derelict Estate Gateway (Bac) (list £11.85) BARGAIN £8

LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pec) £2.50

44-225 Low Relief Retaining Walls (Bac) £14.41

OO-601 Pre 1960's Road Signs set 1 (x 4) (Anc) £5.99

44-514 Wooden Benches x 4 (not modern red metal as previously announced) (Bac) £7

R660 Elevated sidwalks (Hor) £19

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The UK's largest model railway and diecast retailer

NEW



32004EFE RCL Routemaster d/deck coach "London Country" (EFE) **NEW**£24
OM46302 RM23 (VLT23) - Route K2 Kingston Shoppers Express NEW TOOL (First Issue) (Cor) (list £30.99) **BARGAIN**£16
33105EFE RMC Routemaster Open Top "First" (EFE)£24
31002 RML Routemaster d/deck bus "Arriva" (Last day of service) (EFE)£19
OM46306B Routemaster, Blackpool Transport, 12 St Anne's dual destination (Cor) **NEW**£28



UK9010 Scania OmniCity "Stagecoach London" special Scania 100 Years branding (Nor)£48

Cars



76ASH001 Armstrong Siddeley Hurricane open top in Beige (Oxf)£4
76ATL001 Austin Atlantic Saloon Ash Green (Oxf)£4
76BN002 Bentley MK VI Balmoral Green Mel/ice Green (Oxf)£4
76BN001 Bentley MKVI Ivo Peters (Oxf)£4



76BCF001 Bentley S1 Continental Fastback in Shell grey (Oxf)£3
76BLP001 BL Princess "Vermilion red" (Oxf)£3
44-533 Blister of 8 cars to fit IPA car transporter wagon, 2 needed for each 38-250 (Bac) (list £11.95) **BARGAIN**£8
76SET08 Ford Cortina 3 vehicle set Mkt, Mktl & Mktll (includes "Life On Mars" version) (Oxf) (list £10.49) **BARGAIN**£4
76LAN18009 Land Rover 88 "Canvas" Bronze Green (Oxf)£3.50
76MAR002 Morris Marina Blaze (Oxf)£4
76MAR001 Morris Marina in Harvest Gold (Oxf)£4
76SET07 Morris Minor 3 vehicle set Traveller, convertible (closed) & open top (Oxf) (list £10.49) **BARGAIN**£7
76REL001 Reliant Regal Supervan AA (Oxf)£4



76TP001 Triumph 2500 "Saffron yellow". (Oxf)£3
76T25006 VW T25 Camper in Bamboo Yellow (Oxf)£4

Commercial vehicles

L14 2 forklift trucks - 1 red, 1 yellow (Bas)£7
76TI003 AEC Ergo Tipper "National Coal Board" (Oxf)£10
76TI002 AEC Ergomatic Tipper Redland (Oxf)£10
76AEC015 AEC Matador "East Kent" (Oxf)£9
76AEC014 AEC Matador Wrecker "Southdown" (Oxf)£9



76AM002 AEC Mercury TL fire engine Newcastle (Oxf) £17
76ATK001 Atkinson Borderer Flatbed Trailer "Pollock" (Oxf)£12

NEW



76AK016 Austin 3-way van "British Rail" (Oxf) **NEW**£4
76OWB006 Bedford OWB "British Railways" pale milky-grey colour (Oxf)£5
23402 Bedford TK flatbed van low roof "Fremains Beer" (EFE)£16



76ATKL001 BRS Atkinson 8-wheel Flatbed lorry (Oxf) £10
76BUR002 Burrell Showmans "Anderson & Rowlands London County" (Oxf)£9
76BUR003 Burrell Showmans "Ex Mayor G T Tuby & Sons Grand Seaside Railway" (Oxf)£9
76BUR001 Burrell Showmans "Ouo Vadis William Wilson" steam engine (Oxf)£8.50
DG125016 Burrell Showmans - Britannia (Cor) (list £8.99) **BARGAIN**£5
DG125018 Burrell Showmans - Dolphin (Cor) (list £3.99) **BARGAIN**£5
DG226000 Coles Argus 6 Ton Crane - Yellow (Cor) (list £18.99) **BARGAIN**£10
DG223002 Dennis F12 fire engine - Middlesex (Cor) (list £11.50) **BARGAIN**£7
ES2004 Emergency Set Bedford CA van (Fire), Morris LD Van (Police), Ford Transit van (Ambulance) and Morris 1000 van (Police) (Cor) (list £13.99) **BARGAIN**£4
76FT009 Ford Transit LWB High Bus "Greenland" (Oxf)£4
76FTB002 Ford Transit Mkt AA Recovery (Oxf)£8
76FTB001 Ford Transit Mkt Beaverlief RAC (Oxf)£8



76FT008 Ford Transit SWB Medium "NHS Blood Donor" (Oxf)£4
76FT005 Ford Transit van high top LWB "Network Rail" (Oxf)£4
76FT003 Ford Transit van low roof "RAC" (Oxf)£3.50



76FSR001 Fowler Steam Roller "Lord Jellicoe" (Oxf)£10
DG187013 Guy Big J Tipper - Amey Roadstone (Cor) (list £11.50) **BARGAIN**£6
76SET16 Land Rover Transporter set transporter and 8 vehicles (Oxf) £40
76LD004 London Bus & Taxi Gift "Best of British" range (Oxf)£6
76MAN03CT MAN TGX D TEC Combitrailer NWT (Oxf)£16
76MAN03CS MAN TGX XLX Curtainside "Downton Distribution" (Oxf)£16
76MAN02CT MAN TGX XXL Combi-trailer "W H Malcolm" (Oxf)£17
76SH003 Pat Collins Highwayman Ballast & Low Loader (Oxf)£9
76SP002 Pioneer Recovery Tractor "B.O.A.C." (Oxf)£9
76SP001 Pioneer Recovery Tractor "Moreton C Cullimore" (Oxf)£9
76SP003 Pioneer Recovery Tractor "Traylens Funtail" (Oxf)£9
DG225006 Ruston Bucyrus 19 - Crane NEW TOOLING (Cor)£16
DG175019 Scammell Handymann "Bartons" (Cor) (list £11.50) **BARGAIN**£6
76SH004 Scammell Highwayman Ballast truck Old Peculiar (Oxf)£9

NEW



76SH005 Scammell Highwayman Crane Crows (Oxf) **NEW** £9
76SH002 Scammell Highwayman Crane Pickfords (Oxf)£9
76SH001 Scammell Highwayman Low Load (Oxf)£9.50
76SCA018B Scania 380 Horsebox "Eric Miller" (list £11.50) **BARGAIN**£8
76WHSCACAB Scania cab - plain white (no or operator) (Oxf)£8



76SHL018B Scania Highline 420 Horsebox Metallic (Oxf) £13
76SHL15FR Scania Highline Stobart Super League (Oxf)£17
76SCA08CS Scania R Series Topline Curtainside "Knights of Old" (Oxf)£16
DG214003 Thornycroft Nippy "Southern Railway" (Cor) (list £11.50) **BARGAIN**£7
52702 Trader 2 Axle Flatbed "Milk Marketing Board" (EFE)£12
76VOL018L Volvo FH Box Lorry in white (Oxf)£12
76WHFRTRA White modern fridge trailer (Oxf)£7

Farming & Construction

76SET12 Baler, Livestock Trailer & Farm Trailer Tripleset (Oxf)£12
76FMT001 Field Marshall 12 Trailer in Marshall Green (Oxf)£3.50

Military ground vehicles

76TIL002 Austin Tilly 51st Highland Division (Oxf)£4
76MWD004 Bedford MWD 21st Army NW Europe (Oxf)£4
76JMG020 Morris J2 RAF (Oxf) **NEW**£4



76SP005 Pioneer Recovery Tractor "RAF Blue Scammell" (Oxf)£9

Public Service vehicles



76AM001 AEC Mercury TL fire engine "London Fire Brigade" (Oxf)£17



76F106001 Dennis F106 Side Pump "London Fire Brigade" (Oxf)£10
76F8001 Dennis FB fire engine "London Fire Brigade" (Oxf)£11



76DN002 Dennis RS fire engine Dublin Civil (Oxf)£10
76DN001 Dennis RS Fire Engine London FB (London's Burning) (Oxf)£10
76F10002 FB Dennis FB Northern Ireland fire engine (Oxf)£11
DA62 Leyland FG Crewbus "British Rail" green (circa 1967-1977) (Bas) **NEW** £7

1:72 Scale Aircraft - civil

72DR001 De Havilland Dragon Rapide Biplane - British European Airways (Oxf)£24
AA36903 Junkers Ju52/3m, British Airways, Gatwick Airport, London 1936 (Cor) (list £104.87) **BARGAIN**£44

O Gauge Steam locos

BL99031A J39 0-6-0 Freight loco 64757 in BR black early crest (Bas) (list £589.99) **NEW** **BARGAIN**£390



175-2008 Pewter model (static) of Locomotive No. 1 by Robert Stephenson celebrating 175 years of Bachmann (Nor) (list £129.95) **BARGAIN**£39

Diesel locos



3390 Class 33/0 diesel in BR green small yellow ends. No running number (Hel)£395

Wagons

BL99075 12 Ton Ventilated Van NE grey (Bas) (list £37.50) **NEW BARGAIN**£25
BL99043 20 Ton Brake Van in LNER brown working rear light (Bas) (list £64.50) **BARGAIN**£36
BL99069 3 Plank Wagon in NE grey (Bas) (list £35.50) **NEW BARGAIN**£20
BL99072 Plank Wagon in NE grey (Bas) (list £37.50) **NEW BARGAIN**£25



7F-071-004 7-plank wagon "Ammanford Colliery" (Dap) £35
Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)£60
SL-700BH Single (Pec)£6
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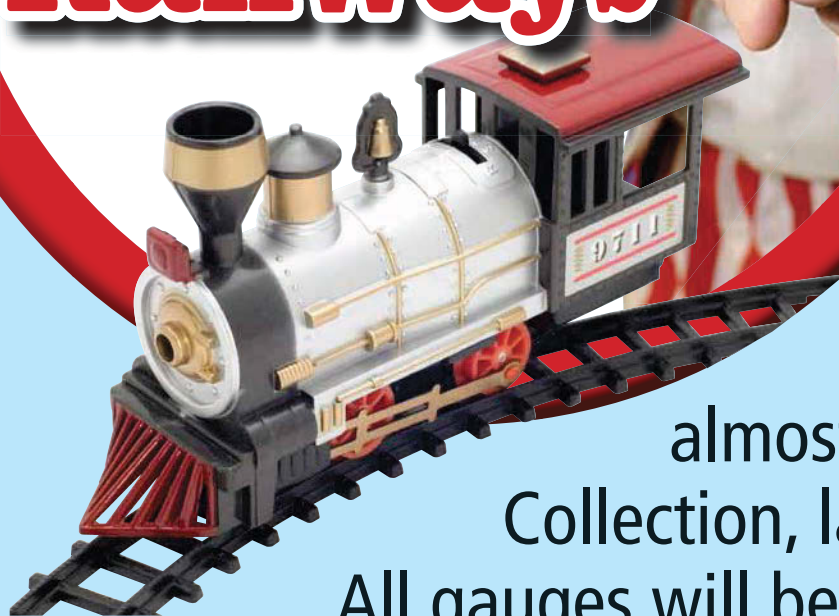
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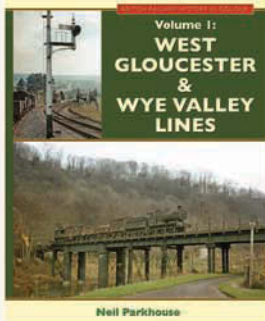
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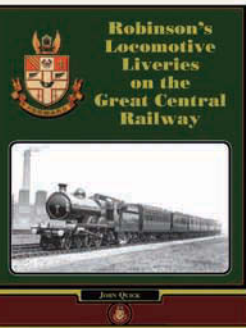
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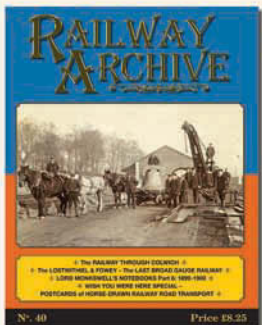
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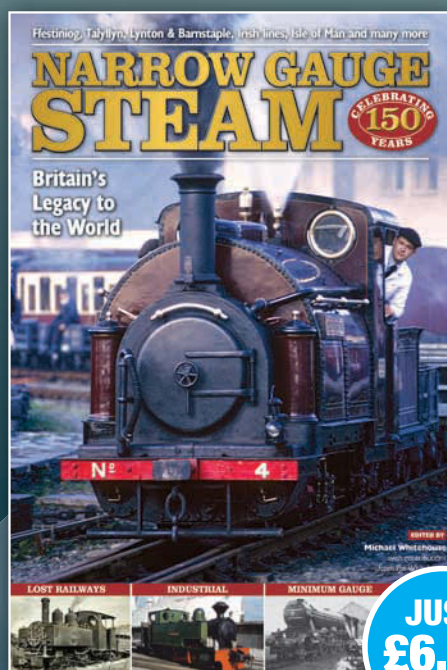
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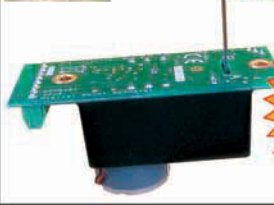
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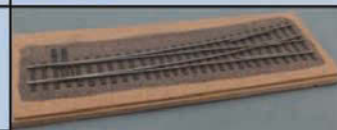
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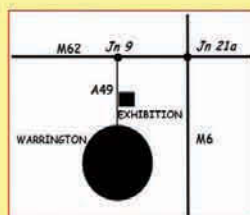


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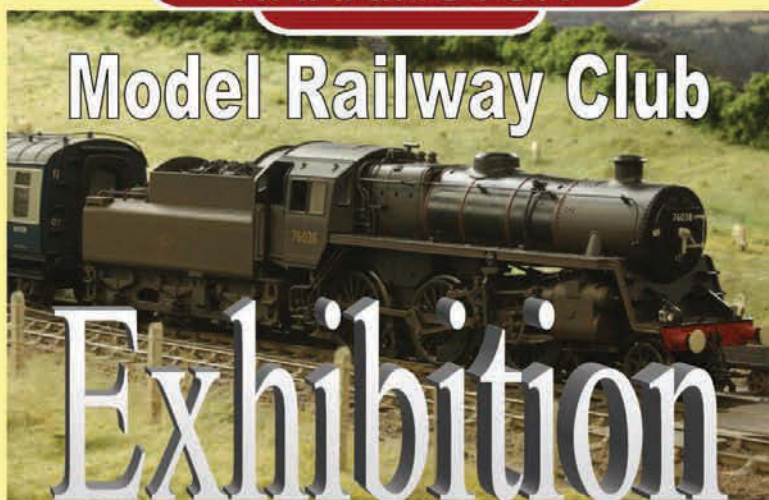
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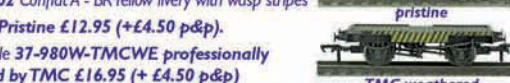
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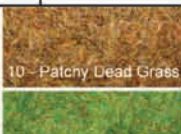
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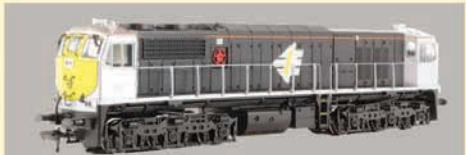


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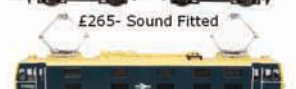
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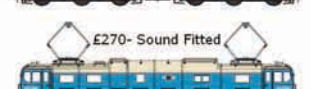
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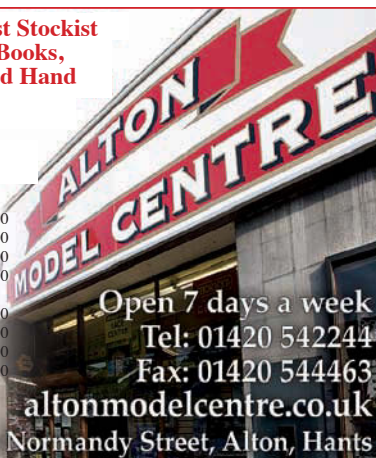
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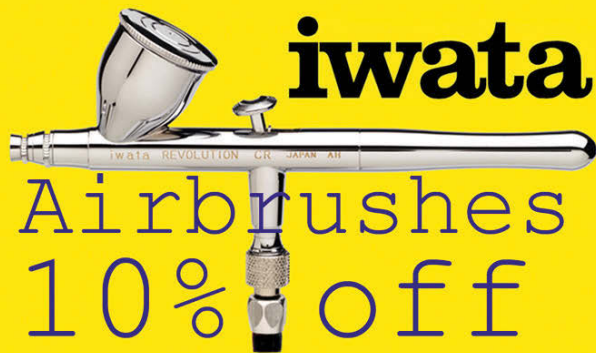
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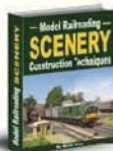
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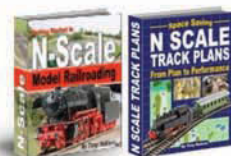
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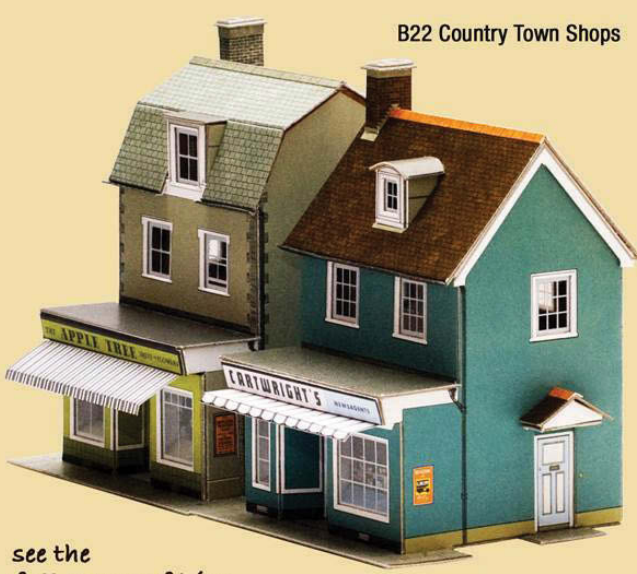
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A C Models	146	Langley Models	132
Alton Model Centre	145	Loughborough Model Centre	6
Anoraks Anonomous	130	Meridienne Exhibitions Ltd	131/132
Bachmann Europe Plc	156	Meridienne Exhibitions Ltd	133/135
Bauer Media	129	Metcalf Models & Toys Ltd	26/27
Black Dwarf Lightmoor Publications Ltd	131	Midland Railway Butterley	138
Bournemouth Model Railway Centre	134	Model Railway Solutions	146
C & L Finescale Modelling Ltd	134	Model Railway Store	147
Cineraill	104	Model Railways Direct Ltd	40/41
Dapol Ltd	155	Model Train Club	146
DB Models	142	Model Tree Shop, The	140
DCC Concepts Pty Ltd	95	Modellers Mecca	145
DCC Supplies	140	Models4Hobby	134
Digitrains Ltd	146	Monk Bar Model Shop	147
Durham Trains of Stanley	131	Morley Controllers	133
Ellis Clark Trains	144	MyHobbyStore Retail Ltd	94
Express Models	145	Olivias Trains	141
Fox Transfers	140	On Tracks	135
Freestone Model Accessories	147	Osborn's Models	147
Gas Cupboard Models	145	Oxford Diecast	69
Gauge O Guild	146	Penketh Model Railway Centre	137
Gaugemaster Controls Plc	14/15	Phoenix Paints	143
Gilbow Holdings Ltd	3	Pooleys Puffers	143
GraphicAir	145	Rails of Sheffield	86-88
Grimy Times	136	Railway Enthusiasts Club (REC) Ltd	145
Harburn Hobbies	143	Roxley Models	141
Hatton's Model Railways	48/49	S & J Models	116
Hatton's Model Railways	117-125	Sankey Scenics	136
Hereford Model Centre	127	Scale Scenes	143
Hobby Base Ltd	136	Spalding Show	126
Hornby Hobbies Ltd	2	Superquick	147
Hornby magazine - Stove R model offer	153	Swindon Show	89
Hornby magazine - Subscriptions	62/63	Sylmasta.com	139
Hornby magazine -		The Hobby Shop	146
Great Electric Train Show	105	The Loco Shed	136
International Models	135	TMC Direct	139
John Ayrey Die-Casts Ltd	141	Trains 4 U	143
Kernow Model Rail Centre	128/9	UK Toy and Model Auctions Ltd	132
Key Publishing Ltd -		Vectis Auctions	143
DCC Concepts offer	68	Warners Group Publications plc	116
Key Publishing Ltd - Geoscenics	104	Warrington Model Rail Show	137
Key Publishing Ltd -		Warwick & Warwick Auctioneers	115
Narrow Gauge bookazine	132	White Rose Model Works	95
Key Publishing Ltd -		Wild Swan Publications Ltd	133
Past, Present, Future	142		

NEXT ISSUE

GREAT TUNSLEY DALE

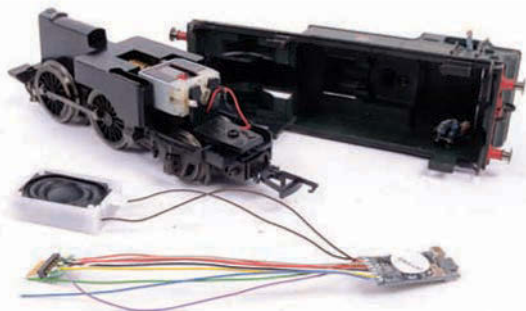
The Peak District offered a stunning back drop to the Midland Main Line as it travelled through some of the most impressive scenery in Britain. Now long gone, this once major route is revived in model form in Peter Midwinter's epic Great Tunsley Dale. In the run up to its next outing at the Great Electric Train Show on October 12/13 we bring you the full story on this stunning railway.



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SOUND FITTING A '14XX'

Just because a model doesn't have a decoder socket doesn't mean it can't be upgraded to feature DCC sound. Mike Wild tackles the challenge of a Hornby '14XX' 0-4-2T and shows that, actually, it is a simple task to upgrade this model.



PLUS

We'll be reviewing all the latest models. Plus our regulars will be back too including Quick Fix, Parker's Guide, Reality Check, Staff Projects and Railway Realism.

HECTORAGE ROAD

Malcolm Young set out to recreate his memories in a compact spare room. The result is Hectorage Road – an atmospheric slice of BR's Southern Region in the 1960s.



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2D-017-001 - DVT Network Rail Livery

2D-017-002 - DVT Intercity Livery

Also released this month include;

2D-004-006 - Class 56 (Doncaster Built) BR Blue 56070

2D-004-006D - Class 56 (Doncaster Built) BR Blue 56070 DCC Fitted

2D-012-007 - Class 22 BR Blue & 6 Milk Tankers Weathered

All product release dates correct at time of going to press

'OO' releases in August



4F-012-003 - Ventilated Van -
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4F-012-004 - Ventilated Van -
GWR Weathered

Also released this month include;

4F 014-007 - Fruit D BR Blue W38107

4F 014-008 - Fruit D BR Blue W38107 Weathered

4F 021-001 - Box Van GWR 144837

4F 021-002 - Box Van GWR 144837 Weathered

4F 036-005 - Grain Hopper GWR 2886

4F 036-006 - Grain Hopper GWR 2886 Weathered

C102A - 57ft Stanier Corridor Brake

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4P-010-019 - 60ft Stanier Corridor Composite

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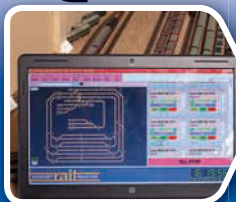
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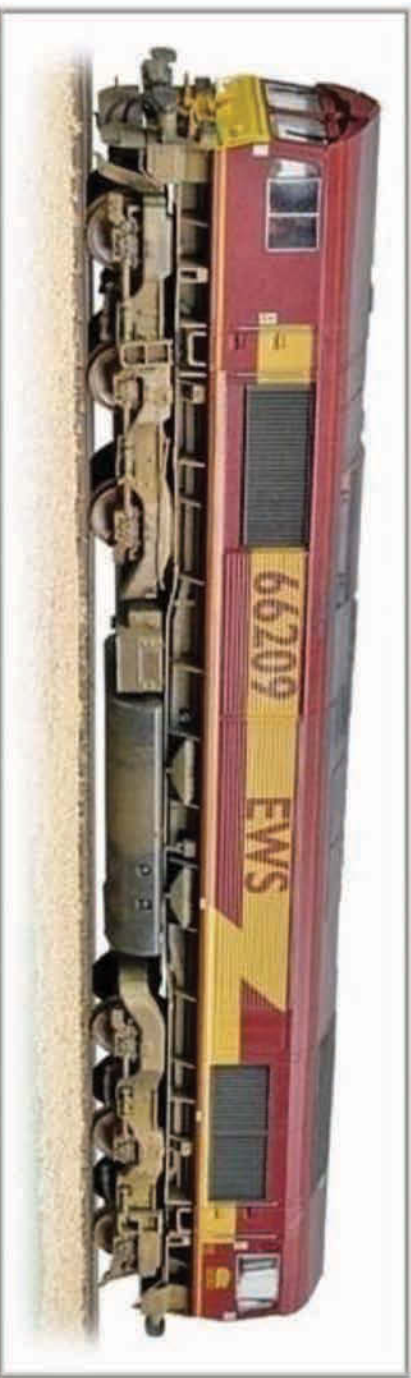
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CONTENTS



4-5

MAINTENANCE

Maintenance is an essential part of keeping your trains running. We answer the most common questions on the subject and show you how to enhance the performance of your layout.

6-9

BASEBOARDS

Do you want to know what materials you should be using or which tools to pick to build your baseboards? Look no further as we reveal the most important information.



12-13

TRACK

Track is the foundation of a smooth running layout and it creates lots of regular questions. We explain the fundamentals and show you how to make the most of your layout.

16-17

ELECTRICS

Perhaps the most daunting aspect of railway modelling, model railway electrics can be a complex subject. However, they don't have to be!

18-21

SCENERY

Discover the secrets of making realistic scenery and some of the most useful products you can buy to enhance your layout.



24-27

HIT CONSTRUCTION

Building kits is a great way to get more from railway modelling. We have the answers to your questions on this subject.

28-29

DCC

Choosing speakers, sourcing decoders - its all here in our special DCC section.

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MAINT

SMOOTH RUNNING

Q What can I do to keep my models' mechanisms running smoothly?

There are three vital steps to keeping model locomotives running smoothly and they relate to all scales and gauges.

Firstly the wheels need to be kept clean either using a wheel cleaning station such as Gaugemasters or a wheel cleaning brush like that produced by Peco. Secondly pick-ups need to be kept clean and free from dust and dirt so that they provided consistent power connections between the wheels and motor.

Thirdly the geartrains in modern models need oiling, but only lightly. Excessive oiling can be just as bad for a model as underoiling. If in doubt apply a small amount, run the model so that the oil works into the geartrain and if they still look dry add another very small amount.

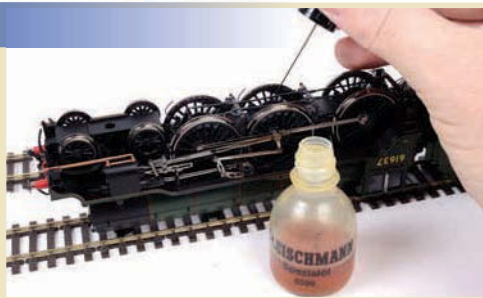
Combined these three steps will keep your locomotives in tip-top condition.



THE RIGHT OIL

Q What type of oil should I use for ready-to-run locomotives?

For lubrication of plastic gears a light model oil should be used. For metal gears a heavier oil can be used. Always check the manufacturer's instructions sheet for any specific oiling requirements as some models need oiling before first use.



ENANCE

TRACK RUBBERS



Q I've tried various track rubbers, but all of them leave deposits behind after cleaning. Is there a less messy method of keeping railheads clean?

Track rubbers are a difficult subject as there are so many

choices. We've tried many different types and the best we have found have been from Peco and C&L Finescale. The C&L track rubber is the larger of the two types and has proved to be long lasting.

To reduce the chances of track rubbers leaving deposits,

clean your track regularly so that only a light pass is needed to keep it fresh and clean. Also, we keep a separate track rubber for cleaning up after scenic work or track weathering as removing glue and paint can take their toll on track rubbers.

CLEANING PICK UPS

Q My locomotives have erratic running qualities on straight track as well as points. Is there a reason for this?



It sounds like some of the pick-ups on your locomotives aren't making permanent contact with the back of the wheels. Most 'OO' gauge locomotives have wiper pick-ups and these collect dust, dirt and fluff while a model is in motion. To clean these delicate components we use Deluxe Materials Track Magic which restores the pick-ups to a shine and, in our experience, has resolved any performance problems of this nature.

STALLING ON POINTS

Q I have had trouble with locomotives stalling on pointwork and when passing through loops in certain directions. Can you offer any advice on how to resolve this?

There could be dirt between the running rail and the blades of the point. The most effective way is to use a track cleaning fluid such as Track Magic.

Applying this fluid onto the inside faces of the blades will help conductivity and remove dirt. We now use Track Magic for all of Hornby Magazine's layouts.



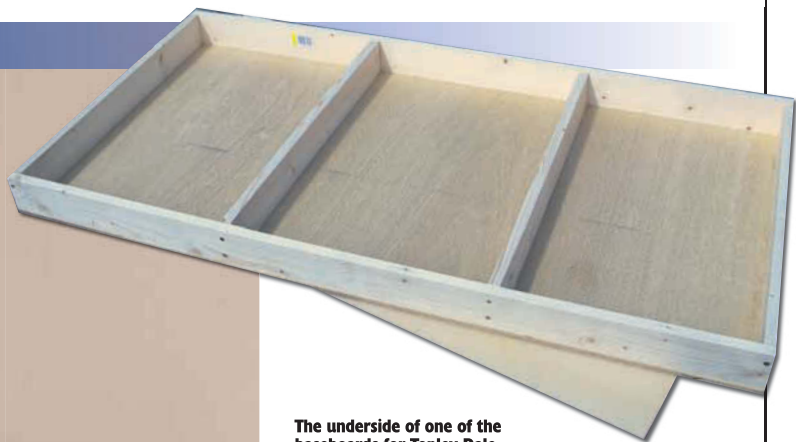
BASEBO

MATERIAL CHOICE

Well built timber baseboards will be strong and long lasting. *Hornby Magazine's* layouts are built with 9mm plywood for the tops and 69mm x 18mm softwood for the frames. This is the developing site of Topley Dale station on its newly completed baseboards.



BOARDS



The underside of one of the baseboards for Topley Dale showing its simple construction.

Q How do I go about choosing the right timber to build baseboards?

There are differing opinions when it comes to baseboard construction, but plywood seems to be the most popular choice at the moment. Other materials used by some modellers include chipboard and Sundeala. Available in a range of thicknesses, plywood is strong and light and lends itself to model railway construction. It accepts track pins easily, is robust and readily available. One element we all have to consider is cost. Most DIY stores offer pre-cut sections of plywood sheet, normally 6ft x 2ft and 4ft x 2ft, but in

our recent experience it often costs only a couple of pounds more to buy an 8ft x 4ft sheet of plywood and then have it cut down into smaller pieces.

Plywood can be used for both baseboard tops and frames. For *Hornby Magazine's* layouts we now always use 9mm thick plywood, but rather than assemble plywood frames we build our boards using planned 69mm x 18mm softwood. This is easy to cut and makes assembly of our baseboards very rapid as all of them use the same basic design principles.



SUPPORT STRUCTURE**Q How do I support baseboards and at what height should I set them?**

There are many choices when it comes to supporting baseboards from simply placing them onto cupboard units to mounting brackets on walls and leg systems.

Our preferred method for our exhibition layout is trestles. These are formed of two sets of legs with hinges at the top and a chain between the lower braces which then fold out to form an 'A' shape. This makes assembly and dismantling of our exhibition layouts quick, but they do take up a lot of space which might make them unsuitable for home use.

Another alternative is a bespoke leg design to suit your particular requirements. When building Topley Dale for the *Hornby Magazine* office we required the maximum amount of

storage space possible beneath the boards so we opted for single legs at each end of each baseboard made from 44mm x 44mm square timber braced with 69mm x 18mm timber.

In terms of height we aim to make our boards fit within two criteria – a comfortable working height and not being too high for visitors to exhibitions. Again there are extremes of this and it can be very impressive to see a layout set 5ft above the ground offering an almost eye level

view of the operations. A happy medium, we reckon, is about 3ft 6in off the ground.

**THE TOOLS****Q What tools do I need to build baseboards?**

Baseboard construction calls for a number of tools. The basics are a pencil, tape measure, a straight edge and a set square for marking out, and then either a handsaw or electric jigsaw, a screwdriver, G-clamps, electric drill and a 6.5mm drill bit to complete the job.

Power tools such as a jigsaw or electric screwdriver might appear to be a costly investment but they do save time and a considerable amount of exertion too. However, if you go to a timber merchant's – as opposed to all bar the largest DIY stores – they will often have a cutting service allowing to you have all the components you need to make baseboards cut to size while you wait. This can be a great saving when it comes to the time required to assemble baseboards.

ALL GLUED UP**Q Do I have to glue and screw baseboards together?**

The short answer is no, you don't have to. We do recommend that baseboard frames are glued – using PVA wood glue – and screwed together, but sometimes it can be beneficial to only screw the top surface onto the frame meaning that, should you wish, it can be replaced in the future for the frame to be reused.

**BASEBOARD MANUFACTURERS****Q I'm really not keen on woodwork, is there a company that will make bespoke units for me?**

There are several companies, and even retailers, who will make baseboards to order to suit your needs. Taking your specification along will result in a quote for the cost. Baseboard builders include

Black Cat Baseboards (01482 500605), White Rose Model Works (01677 422444), B and R Model Railways (01494 580036 and Little Jem Products (01509 880659).

WIRING

Q What is the best way of routing wires underneath a board?

The most effective route for wires is one where they are kept out of harm's way. The best way to do this is to drill holes through baseboard cross members so that wires can pass through, keeping them away from the chance of being snagged. Most layouts will require a large number of wires so we either drill a series of 8mm holes in the relevant positions while installing wiring or drill a limited number of 22mm holes – usually three to a cross-member – for wires to pass through.

TO SEAL OR NOT TO SEAL

Q Do I need to seal my baseboard before starting work on the model railway, and what should I use?

Wood naturally changes shape and expands and contracts depending upon air temperature and moisture. Sealing baseboards can help reduce this, but perhaps the greatest benefit is if you paint the underside of your board a light colour such as white, grey or light grey. This will make the job of seeing the wiring underneath easier in the future. Emulsion paints will do the job well – after all, indoor layouts aren't exposed to the elements and so they don't require special treatments.

MAKING IT PORTABLE



Q I'm planning a portable layout and I want a simple way to connect the boards together. Can you suggest a way of doing this?

Our method of choice for joining baseboards together is to use M6 coach bolts with 30mm washers and M6 wing nuts. By simply drilling a 6.5mm hole through the ends of a pair of baseboards they can then be bolted together quickly

and with good results every time.

If you are working with finescale track it will be worth using pattern makers dowels as well to assist with accurate alignment while it is also possible to use either case clips or loose pin hinges.

FIXTURES AND FITTINGS

Q What screws should I use to join baseboard timbers together?

The answer all depends on the type of materials you are using and what thickness they are. We normally have a stock of 4.0 x 30mm and 4.0 x 40mm screws to hand which suit most purposes. For fixing backscenes it is handy to have 3.5 x 25mm screws available too.





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CORK PROPERTIES

Q I've seen many references to cork underlay. What advantages does it have and why do so many layouts use it?

Cork sheet and strips have been part of the railway modeller's armoury for years. It provides a flexible barrier between the track and baseboard surface and prior to applying any ballast it can reduce the noise of

model rolling stock.

However, in our view its purpose is more cosmetic in forming a ballast 'shoulder' beneath a running line. In this respect this material is very useful and it can be



During construction of *Hornby Magazine's* Topley Dale layout in 'OO' a 'Royal Scot' approaches the station. The cork bed beneath the track is clear to see, but this will later disappear under ballast to create a ballast shoulder.

FLEXIBLE TRACK

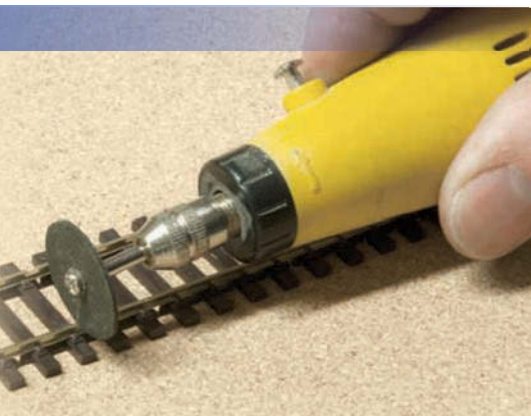
Q I'm making the step from set track to flexible track, but how do I cut flexible track to make it fit?

Flexible track can be cut with tools as basic as a hacksaw, but if you have a lot of joints to make then it will be worth investing in a mini drill with a cutting disc. This speeds the process and allows you to make more accurate and cleaner cuts through the rail.

However, if you don't want to splash out on power tools, Xuron produces a very handy track

cutting tool which leaves a neat end to rails and is suitable for use with all grades of 'OO' and 'N' gauge track. It is quick, convenient and user friendly. The most important point for cutting track is to measure twice and cut once, just like the golden rule of woodwork. The more accurate your measurements and cuts are the better your trains will run in the end.

bought in rolls, laid under the track and then cut back to the edges of the sleepers. At a later stage ballast can be applied and the cork will form a natural 'shoulder' to the ballast resulting in a more realistic trackbed.



IN BRIEF

Q Can you recommend track pins which don't bend – I'm having problems with my current choice.

For our layouts we use Peco or Hornby track pins of the larger diameter type – Cat Nos. ST-280 and R207. Both will require a 1mm hole to be drilled through the centre of a sleeper before being hammered home, but they are stronger and much more resilient to bending.



Q What is the minimum radius that I can use with flexible track?

Most current ready-to-run locomotives are designed for use on a minimum of second radius curves – the equivalent of 438mm radius. However, where possible we would recommend third radius curves of 505mm radius as this will allow a more realistic appearance for trains traversing curves and also, should you wish, more of the additional details supplied with locomotives to be fitted.

Q What is the difference between code 100 and code 75 rail for 'OO' gauge?

The main difference between code 100 and code 75 rail is the profile of the rail itself. Code 100 has a larger total height to the rail itself which allows older models with larger flanges to be used. It is also more robust than code 75 rail which has a finer rail profile and a more authentic appearance. For most modellers, code 75 simply looks better.

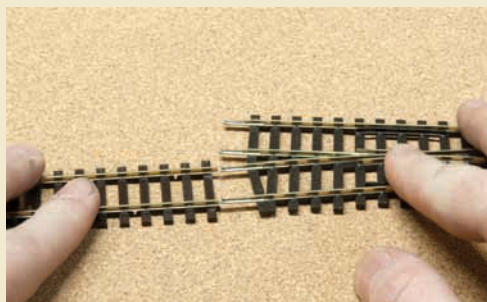
Q How do I set tracks the right distance apart?

Parallel running lines should be 6ft apart with a gap of 24mm between the sleeper ends in 4mm scale. Peco Streamline points will help set this gauge, but for a more accurate measurement Peco produces a 6ft way gauge for 'OO' which also includes a gauge for platform height.

STEP BY STEP JOINING RAILS



- 1** Peco rail joiners for both code 100 and code 75 track, as used here, come in pairs. They need to be separated by flexing the thin metal joint between the two joiners until they snap. Individual rail joiners can then be added to the rail ends of points without any modification.



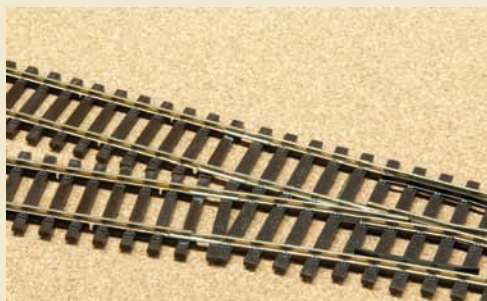
- 3** When joining track it is essential that both rails go fully into the rail joiners, where they are conducting or insulating joiners. Use a flat and level surface, bring the two track sections together and gently push them together.



- 5** Insulated rail joiners work in exactly the same way, apart from that they stop electricity passing from one track section to another. Here insulated rail joiners have been added between these points to stop electric shorts.



- 2** To fit rail joiners onto flexible track, the chairs (which hold the rails in place) need to be removed on the end sleeper. Use a craft knife to carefully slice the chairs off working downwards towards the baseboard surface. Rail joiners will then slide onto the rail end above the sleeper.



- 4** Once together you should have neat rail joints with the sleepers neatly tucking underneath the joiners. If you are assembling flexible track up to a point you will also need to trim the ends of the sleepers on one track to fit, usually the first three as shown here.

ESSENTIAL TOOLS

Q What tools do I need for laying track? My aim is to use flexible track as well as set track.



There are only six really important tools for laying track, although naturally there are specialist tools which you might like to add to the toolbox. The raw essentials are a craft knife for removing sleepers, snipe nose pliers for holding track pins, side cutters in case you need to remove a track pin, a pin hammer, a hacksaw or minidrill with a cutting disc for cutting flexible track and a pin vice with a 1mm drill bit to drill holes through sleepers for track pins.

Beyond this you may want to consider the highly useful Tracksetta range of gauges. These are available in straight and curve radius formations and assist in laying track to the right radius. They are particularly useful for forming curves from flexible track and are available in both 'OO' and 'N' gauge.

Once you progress from track laying to wiring you will also need a soldering iron and a couple of other tools which are detailed in the electric section of this booklet.

JOINING RAILS

Q How do I join rails together successfully and what is the purpose of plastic rail joiners?

There are two types of rail joiner – metal rail joiners which are used to conduct electricity from one section of rail to the next and plastic rail joiners which are used to stop electricity reaching the next track section.

Both types of rail joiner are available for 'OO', 'N', 'O' and all other scales with different tolerances for different rail profiles, so make sure you check the packaging when purchasing these items.

Set track pieces come with rail joiners pre-fitted, but Peco streamline pointwork and all types of flexible track come

without any fittings on the end. To fit rail joiners to Peco points simply select the rail joiner and slide it onto the end of the rail. For flexible track cut just the chair from the end sleeper with a craft knife and then slide a rail joiner onto the rail end. It will sit neatly between the top of the sleeper and the bottom of the rail.

When joining two lengths of track it is essential that both rails connect properly into the rail joiners on each side of the joint – any variance on this will result in derailments.

See the step by step guide, right, for more information.

IN BRIEF

Q I would really like to add point rodding to my layout, but I have come unstuck in trying to find a suitable product. Can you recommend a manufacturer?

Point rodding has generally been a subject tackled by some of the more dedicated modellers, but recently Wills has produced a new kit of components in plastic to replicate point rodding (HM74) for the rest of us. This kit includes cranks, supports and point rodding bars and will do exactly what you want it to without the need to work with delicate metal components.

Electrics

CHOOSING TOOLS



Q What tools do I need for model railway electrics?

Only a small number of tools are essential for model railway electrics – a soldering iron, wire strippers, wire cutters and a small electrical screwdriver are all you really need.

In terms of the soldering iron, a 25Watt 'iron will do all that you need it to while a multi-gauge wire stripper will be a very handy tool to have available.

LOOP WIRING

Q Can you explain how to wire up a loop with live frog points and the differences from doing the same job with insulated frog points?

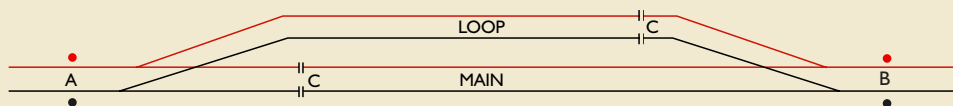
Electrofrog – more accurately described as 'live frog' points – provide more consistent running qualities for model locomotives but they bring with them the need for more care when it comes to electrical circuits.

If you have a loop with live frog points you will need insulated rail joiners in each pair of rails of the loop (see diagram A). A power supply then needs to be added at the toe end of each point forming the loop so that both ends are fed. For the simplest method we recommend fitting

insulated rail joiners at opposite ends of each track of a two track loop so that a train in both loops can be isolated at the same time by simply setting the points against them.

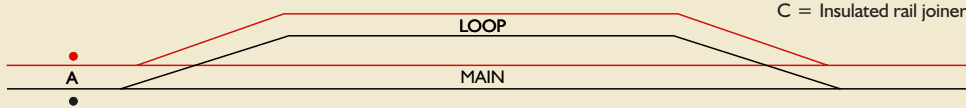
Insulated frogs require none of these as they can transmit electricity in both directions and the insulated frog of the point prevents short circuits. To produce the same loop arrangement with insulated frog points requires only power feed (see diagram B), but it could result in locomotives stalling on the insulated section of the point.

DIAGRAM A 'LIVE' FROG LOOP WIRING



A = Power Feed
B = Power Feed
C = Insulated rail joiner

DIAGRAM B 'INSULATED' FROG LOOP



WHAT ARE THE ALL THOSE WIRES FOR?

Q Model railway electrics appear very daunting to me, especially when I see how many wires are hidden beneath a layout. Is it very difficult to wire a model railway?

Most model railway wiring is actually quite simple, but there are ways of making it more complicated. When you see another modeller's wiring it can appear daunting, but much of what is there is simple repetition of the same circuit to achieve the same actions, such as power feeds and point motor changing, in different areas of a layout. For example: each point motor of the traditional solenoid type will require three wires – two positive feeds (one to each coil) and one negative – or common return – running between the control panel and point motor. Each point motor needs the same circuit to run back and forth from a control panel, hence the large number of wires which can appear underneath a model railway.

The most important part of model railway wiring is to keep things simple and work with a colour code. Our code is black and red wire for outer circuits, blue and yellow for inner circuits, green, orange and white for point motors and brown and purple for accessories. This means that we can always be certain of what particular wires are there for.

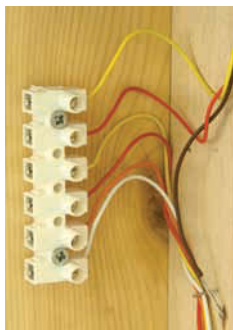
We also annotate baseboard power connections so that we know what connection does what in the future should anything go wrong.

BASEBOARD CONNECTIONS

Q I want to make my layout portable, but what can I use to disconnect the wires and reconnect them as necessary?

There are two main types of connector which are used for underboard baseboard connections – computer style 25-way 'D'-connectors and plug-in terminal blocks. 25-way 'D'-connectors require some skill with a soldering iron because the pins are very close together and once wired

any modifications can be time consuming to make. For Hornby Magazine's layouts we standardised on plug-in terminal blocks from Squires Model and Craft Tools (01243 842424). These are similar to electrical connector blocks and have screw fittings to connect wires to them. The two parts are male and female and they are very simple to use and wire up, requiring no soldering at all.



STEP BY STEP

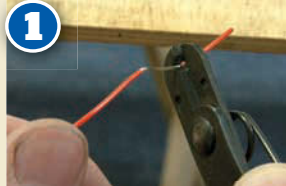
POWER FEED SOLDERING

Q How do I solder wires onto rails for power feeds?

Soldering wires onto rails is a simple five-step process. We recommend 7/0.2 multi-core wire for this job (seven strands of 0.2mm diameter wire inside the insulation). A standard lead free solder will be perfect for this job.

First drill a 2mm hole in the baseboard between the ends of a pair of sleepers where you want to route the wire. Next bare the end of a length of wire by about 20mm using wire strippers and pass the wire through the hole. Having heated up a soldering iron apply solder to the bare end of the wire and touch the soldering iron against it so the melted solder covers the bare end of the wire. Finally, hold the wire against the rail side with a pair of snipe nose pliers, reheat the solder and it will flow onto the rail. Move the soldering iron away, allow the solder to cool then let go of the wire. Job done.

1



The first step is to strip around 15mm-20mm of insulation from the end of your wire using wire strippers. Stripping this much means the wire can be more easily hidden from view on a scenic layout.

Next, using multi-core wire such as this, the strands need to be twisted together to create a solid end to the wire.

2



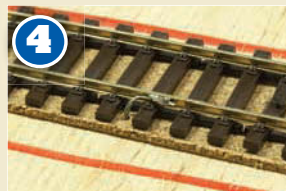
3



Tin the end of the wire by heating up the wire and introducing a small amount of solder. This will make it easier to attach to the rail in the next step.

Holding the wire firmly against the rail side reheat the solder on the end of the wire so that it melts onto the rail. Be careful not to apply too much heat to the rail, or the sleepers will melt.

4



Scene

ROCK FORMATIONS

Q How do I make rock formations for my 'OO' layout?

There are a number of options when it comes to making rock formations. Several manufacturers, including Woodland Scenics and Noch, produce moulds which can be filled with casting plaster such as Woodland Scenics Hydrocal to make realistic rocks of varying descriptions. The moulds vary in size from large single pieces to multiple small rocks in one.

Another alternative, and new to the market, is Deluxe Materials Create and Shape which has been designed as a multi-purpose finish with one result being realistic rocks. This material bonds to virtually any surface including wood, plastic and plaster bandage and allows unique rock formations to be produced with just a few minutes' work. However, you will need to study real formations to make the most of this product.

The photograph here shows the rock formations created for *Hornby Magazine's* Topley Dale layout which uses Woodland Scenics' rock moulds as their basis.



ery



Q What glue is the best for fixing down ballast?

By far the best method for fixing loose ballast down is diluted PVA wood glue. Mixed with water to a 50:50 ratio, and with a drop of detergent added to remove any surface tension from the water, it will flow into the ballast and secure it in place. Be prepared to allow it to dry for 24 hours and don't be tempted to 'poke' it too early – you will disturb your hard work!



Q When I apply diluted PVA glue to my ballast it always moves it out of place. How do I stop this happening?

This is a simple problem to fix. All you need to do is to wet the ballast first before applying any glue. We use a plant water mister, available from all gardening and DIY stores, and fill it with tap water with an added drop of detergent to remove any surface tension from the water. Spray the water solution over your ballast then apply your diluted PVA glue – your ballast will now stay where you want it to.

QUICK FIX TREES



Q Is there a quick way to make trees? I need a lot in the background of my model.

The quickest and most cost effective method for making large numbers of trees is seamoss. This naturally occurring material is marketed as a

'forest in a box' by several suppliers including Greenscene (www.green-scene.co.uk) and International Models

(www.internationalmodels.net).

To turn pieces of seamoss into trees we spray them with Railmatch frame dirt or similar from an aerosol spray can (an enamel spray is better than acrylic as the latter dries too quickly for this process) and then the

Q I don't want to go to the trouble of loose ballasting my layout, are there any alternatives without resorting to foam?

There are a number of products available to make ballasting easier. Gaugemaster produces its own range of pre-ballasted foam underlay which has been designed to fit the Peco, Hornby and Bachmann code 100 track systems. It can also be used with Peco code 75 track.

Gaugemaster also now produces kits of foam underlay to go underneath points which come with everything you need except glue. The pre-ballasted underlay is flexible and available for both 'OO' and 'N' gauge.

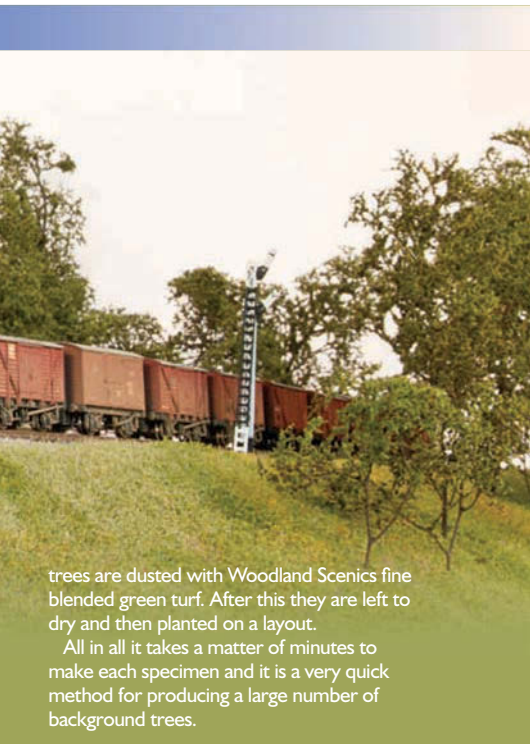
WHAT IS IT FOR

Q I've seen a product called polyfibre in the Woodland Scenics range, but I can't see how it can be used. What is its purpose?

Polyfibre can be a very useful material when used well. In its packaged form it appears of little use, but by teasing out small clumps it can be turned into bushes and scrubs easily. It can also be used to make long hedgerows as shown by the photograph of St Stephens Road.

Our method is to tease out the polyfibre into the shape we want, spray paint it with Railmatch frame dirt or a similar dark brown and then sprinkle Woodland Scenics fine blended green turf onto the wet paint. For added variation a little Woodland Scenics light green or burnt grass coarse turf can provide a different look to a finished bush.





trees are dusted with Woodland Scenics fine blended green turf. After this they are left to dry and then planted on a layout.

All in all it takes a matter of minutes to make each specimen and it is a very quick method for producing a large number of background trees.

BUDGET STATIC GRASS

Q I've seen layouts which make good use of static grass, but the equipment appears expensive. Is there a budget option for applying static grass?

The cheapest method for applying static grass is a puffer bottle. This plastic bottle is filled with grass fibres, shaken to create a static charge on them and then 'puffed' onto the layout to add static grass. The results are good and it is a particularly useful tool for applying static grass around buildings. The price: just over £4 from Noch's UK distributor Gaugemaster – gaugemaster.com



BALLAST GRADES



Q Which grade of loose ballast should I use for my 'OO' gauge layout?

Hornby Magazine's 'OO' gauge layouts use two grades of Woodland Scenics ballast to create their final look – fine grey blend and medium grey blend. Combined together in roughly even amounts these two products give, to us, a realistic look to finished ballasting.



Q How do I reproduce water in model form?

One of the cheapest options for making water is to use layers of varnish. This is a time consuming process requiring coats to be built up over a number of days, but it can reap rewards with patience.

For the scene above, which is modelled in 'OO' gauge, our choice of water product is Woodland Scenics Realistic Water – a resin based product which dries clear once poured and sets in 24 hours. It can be built up in layers too which adds to the potential for creating deep water.

To create realistic model water first paint the base of your river/stream or canal a suitable colour. It is also crucial to make sure that there is a barrier at each end of a baseboard to stop the 'water' material from running away once poured. In our case we used masking tape to keep the Realistic Water in place while it cured.

There are other products on the market including Deluxe Materials Scenic Water, Solid Water and Making Waves products plus Dapol's Modelling Water, Faller Natural Water and Premium Water and Noch Water Effects, all of which can produce realistic looking water.



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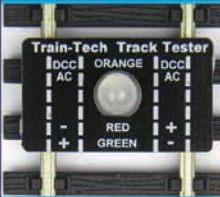
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KIT CONST

CHOOSING A FIRST KIT

Q How do I choose a first rolling stock kit to build? What are the pitfalls?

First, buy a modern kit. Some real horrors are lurking on second-hand stalls around the country which will be enough put off even the keenest modeller. Parkside and Cooper Craft both produce kits that go together well with plenty of detail.

Next, pick a simple prototype. While unusual subjects are interesting, a box van or open wagon is a better proposition. There aren't too many parts and it's fairly obvious where they all go. Hoppers are a challenge too, with very few solid fixing points for the parts. That's not to say that you won't be able to build them, just that a simple kit is more likely to be finished and then you can move on to the complex ones.

Apart from this, the only problem you are likely to find is finding suitable couplings. Those included with kits aren't usually very good but Bachmann sells its own as spare parts so they will match your ready-to-run stock.



Liquid plastic cement is the most important tool in a plastic kit builders armoury.



GLUING PLASTIC

Q What type of glue should I use for assembling a plastic kit?

The best glue is a liquid solvent. Hold the two parts to be joined together and apply a little by brush to the joint. It will run in by capillary action and dry almost instantly.

Sometimes a plastic cement is useful too for holding larger parts or where you need to fiddle with a joint to get it perfect – choose one with a long nozzle rather than a tube as this allows careful placement of tiny amounts of glue.

Be careful with all glues and solvents. Use them in a well-ventilated space and use the smallest amounts you can get away with. If any liquid glue finds its way onto a detailed surface, leave it to dry. Don't try to remove it as you'll just make matters worse.

TRUCTION



Parkside Dundas makes a quality range of kits which go together well. They present an ideal starting point for new kit builders.

BUFFERS AND FITTINGS

Q I've bought a resin locomotive body kit, but I need to find buffers and other fittings to complete it. Where can I get these?

The first source is the manufacturer of the resin body kit. It may be able to supply parts itself, and if not should be able to point you in the right direction.

If they can't, many traders at exhibitions will supply these but if there aren't any exhibitions near you at the time, in my experience the best starting point is the Alan Gibson Workshop - www.alangibsonworkshop.com - which produces a huge range of fittings for all sorts of locomotive classes.

Don't be afraid to use parts that aren't sold



for the particular model. If you use a prototype photograph as a guide, as long as the fittings look realistic enough for you, use them.

BACKDROP BUILDINGS

Q I've been considering building card buildings as a backdrop for my layout. Can you suggest sources for this type of model?

A lot depends on what sort of background you are after. For a range of shops, you can't do better than Superquick which produces some very easy to assemble models designed for background use.

If it's industrial units you require then Scalescenes.com produces a nice free model to give you a feeling for the range. Construction is more involved than Superquick kits but the instructions are excellent. You do have to print the parts yourself but that allows you to make as many kits as you require and if there is a problem during building, it is a simple job to reprint replacement parts.

Apart from this, any of the card building ranges advertised in *Hornby Magazine* will work. You may need to alter them to fit the space but card buildings are ideal for this since the material can be easily modified with a sharp knife.



SOURCING WHEELS

Q I've recently bought a wagon

kit and it is supplied without wheels and bearings. Which are the best wheels that I can use?



Metal wheels are best. Romford wheels used to be the choice for 'OO' modellers but nowadays Hornby and Bachmann produce useful packs of spare wheels very cheaply. Other brands can be finer which may cause problems unless your track is set up for them. Most UK wagons ran on 3ft diameter wheels, which equates to 12mm in 4mm:1ft scales.

Bearings are available from several places with Alan Gibson being the largest supplier. For most plastic kits, 'top hat' bearings will probably work best. They are called this because they have a little brim around the edge to stop them falling too far into the axlebox.

Possibly the simplest option is to buy wheel and bearing packs from Parkside – the same ones it supplies in its kits. £1.85 gets you two axles of Romford wheels and four bearings, enough for a wagon.

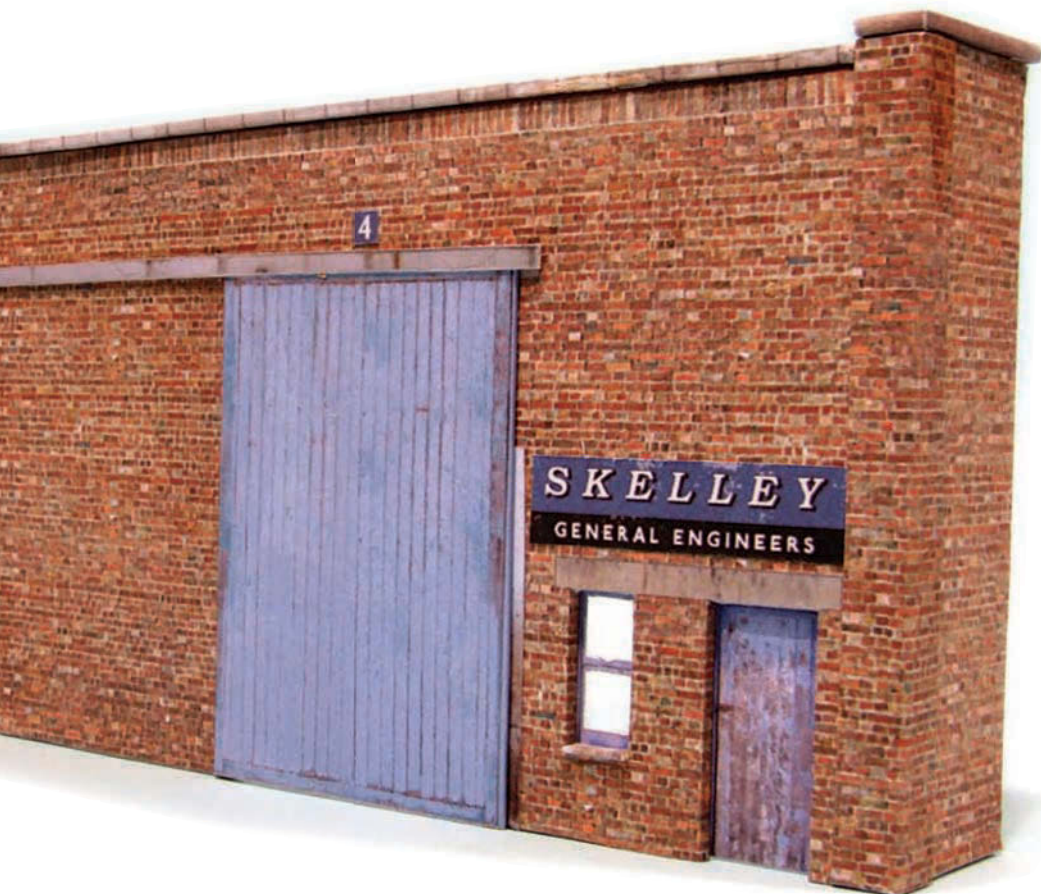
A LEVEL CHASSIS

Q How do I ensure that a chassis sits straight and level when it is complete?

While kit instructions usually have you building the body and then adding the chassis parts, we prefer to fix the solebars to the floor so they can be tested. Make sure the axles are parallel with each other and perpendicular to the sides. The wheels should rotate freely.

At this stage you should be able to place the chassis on a piece of glass or small mirror with all the wheels touching the surface. If they don't a gentle twist might be enough to fix the problem. If more adjustment is required, pack a little plastic under one end of a solebar.

Test the chassis by pushing it around your layout. You will need to fix a little weight on it with Blu-tack first to simulate the completed vehicle, but then it should run around without derailing. If all is well then you can be confident to move on with construction of the body.



TRANSFER APPLICATION

Q I've built a number of wagon kits but when I apply the transfers the backing can clearly be seen on the model. How do avoid this in the future?

The backing shows up as a silvery sheen because of tiny air bubbles trapped underneath. Ideally transfers should be applied to a smooth gloss surface. Spraying gloss varnish such as Humbrol Clear where you intended to place the decal solves the problem but you'll then need another varnish to 'matt' the surface and protect the transfer from handling.

An alternative is to use a decalfix solution. Apply the transfer, pat it dry with kitchen towel and then paint on some Decalfix. This softens the transfer and draws it over details reducing and even eliminating the sheen.



The transfers you use also affect the results. Modern types tend to have a lot less transfer film around the edges of the printed area than older ones. Methfix and Pressfix transfers don't suffer at all from the problem but can be harder to use than waterslide.

DIGITAL COMMAND CONTROL (DCC)

LEARNING TERMS

Q I'm new to DCC and I'm learning about the different terminology. What is a function and how do they work?

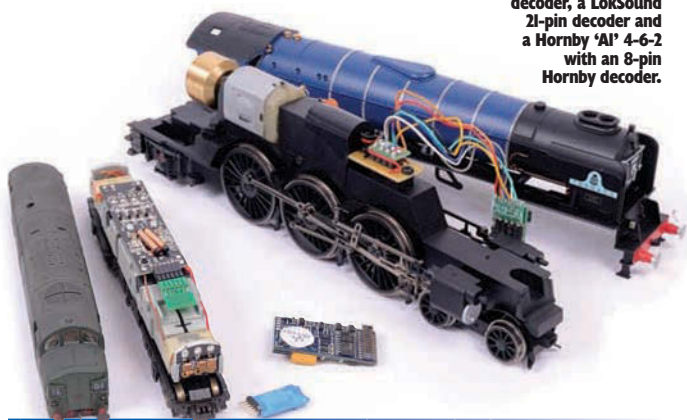
A function is an action controlled by a decoder. This could be lighting, sounds or in the case of advanced and more powerful decoders a smoke generator. Basically anything other than driving the locomotive is controlled by a function.

Functions can only be controlled by a handset and are number from zero upwards.

The total number of functions available on a decoder varies depending on what they control – a standard diesel model with directional lights will normally have only one function to turn them on or off, but other models require four function decoders to operate all of their lights.

Sound fitted models have made the greatest use of functions with some decoders including more than 20 sound functions. All of these are controlled by the keypad on a DCC controller, but beware, some older Digital controllers only have a limited range of function controls available.

From left to right:
a Farish Class 37 with a 6-pin socket, a Bachmann 6-pin decoder, a LokSound 21-pin decoder and a Hornby 'AI' 4-6-2 with an 8-pin Hornby decoder.



DEODER DIFFERENCES

Q What is the difference between a 6-pin, 8-pin and 21-pin decoder?

As DCC has evolved so have decoders. All three types of decoder have the same basic abilities – to control a locomotive under DCC – but there are more advanced versions available as 21-pin decoders while 6-pin decoders can be great space savers.

The 6-pin decoder is generally reserved for the 'N' gauge market, although as the 'OO' gauge manufacturers strive to produce ever smaller locomotives – such as Hornby's soon to be released Sentinel 4wDM shunter and Bachmann's Fowler '1F' 0-6-0T – the

6-pin socket has found favour in the larger scale too.

The 8-pin socket is still the most common in 'OO' gauge ready-to-run, but in recent times all manufacturers have been moving towards use of the 21-pin socket where possible for its advanced abilities for locomotive and sound control.

To be sure of the decoder type you need manufacturers all now specify on the box label which type of decoder connect is required. It should also be noted that 21-pin to 8-pin and 8-pin to 21-pin converter harnesses are available too.

SOURCING BRITISH SOUNDS

Q I've been impressed with DCC sound from Hornby and Bachmann, but I would like to equip more locomotives. Where can I get sound decoders from?

There are several companies which now have an established reputation for producing DCC sound decoders. The majority offer ESU LokSound decoders with a smaller number offering

the upcoming range of sound decoders from Zimo.

Chief amongst sound decoder producers for British sounds are South West Digital, Howes Models, Digitrains, DC Kits

in conjunction with Legomanbiffo, Olivia's Trains and Keytes of Essex amongst others. The panel lists the contact details for known sound decoder suppliers.

CONFIGURATION VARIABLES

Q What is a CV value and how do I change them?

A CV value – or Configuration Variable – is data stored on a decoder which controls the way it operates. CVs can be used to vary the acceleration or deceleration of a locomotive, control its top speed, change the volume of a sound decoder and even alter the brightness of lights.

The digital code of CV values allows us to take full control of locomotives and their performance. They can be changed using any DCC handset using either the main line or programming track where those two options exist. Methods of altering CV values vary between controllers, but most will ask

for the CV setting you wish to change – such as CV63 for sound volume – followed by the control parameter you wish to enter. It is essential to consult your decoder manual to find out the maximum and minimums for each CV setting as there is a lot more to this area of DCC control than first meets the eye.

MEMORY CHALLENGE

Q I like the idea of DCC control, but I don't relish the challenge of remembering all the addresses for my locomotives. Is there a commercially available computer control system which can link with DCC?

The most recent entrant to the computer control market is Hornby with its RailMaster computer programme which allows you to give each locomotive a bespoke name or

number (usually the one of the model itself). This originally operated through Hornby's Elite DCC controller, but this has now been replaced, in terms of RailMaster, by the new e-Link controller which is essentially a black box connecting a layout to a computer.

RailMaster can store as many locomotives as you wish and provide groups within the locomotive listing to allow you to more easily navigate a large fleet of locomotives. However, its capabilities are far beyond this as it has a matrix track diagram which can be designed to reflect any model railway, it can accommodate route setting, automation and control of accessories such as points, signals, turntables and more.

● Visit www.hornby.com for more information or see *HM75* for a feature on the latest developments in RailMaster.



PRE-DCC LOCOMOTIVES

While it is possible to install a DCC decoder in any locomotive, older models will take more time and care. This Bachmann split chassis Gresley 'J39' 0-6-0 was the subject of a full feature in *HM62*.

Q I have a large collection of old locomotives which pre-dated DCC. Can they be fitted with decoders?

Yes! It is possible to install a DCC decoder in any locomotive, but without a socket it does mean that a decoder will have to be hardwired to the locomotive.

This means isolating the locomotives pick-ups from the motor connections and connecting the power supply to the decoder first. However, it is essential with this type of installation to ensure that all bare wire ends are fully insulated afterwards to avoid a short.

In *Hornby Magazine* we have produced several features over the years explaining how to hardwire decoders onto Bachmann split chassis locomotives (which are the most challenging models to do DCC fit) while some of our more recent projects have also seen the factory fitted decoder socket removed in favour of hardwiring.

BRITISH OUTLINE SOUND DECODER SUPPLIERS

COMPANY	TEL	WEBSITE
South West Digital	01934 515382	www.southwestdigital.co.uk
Howes Models	01865 848000	www.howesmodels.co.uk
Digitrains	01526 328633	www.digitrains.co.uk
DC Kits	0113 256 3415	www.dckits-devideos.co.uk
Olivia's Trains	0114 2647 449	www.oliviastains.com
Keytes of Essex	01268 729499	www.keytesmodelrailways.co.uk
Youchoos	0844 772 5052	www.youchoos.co.uk

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